Stafford County Public Schools
Edward E. Drew Jr. Middle School

Conditional Use Permit – CUP25156606

Stafford County Public Schools
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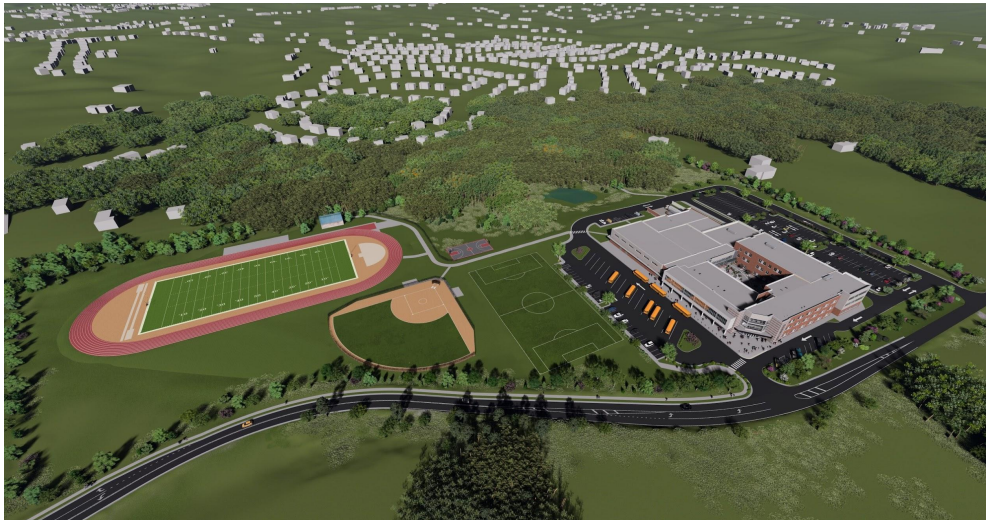
Edward E. Drew Middle School

Drew Middle School Engagement and Design

Meetings to Date

Oct 8, 2024	Program and Design Input Presentation at the School Board Work Session
Oct 11, 2024	DMS Teacher & Staff Input Meeting
Oct 18 – Nov. 7 2024	Community Wide Survey
Nov 14, 2024	Community Meeting
Nov 20, 2024	Design Kickoff
Dec 10, 2024	Design Presentation at the School Board Work Session
February 2025	Comprehensive Plan Submittal
March 11, 2025	Design Update Presentation at the School Board Work Session
April 2, 2025	Community Meeting and Update
April 8, 2025	Design Update Presentation at the School Board Work Session
June 10, 2025	Design Update Presentation at the School Board Work Session
June 27, 2025	Conditional Use Permit Application
September 24, 2025	Planning Commission Review
October 21, 2025	**Board of Supervisors CUP Review**
November 5, 2025	Community Meeting / Update (Tentative)
Feb 2026 - March 2026	Bidding Process
April 2026	Construction Start
Aug 2028	School Opens

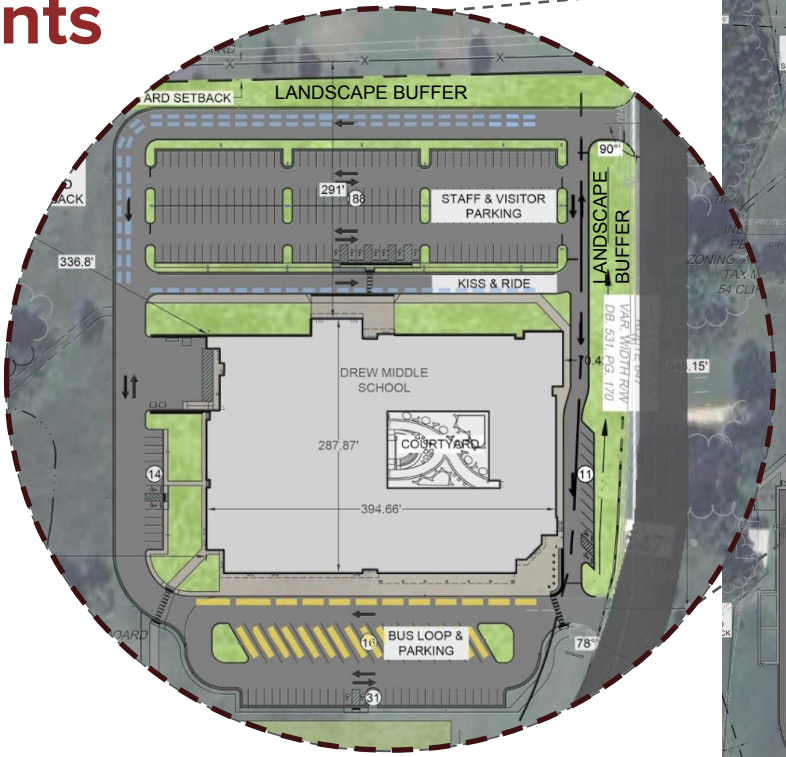
Project Background



- Drew Middle School Rebuild identified in the County FY25 – 34 Capital Improvements Plan
- Estimated cost approximately $113 million.
- Board of Supervisors appropriated funds to purchase Oak Knoll Farm 6th May 2024
- Design efforts commenced in November 2024.
- 3-story building consisting of 176,300 SF
- Design capacity of 1,100 students
- Includes a softball, soccer, and football fields; as well as a track, a parking lot and bus loop.

Design Key Points

- Site design work almost complete with targeted 3rd site plan submission date of October 24, 2025
- Playfields grouped and located closest to the athletic entrances of the building
- Kiss & Ride loop designed to limit traffic impacts and interference with busses
- Building frontage provides view of main façade and entrance from bus loop and Kiss and Ride approach
- Road improvements to realign intersection of Leeland and Clift Farm Roads
- Turn Lane improvements, grading and vegetative clearing for sight distance
- Development at north-end of site has received comments from neighbors adjacent to the north-end of the property
- Building placed at rear of the site
  - Operational efficiencies
  - Avoids impacts to cultural resources
  - Minimizes public expenditures





Site Plan – 55 Clift Farm Rd. Fredericksburg, VA 22405

Conditional Use Permit

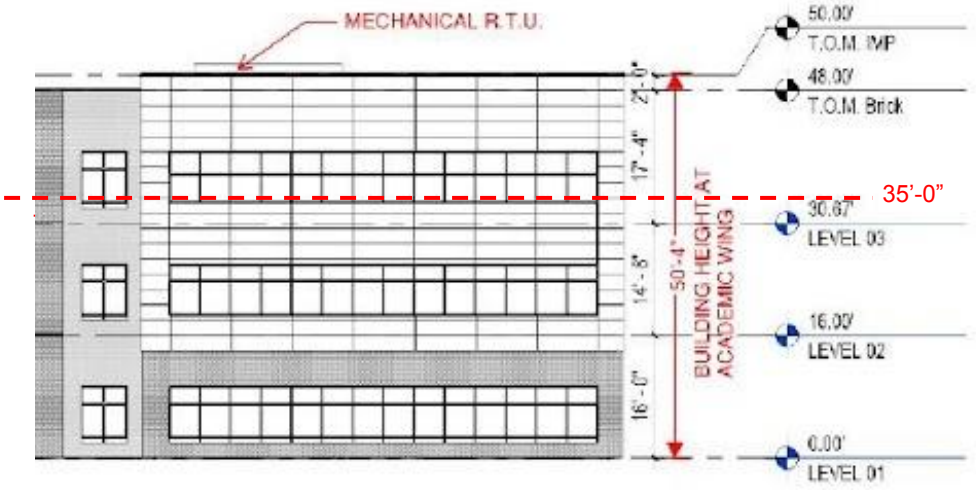
Conditional Use Permit

Height Exception Sec. 28-185 D (1)-(6)

- Is a use permitted by-right and will not adversely impact adjacent properties.
- The location and height of the building will not hinder development or value of adjacent properties.
- Will not adversely affect the health or safety of residents or employees.
- Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.
- The use meets the intent and purpose of the Comprehensive Plan and Zoning Ordinance.

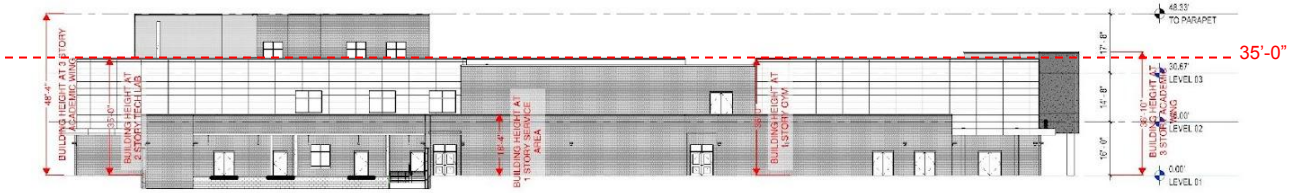


Conditional Use Permit



- Property zoned A-1 Agricultural.
- Maximum height of buildings in A-1 is 35 feet. Shown with red line.
- Sec. 28-38(d) allows exceptions to height limits through a CUP.
- Proposed building height 50'-4" feet to accommodate third story.
- Three-story construction more efficient from cost and constructability than single story or two-story buildings. New prototype for SCPS.
- Increased building height does not equate to increased number of students served.
- Visual Impacts mitigated by retaining existing buffers and additional plantings.

East Elevation



West Elevation



South Elevation



North Elevation



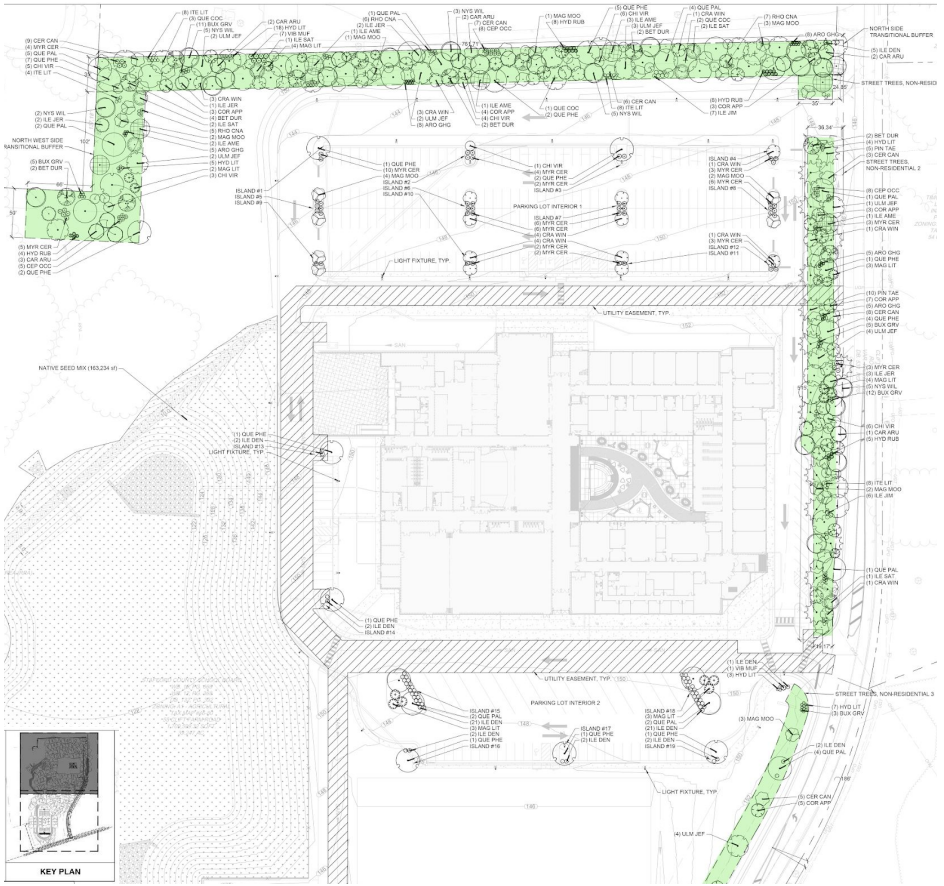
Landscape Buffers

- North property line landscape buffer
  - Required is 35’ minimum with 877 PUs
  - Provided is 35’ with 1,310 PUs
  - 50’ buffer with 282 PUs (required 274)

- East property line at Clift Farm Rd. / Diehr landscape buffer
  - Required street buffer of 10’ width with 109 PUs
  - Provided is variable width 19’ - 36’ width with 761 PUs

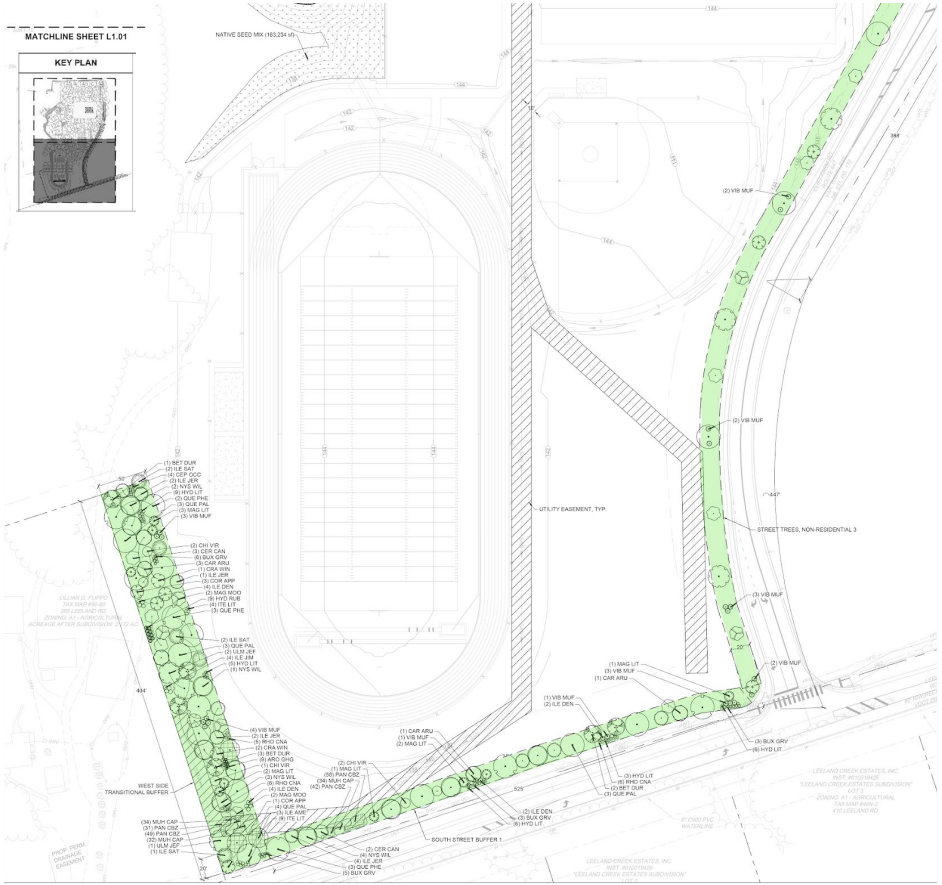
- Clift Farm Road Street Planting Buffer
  - Required 10’ street buffer, 20’ provided

- Canopy Trees throughout will be planted at a minimum of 15’ height

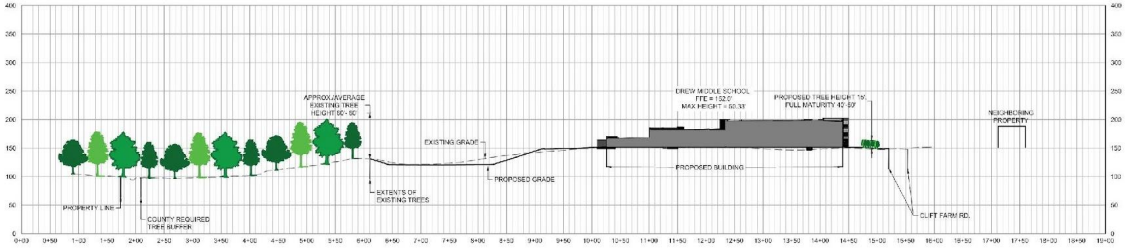


Landscape Buffers

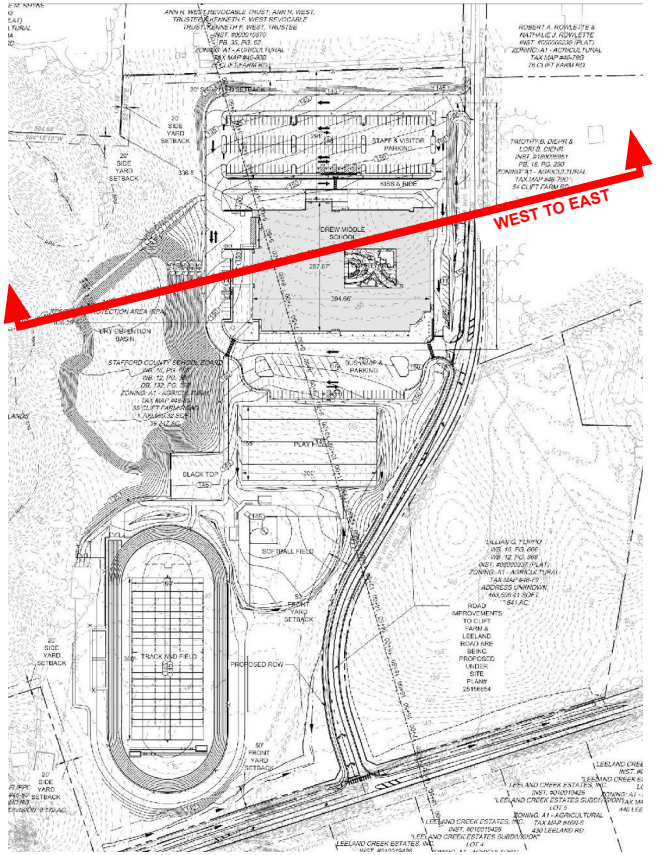
- East property line along Clift Farm Rd. has 20’ street buffer (10’ required)
- South property line along Leeland Rd. has 20’ street landscape buffer per the requirements
- Southwest property line
  - 668 PUs required, 679 PUs required
  - 35’ buffer required, 50’ provided
- Canopy Trees throughout will be planted at a minimum of 15’



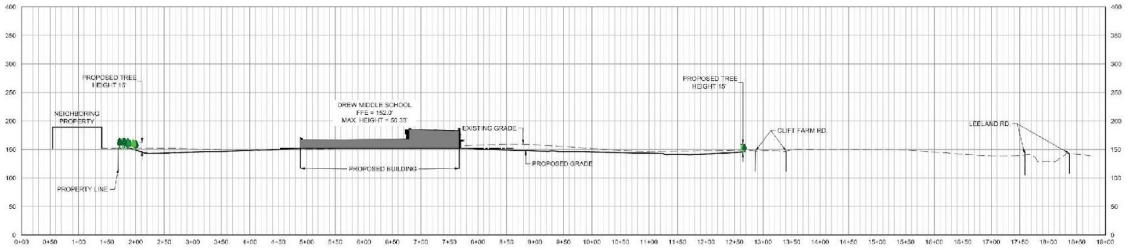
Site Section - West to East



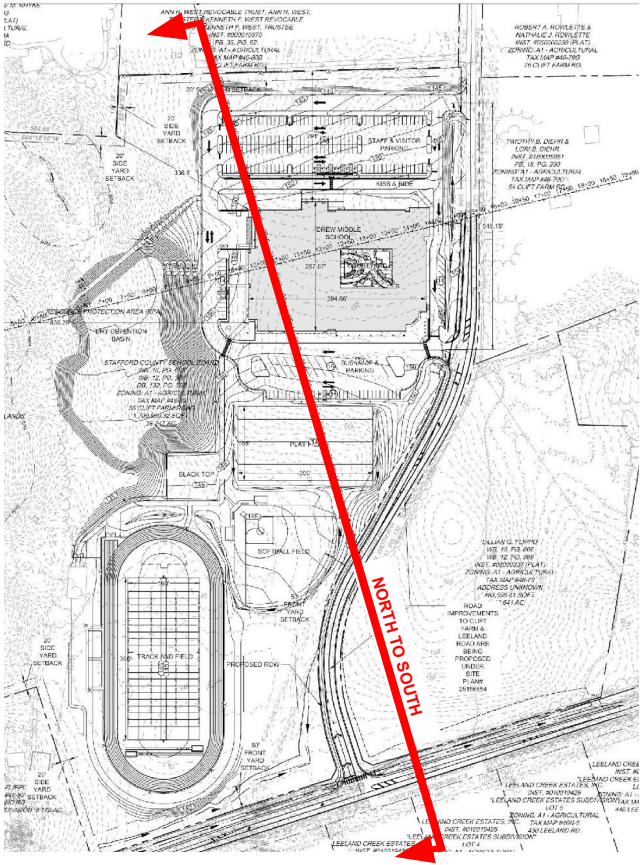
WEST TO EAST (WETLANDS TO 54 CLIFT FARMS RD.)



Site Section – North to South

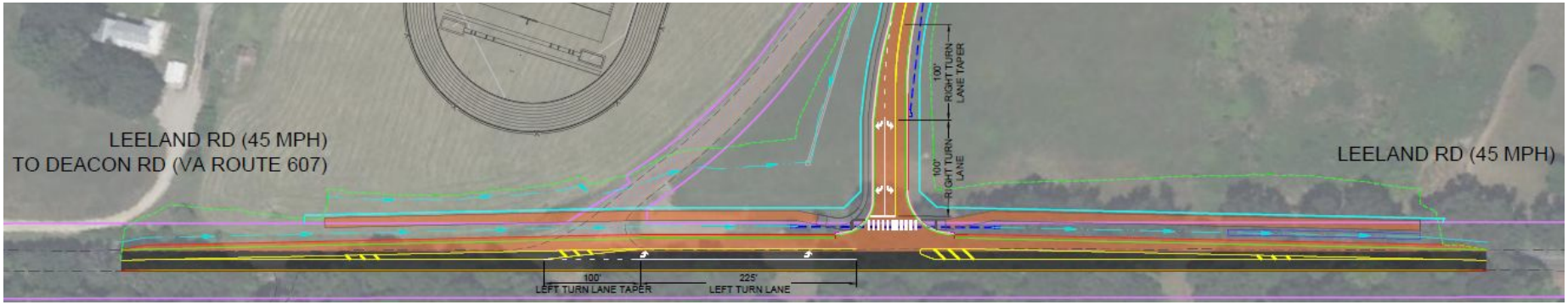


NORTH TO SOUTH (75 CLIFT FARM RD. TO LEELAND RD.)



Traffic Improvements

- Realign the Leeland Road/Clift Farm Road to a 90-degree intersection
- Construct a southbound right turn lane on Clift Farm Road at the intersection
- Construct an eastbound left turn lane on Leeland Road at the intersection
- Substantial Sight distance improvements along Leeland Road at Clift Farm Road
- Pedestrian accommodations along Clift Farm Road and Leeland Road
- Reconstruction of Clift Farm Road which has not been repaved for 30 years



Traffic Improvements

- Construct a left turn lane taper on Clift Farm Road at Bus Loop Entrance
- Flashing School Zone signals
- Pedestrian accommodations along Clift Farm Road to end of improvements
- Reconstruction of Clift Farm Road which has not been paved in 30 years





Proposed Traffic Flow

Neighbors have concerns of car traffic backing up on Clift Farm Road and Leeland Road

SCPS proposes mitigating measures:

- Kiss and Ride Loop designed to handle 91 stacked cars within the site providing adequate space and eliminating queuing on Clift Farm Rd.
- Located building further away from Leeland to avoid queueing issues
- Parking for 244 cars and 28 buses including 12 stacked busses
- Provided an additional route on the rear of the building for rerouting internal traffic
- Peak traffic hours are 9:00-9:30 and 3:30-4:00

BUS
KISS AND RIDE
STAFF AND VISITOR

Other Three-Story Schools with Height Exceptions

Moncure Elementary

Falls Run Elementary (ES 18)

Crow's Nest Elementary (ES 19)

Hartwood High School (HS6)

Stafford High School

Brooke Point High School

Frequently Asked Questions and Concerns

Q: Why is this project important?

A: This is a long-term public facility designed to serve the community for 50–75 years. It must balance community concerns with the need for a modern, cost-effective school.

Q: Will there be adequate buffering and screening between the school and nearby homes?

A: Yes. Landscape buffers ranging from 20’–50’ wide will be installed, with trees planted at 15 feet in height and increased density. While full maturity (40’ - 50’) takes time, these measures will provide long-term screening.

Frequently Asked Questions and Concerns

Q: Why does the school exceed the county's 35-foot height limit?

A: A three-story, 50'-4" design was chosen to minimize land use and avoid acquiring additional property. While taller than nearby homes, this approach reduces the building footprint and retains green space.

Q: How will this affect neighbors' views?

A: While the school will change the view shed, we have minimized impacts with additional landscaping and larger setbacks beyond the minimum requirements.

Frequently Asked Questions and Concerns

Q: Will the school reduce surrounding property values?

A: Research consistently shows that proximity to high-performing schools enhances neighborhood desirability and long-term property values.

Q: How will traffic and safety concerns on Leeland Road and Clift Farm Road be addressed?

A: Planned improvements include:
- Realignment of the Leeland/Clift Farm intersection to improve sight lines.
- New turn lanes at multiple points to reduce congestion.
- Sidewalks and shared-use paths to support safe pedestrian movement.

Frequently Asked Questions and Concerns

Q: Was the TIA data collected during non-peak hours or days that were not reflective of true conditions?

A: No. The TIA was prepared in accordance with all local, state, and national guidelines. The TIA addressed typical traffic conditions during the AM school arrival time and the PM school dismissal time. The existing peak hour traffic counts used in the analysis were conducted during the most recent (2024-2025) school year.

Aerial Views





Kiss & Ride Entrance



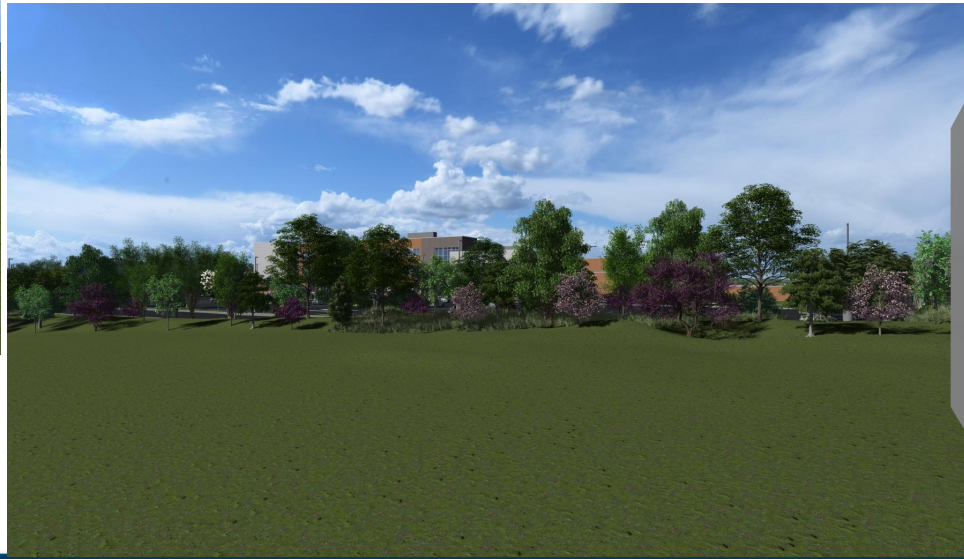


Neighboring views



View from Diehr's property

View from West's property



Questions?