Bealeton and Remington Service District Plan

Fauquier County Board of Supervisors

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Remington Plan Amended December 14, 2017

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I. Introduction

Section 15.2-2223 of the Virginia Code requires a community to prepare "a plan for the physical development of the jurisdiction and the Governing Body shall adopt a Comprehensive Plan." This comprehensive long-range plan is intended to guide growth and development within the community, and includes analysis, recommendations regarding the environment and historic resources, land use, public facilities, and transportation. For example, the plan should identify:

- Areas for various types of public and private development and uses such as residential, business, industrial;
- A transportation system, including streets, highways, rail, airports, and other associated facilities;
- Community service facilities, such as fire and rescue, libraries, parks, schools, water and wastewater treatment;
- Historic and renewal/redevelopment areas, as applicable;
- Land areas needing special management, for example floodplain and wetland areas which provide surface and groundwater resources;
- Recommended facilities which need to be included in the Fauquier County Capital Improvements Program; and
- Areas and measures for the construction of affordable housing to meet the needs of current and future residents of all income levels in the locality considering the needs of the community.

The principal physical change in plan direction and preference is that new development, within the specified service districts, should incorporate design characteristics of older, traditional patterns of community design. While the community is justly proud of the technical quality of recent new development, these conventional cul-de-sac subdivisions tend to have monotonous lots, standardized housing design, limited pedestrian and vehicular access options, and poor linkage between neighborhoods, parks, open spaces, community facilities. While previously approved conventional development may be completed as originally conceived, the County is determined to provide alternative development options more consistent with traditional design norms. An analysis of this historic pattern is provided below.

An equally important fiscal change is a new policy to pace the rate of new development subject to future rezoning application in the Bealeton and Remington Service Districts. A phasing plan for properties rezoned subsequent to plan adoption would permit the County and the School Board to better match the creation of public facilities with the arrival of new residents

A. Historic Settlement Patterns of Fauquier County Villages and Towns

Fauquier County, in common with other jurisdictions throughout Virginia, possesses a variety of long established settlements, each a unique product of geography, history and environment. However, all these settlements share certain essential features.

These settlements initially supported an agrarian economy with labor and basic commercial and educational services. The number of people involved in this support activity was not large, which thus limited settlement size and spatial frequency.

Close study of traditional settlements reveals a second common design feature. Each hamlet, village or small town invariably sought to "contain" or "hold" their segment of road by means of slight curves, the artful placement of buildings, overhead tree canopy and, in some cases, the construction of stone walls

to limit views. Not surprisingly, most homes and other structures are conveniently located close to the road.

There may also be a psychological reason for the "closure" of views within rural settlements. Whereas the resident in a larger town or city, accustomed to the restricted focus of streets, discovers the open views of a park with welcome relief, in the country the psychological need is reversed. If wide-ranging views are a workaday norm, then closure of view within the hamlet or village offers a kind of psychological refuge from hard work in open fields. Of course such design closure is never total and the rear windows and back gardens of homes in a small settlement will still face open country.

The cross road settlements, villages and small towns of Fauquier County continue that traditional design form, which allows neighbors both private space and neighborly proximity to visit friends, walk to shops and services. Old and new residents of these communities wish to preserve the unique characteristics of their special place, and to build upon the existing historical pattern. The County and its residents intend to continue this centuries old historical pattern of walkable, mixed-use development, in an "updated" way to accommodate the automobile. Accordingly, the Bealeton and Remington Service Districts will be designed according to the following guidelines, and note that the Zoning and Subdivision Ordinances will need to be refined for their implementation.

B. Bealeton and Remington Service District Guidelines

1. General Town Center Principles

The Bealeton Town Center will be designed as a mixed-use commercial core surrounded by a mix of institutional and office uses and a mix of higher density residential uses. This Town Center will be surrounded by a well-defined edge of parks and natural areas. In addition, the Town Center will:

- Be designed in a generally rectilinear pattern of blocks and interconnecting streets and alleys, defined by buildings, street furniture and landscaping, a place to be shared equally by pedestrians, bicyclists and cars.

- Contain a core with a mix of lively and mutually supportive commercial and civic uses, such as a library, post office, churches, volunteer and fraternal halls, and spaces, and should contain prominent civic features, such as fountains, national and local memorials, which establish and commemorate the place.

- Possess urban parks and squares distributed throughout the Town Center. An important Square and a Town Park will be located at the core of the Town Center.

- Be designed so that similar uses in the Town Center will generally front one another across local streets, while dissimilar uses will generally abut along alleys, rear property boundaries and across collector roads.

Note that the County's Planned Mixed Use Development, Village Commercial and other applicable zoning district categories will be carefully assessed to assure they address the visibility needs and smaller scale mixed use commercial area requirements of traditional patterns. These Zoning Ordinance categories need provisions for maximum setbacks, use flexibility, pedestrian amenities, new buildings constructed to the sidewalks, and parking lots to the rear or to the side of the retail areas fronting the streets.

2. General Guidelines for the Bealeton and Remington Service Districts

a. General Design Principles

Residential neighborhoods throughout the Service Districts will be designed as a mix of single-family detached, attached and multifamily dwellings linked by sidewalks and paths to an integrated system of neighborhood and "vest-pocket" parks and natural areas.

- Neighborhoods should range between 80 and 160 acres in size and possess an identifiable community center or focal points, for example, a park, elementary school, recreational center.

- Every neighborhood should contain a centrally located neighborhood park, a number of vest pocket parks and linear natural areas equipped with needed paths and other enhancements for community use. These parks and natural areas should be distributed in a way that every dwelling will have access and be within 800 feet of two of these amenities.

- The neighborhoods will be designed in a generally rectilinear pattern of blocks and interconnecting streets and alleys, defined by buildings, sidewalks, street furniture (e.g., benches, planters, lighting) and landscaping, a place to be shared equally by pedestrians, bicyclists and cars.

- The mix of dwelling types within the neighborhood should be fine grained, such that individual blocks will exemplify the mix.

- Similar uses within the neighborhoods will generally front one another across local streets, while dissimilar uses will generally abut along rear property boundaries and across collector roads.



b. Blocks and Lots

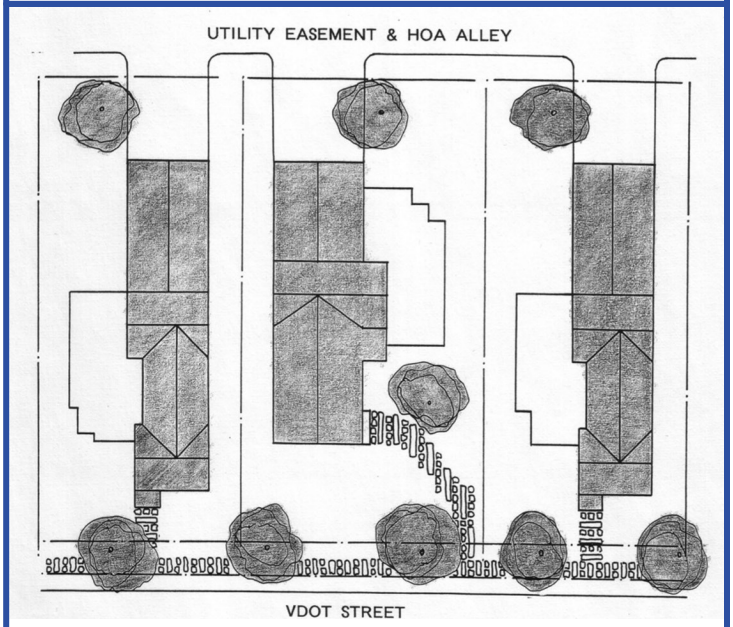
i. Blocks

Blocks of a generally rectangular shape should be the main organizing feature of any settlement. While topography, existing trees and significant natural vegetation, hydrology and design intentions should influence block shape and size, the perimeter of such blocks should range between 1,000 and 1,800 feet as measured along lot frontage lines, between intersecting streets and major pedestrian routes.

ii. Lots

Blocks may be subdivided into lots, having frontage on a street. The generally narrow rectangular shape of lots should respond to environmental factors, the proposed use, and design intentions. The communities will be best served by lot design that includes a variety of sizes and widths, to accommodate all the many current and future needs of the community, and to provide a varied and pleasing streetscape. Note that lots in Figure 1 range between 55 and 65 feet in width.

Figure 1: Illustrative Site Plan
Medium Density Housing in the Bealeton Town Center



Notice that rear alleys serve the garages of these dwellings, whose principal yards are to the side.

iii. Yards

Commercial buildings in the Bealeton Town Center should be constructed adjacent to wide 10–16 feet sidewalks and have minimal side yards, to enhance pedestrian interest and efficiency. Sidewalks of this width allow sitting areas, specialized landscaping, outside eating, and pedestrian movement to occur with ease.

Front and side yards in residential neighborhoods should be minimal, 10–16 feet, while yard fences, walls and hedges should be used to define their form, yet share these transitional spaces with the public realm of the street. Public and institutional buildings should have yards appropriate for their function and design.

iv. Massing

The building mass of Town Center structures should maintain a consistent volumetric size and shape, as seen from fronting and surrounding streets. Particular care should be taken to choose roof pitches that are similar with those nearby. Commercial structures and apartments should generally be 2½–3½ floors in height, while residential structures should generally be 1½–2 ½ floors in height. The building mass of public and institutional structures should be distinguishable from the others. The massing of adjacent dwellings in residential neighborhoods should vary in order to provide a wide range of housing options and create a more interesting streetscape.

v. *Doors and Porches*

These are perhaps the most important features in terms of an interesting streetscape. These features need to be chosen with special care for compatibility with the theme of the supporting structure and with those nearby. The residential structures should have a front porch or covered entryway facing the street. Note that the double porch house in Figure 2 is technically a side entry, yet provides a full front porch to the street.

Figure 2: Illustrative
Medium Density House Plans and Elevations in the Bealeton Town Center

These drawings, by Looney Ricks Kiss Architects of Memphis, were transcribed from the Traditional Neighborhood Design Series Volume I Published by HOMESTYLES, P.O. Box 75488, St. Paul, MN 55175.

The residences shown above were constructed on Memorial Drive, Leesburg between 1997 and 2001.

c. Roads and Streets

i. General

Road, street and alley layouts should be designed in a hierarchical, rectilinear pattern – arterial, major/minor collector, and local access streets – with geometrical variation as required by traffic safety, the proposed use and design intentions. While any one road or street may extend to whatever functional length is necessary, these communities will be best served if the designer engineers streets to terminate road vistas no less frequently than every ¼ mile, whether with a slight bend in the road, a median or other feature.

Roads, streets and alleys should be designed to:

- Parallel and preserve existing fence lines, trees and stone walls wherever possible, to provide some sense of continuity with the historic land uses and patterns.
- Minimize alteration of natural features.
- Minimize the area devoted to motor vehicle travel.
- Promote pedestrian movement so that it is generally more convenient and safe to walk or bike short distances than to drive.

ii. Specific Design

Roads and Streets should be designed as a co-ordinate set of parallel zones:

- A zone for moving vehicles.
- A buffer area of parked cars and vegetation.
- Sidewalks and bikeways.
- Residential, public and institutional yards or entry areas of commercial uses.

iii. Additional Street Definition

In addition to the ¼ mile principle identified above, further street definition should be sought by means of:

- Fronting buildings generally placed no more than three or four times their height apart, and should usually be placed much closer in the Town Center core.
- Street trees – see Landscaping Section below.
- Intersectional corners of streets should be emphasized with decorative street light-

ing, sidewalk texture (e.g. brick) extension across the intersection, sidewalk "bump-outs" to reduce pedestrian exposure to moving vehicles and/or other features. Emphasizing the corners of fronting buildings at intersections should also be considered.

- Designing the street to visually terminate on a significant feature, such as an axially placed building façade, the view of a church spire or monument, or a significant view.

iv. Street Names

New street name selections should seek to be contextual with local history using old place and family names, local events of significance, and geographical features.

v. Street Lighting

Lighting within blocks may rely on porch and individual carriage lights at doorways. Lighting at street intersections should be designed to project illumination down onto the street and pedestrian crossing areas.

d. Parking

- Continuous parallel parking in the street buffer zone identified above is encouraged. Otherwise, parking for residential, commercial, recreational, public and institutional uses should generally be located at the rear of lots. Parking in side yards for residential uses is allowed. Parking in side yards for other uses is also allowed although discouraged. No off-street parking shall be permitted in front yards. Adjacent off-street parking lots shall be interconnected.

- Access to off-street parking should generally be achieved by means of alleys, shared access ways from streets, and parking lot interconnections. Driveway curb cuts on streets serving single-family detached houses are allowed if spaced to allow parallel parking for at least two cars between curb cuts.

- Off-street parking areas and garages should be designed to have low visibility, and consequently shall not be located at the visual termination of roads and streets, and shall not be the principal use of corner lots. To this same end, garages and carports should be offset from direct view, and located a minimum of 6 feet behind the principal building façade.

- Requirements for off-street parking serving an individual lot may be reduced provided that the applicant demonstrates adequate parking is provided on-street, per above, and/or within 200 feet of the lot.

e. Landscaping

- Roads and streets shall generally be planted on both sides with street trees, spaced according to species, at regular intervals to ensure tree health and overhead leaf canopy in summer. In residential areas these trees may be planted in the front yards of homes, adjacent to the right-of-way.

- Parking lots should be small with no more than 20–25 cars and, if larger, the parking lot should be divided into bays by lines of trees and shrubs. 15% of the interior of the parking lot should be landscaped. Within this interior space there should be one deciduous tree for every eight car spaces. Parking lots should be completely screened from adjacent streets with fencing and landscaping, walls and landscaping, or hedges. Such fencing should be a minimum of three feet tall.

f. Utilities

- Utilities shall be located underground whenever possible. Utilities may be located above ground in rear alleys.

- All above ground utility boxes and other facilities should be co-located and screened from road and street view.

C. Phasing of Residential Development

New residential development subject to rezoning applications within the two service districts shall be phased in a manner commensurate with application scale and the capacity of schools and other public infrastructure needed to support the new neighborhoods.

Should market conditions or other factors not permit the construction of the maximum allowed dwellings in any year, the balance of such dwellings may not be added to the maximum allowed in a subsequent year. Instead the phasing plan may be extended one or more years, and such dwellings may be constructed in the extension period.

II. Bealeton Service District

The existing Community of Bealeton, with some 1,650 homes and an estimated population of 4,435 in 2010, centers on the intersection of Routes 17 and 28. The historic Village of Bealeton, with a typical compliment of churches, businesses and dwellings, developed around the Depot of the former Orange & Alexandria – now the Norfolk Southern Railroad. With the decline of railroads as a primary mode of transportation, the village of Bealeton became a quiet backwater. However, recent regional transportation growth has made the community an important regional vehicular crossroad, with access to Routes 28, 17, and 15/29, which link to I-66, I-81 and I-95. Furthermore, the Warrenton/Fauquier County Airport in Midland, just to the east, is accommodating growing general aviation, promoting economic development, and serving as a reliever airport for the highly congested metropolitan Washington, D.C. airports, chiefly Dulles. Additionally, Bealeton residents and businesses wish to host, one day, a station on the Virginia Rail Express (VRE) commuter line.

These geographical advantages have permitted Bealeton to develop new subdivisions whose residents work either in Fauquier, or commute to jobs in Northern Virginia and the Fredericksburg area. The County matched this residential growth with a major rehabilitation and enlargement of Cedar Lee Middle, and construction of Grace Miller Elementary and Liberty High Schools, and the construction of a new library. All facilities are located within the emerging Town Center.

The community, while proud of these neighborhoods, aspires that future growth should generate a more traditional atmosphere as Bealeton reaches its ultimate size of some 3,300 dwellings and 9,000 people. The community anticipates the need for additional public facilities and services to improve its quality of life and meet this emerging resident and business population, such as:

- Regional and town parks, jogging and bicycle trails;
- Additional church, volunteer and fraternal organization sites; and a
- Prosperous town center with a mix of commercial, office and employment uses.

The community has determined that the Service District needs a comprehensive re-design of the existing town center, to serve as a business hub and the central meeting place for Bealeton residents and visitors.

A. Existing Characteristics

1. Planning History

Fauquier County's first Comprehensive Plan of 1967 recommended the creation of a major suburban community centered on the Route 17/28 intersection. Implementation was delayed, due to the lack of central sewer service. (The need for a central system emerged as soil research, conducted in the 1970's, revealed that the underlying soils would not support individual septic drainfields.) When the Fauquier County Water and Sewer Authority (WSA) extended public water supply and a force-main sewer from Remington, community growth then faltered because of a weak housing market in the 1980's. The 1990's introduced major growth in Bealeton with the construction of increasing numbers of homes, principally placed on half-acre lots. By the end of the 1990's the community was growing by some 350 dwellings per year. From 2000 to 2010, the population increased from an estimated 1,900 residents to 4,435 residents and from 900 homes to 1,650 homes. Major residential growth during this period occurred along Station Drive and in the west end of the Service District.

2. Planned Growth Patterns

The Comprehensive Plan of 1967 was a product of its time. The Bealeton Community was envisioned and planned as low density, standardized cul-de-sac based subdivisions, becoming a spread out, automobile dependent suburb – not unlike Springfield in Fairfax County, or Manassas Park in Prince William County.

This growth pattern was perfected in the following decade, so that the southwestern suburbs of Bealeton embody a competent expression of dendritic road patterns, designed to generate a maximum number of cul-de-sac lots. A downside of this pattern is the lack of any focal place. Other issues include limited access to major roads and neighborhood interconnections, emergency vehicle access deficiencies, poor linkages with public facilities and services. Conventional development also results in children, the elderly and those without automobiles needing chauffeurs, as movement within the Service District is impossible without a car. The County wishes to adjust this pattern with the construction of paths leading to a pedestrian and bike-friendly, human-scaled Town Center, possessing a critical mass of community and commercial uses.

In 2011, the County designated the center of Bealeton as one of its two Urban Development Areas (see Figure BE-1 and Chapter 6 page 3). UDAs are areas of reasonably compact development that can accommodate 10 to 20 years of projected growth. The County also received a VDOT grant to help implement its Urban Development Areas (UDAs). A planning exercise was carried out with the help of consultants, local citizens and businesses to build upon the existing Bealeton Service District Plan by clarifying the preferred vision for the future of the Route 17 corridor, create a conceptual plan for its long-term physical development and provide further detail on transportation and community design along the corridor. The results of this planning effort are included in the 2012 update to this plan. Also included in the 2012 update is a renewed commitment to the Bealeton Bypass (see page 13).

3. Routes 17 and 28

Routes 17 and 28 are both the underpinning of Bealeton's accessibility and growth, and the primary obstacle to Bealeton's successful maturity. Route 17 is classified by VDOT as a principal arterial[1]. It was designated by the Commonwealth Transportation Board (CTB) as a Corridor of Statewide Significance in December 2009 as part of the Statewide Transportation Plan. Corridors of Statewide Significance are "An integrated, multimodal system of transportation facilities that connect activity centers within and without the Commonwealth and promote the easy movement of people, services and goods vital to the economic prosperity of the state". To date, no specific rules and regulations related to Corridors of Statewide Significance have been adopted by the CTB. Nonetheless, Route 17 is Bealeton's "main street". Route 28 is classified by VDOT as a minor arterial[2], but has an important community role connecting the school sites to residential neighborhoods and the main shopping area. Neither road performs the dual role satisfactorily. Slow and left turning local traffic movements exasperate regional through traffic, while mixing regional traffic speeds with local traffic presents a critical safety hazard. That traffic mixing will only worsen, as Bealeton builds out to its full capacity of 3,300 dwellings and as regional

[1]"Principal arterial" means the functional classification for a major highway intended to serve through traffic where access is carefully controlled, generally highways of regional importance, with moderate to high volumes of traffic traveling relatively long distances and at higher speeds.

[2]"Minor arterials" means the functional classification for highways that interconnect with and augment the principal arterial system. Minor arterials distribute traffic to smaller geographic areas providing service between and within communities.

traffic grows, particularly the growth in truck traffic due to increases in container ships at the Port of Virginia (Hampton Roads).

A key transportation issue associated with Routes 17 and 28 concerns their intersection. Traffic growth on these arterial roads will require ongoing intersectional improvements. Were traffic not ultimately diverted, significant road widening would need to take place right in the middle of the new Town Center. As many communities have realized in retrospect, such widening increases vehicular speeds and makes pedestrian crossing impossible, and thus de-vitalizes nearby commercial centers. In the case of Bealeton, the threat of such widening impacts the viability of the Town Center and the campuses for Liberty High School and Grace Miller Elementary School. Refer to the Bealeton Transportation Action Plan and the Long Range Bealeton and Remington Transportation Plan of this plan, which include the recommended short-term transportation improvements and the proposed long-term road network.

Single entry developments, with few existing through roads to adjoining neighborhoods, generate a final issue. Route 28, Schoolhouse and Oak Shade Roads, were established for the purpose of conveying milk and farm products to the Bealeton Depot and instead have become principal collector roads within Bealeton's southwestern neighborhoods. Additionally, regional traffic volumes on Route 28 have increased. It is now proposed that these roads become part of a connected road network throughout Bealeton, so that local traffic is dispersed over a network and thus has less need to travel on Routes 17 and 28

4. Community Facilities

Bealeton has two churches, Bealeton Baptist and Bealeton Presbyterian and a historic cemetery, Cedar Grove. In recent years, the community has refurbished and enlarged Cedar Lee Middle School, and added Grace Miller Elementary and Liberty High Schools. A medical facility associated with Fauquier Hospital is located on Station Drive, while the County Library Board opened a new library in 2003. North of these facilities, but also on the east side of Route 17, Bealeton Village Shopping Center, provides for grocery, pharmacy and other local shopping needs. All of this represents a significant building block of community facilities for the Town Center. However, the major residential growth in the 1990's and early 2000's and projected growth in the future will require the creation of additional facilities. To address these needs, land has been designated along the east-west connector for additional public facilities, to include a fire station, middle school, elementary school and community recreation center.

5. Water and Sewer Utilities

Bealeton is now served by an extensive system of water lines and sewer mains. A regional system of force mains conveys sewer effluent to a major treatment plant south of Remington, which discharges

treated material into the Rappahannock River. Construction of the force main system was largely undertaken and financed by the Fauquier County Water and Sanitation Authority (WSA). The Remington Wastewater Treatment Plant is currently rated for 2.0 million gallon per day. (See Utility Element)

The Bealeton Service District's drinking supplies are provided through the Fauquier County Water and Sanitation Authority (WSA) that has a current capacity for over 1.3 million gallons per day. The sources for this water are wells and the existing system can be augmented with additional supplies from designated groundwater resource areas.

6. Natural Resources

The Bealeton region exhibits the characteristic of an old lakebed. While this landscape lacks the visual dynamics of the Fauquier Piedmont, nevertheless the region possesses wide skies and a quiet amplitude.

Local soils, Albano, Ashburn, Dulles, Panorama and Penn, offer poor perk potential for drainfield use and are very water retentive. Streams, such as Craig Run and Bowens Run, lie within moderately concave beds, which generate wide 100-year floodplains given the water flows involved.

Although Bealeton's developed neighborhoods have conformed to the storm water management regulations required by Federal and State regulation, the resulting open space was left as a "no-frills, no-man's land" without paths or other enhancements, and represents an ignored resource.

The land adjacent to Route 17 within the heart of the Bealeton Service District rises gently to a broad summit from two floodplains. These floodplains were likewise treated as barriers to local street construction, and not as a valuable community amenity

7. Historic Resources

Bealeton traces a history dating back to the 1850's, with the construction of the then Orange & Alexandria Railroad. Unfortunately, with new road construction, decay and other misfortunes, there are too few surviving historic resources to warrant inclusion of a historic district around the former railroad depot in the National Register of Historic Places. Though few resources remain, the community is intent on preserving these precious legacies of its past.

Demolition of historic resources within the County and nationwide is a continuing problem. Local historic districts can assist in saving numerous historic communities from inappropriate alteration and demolition. For example, with specific guidelines and the requisite ordinances, an Architectural Review Board (ARB) can effectively serve these locally established districts in a variety of ways.

However, since Bealeton does not have an area warranting historic district designation, the County needs to determine the feasibility and legal authority of a demolition delay ordinance. For example, a property owner or developer requesting a demolition permit from the Department of Community Development could be required to receive approval first from the Architectural Review Board or a Historic Resources Commission. Specific guidelines for that review and action would need to be included in a County ordinance. If a structure is deemed worthy of preservation, a delay period would be imposed for an established period of time to determine structural rehabilitation or relocation. If the structure were rehabilitated and preserved, the ordinance could require that a deed restriction could be placed on the structure for its indefinite protection.

B. Bealeton Service District Vision Statement

1. Vision Statement

- Bealeton will be a "people friendly" community of distinct neighborhoods, built to the east and west of the town center (see Figure BE-1). The shopping and recreational options, schools, town hall, offices, library, post office and VRE station of the town center will be located along streets with ample sidewalks, and large boulevard trees. Appropriate employment areas (e.g. storage, light industrial, building trade workshops) will be included in less conspicuous places within the town center.

- Housing in Bealeton will range in size, type and price - from apartments over shops, apartments for the elderly, townhouses, and lower density single family detached housing in neighborhoods further away from Route 17. The community will be surrounded by large lot, housing along the perimeter.

- New local roads in Bealeton will be designed for cars, pedestrians and bicycles on a generally rectangular grid network with sidewalks. Additionally, pedestrian and bicycle paths -- within linear parkland along the 500 year floodplains defining the major neighborhoods, and threading across the neighborhoods -- will link the residential neighborhoods with each other and with the town center.

- Route 17 will be a four-lane, divided boulevard with supporting context sensitive infrastructure, such as wide sidewalks, street trees and cross walks that create a safer, pedestrian friendly experience. In addition, the design character of the corridor will include mixed use buildings oriented toward the roadway to further enhance the pedestrian experience.

- The community of Bealeton will be supported by a full complement of public utilities; central water, sewer, gas and trash collection. The perimeter large lots will be serviced with central trash collection.

2. Opportunities

- Bealeton is favorably located in terms of roads and rail links to local and regional employment centers to the north, south, east and west. This favorable circumstance permits the community to take a pro-active lead in more managed and balanced residential, commercial and employment growth.

- Bealeton is endowed with excellent community facilities, and is in a position to locate more public facilities and shops along the Route 17 Boulevard.

- Bealeton is crossed by a number of streams, whose floodplains and wetlands could be the foundation of a unique open space and parkland network

3. Areas Needing Special Focus

- Bealeton does not possess a clear community focus, with a well-developed business center, complete with the requisite hierarchy of residential neighborhoods, linked to parks, schools and other public facilities.

- Significant and growing local and regional traffic volumes on Routes 17 and 28 make these roads very unfriendly to pedestrians and bicyclists. The community is now a "non-event" to most through travelers on Routes 17 and 28.

- Current traffic conditions on Routes 17 and 28 and any potential road widening at the intersection of Routes 17 and 28 would further divide the community and prevent the formation and relevancy of an effective center.

- The cul-de-sac design of existing subdivisions in Bealeton limits pedestrian, bike and vehicular movement between subdivisions and within the community, and creates very poor traffic conditions along Routes 17 and 28.

- Bealeton is currently a bedroom community of houses, whose residents must look elsewhere for recreational, institutional and shopping needs.

- The potable water in Bealeton meets all primary standards for safe drinking water. However, "quality issues" exist related to secondary contaminants (iron, manganese, sulfate, calcium hardness, etc.) which affect qualities such as color and taste. The quality of the potable water supply serving Bealeton needs to be improved.

4. Strengths

- Bealeton has quality public schools (Liberty High, Cedar Lee Middle and Grace Miller Elementary Schools). New residential growth will require additional new school provision. Locations for a new elementary school and middle school have been designated along the east-west connector, west of Route 17.

- Bealeton has potential for balanced residential and business growth because of transportation links to Warrenton, Culpeper, Loudoun, Prince William, Stafford and Fairfax Counties.

- The community has historical roots, evidenced by older churches and the old rail depot.

- Bealeton has sewer availability, and should improve its water treatment. These water and sewer utilities will permit the community to maintain a defined edge with surrounding rural areas, since the perk potential of local soils is low.

- Existing north-south streams, and the associated wetlands and floodplains, provide the basis for clear neighborhood and community boundaries, excellent open space and a potential natural reserve/ passive park network.

C. Land Use Plan

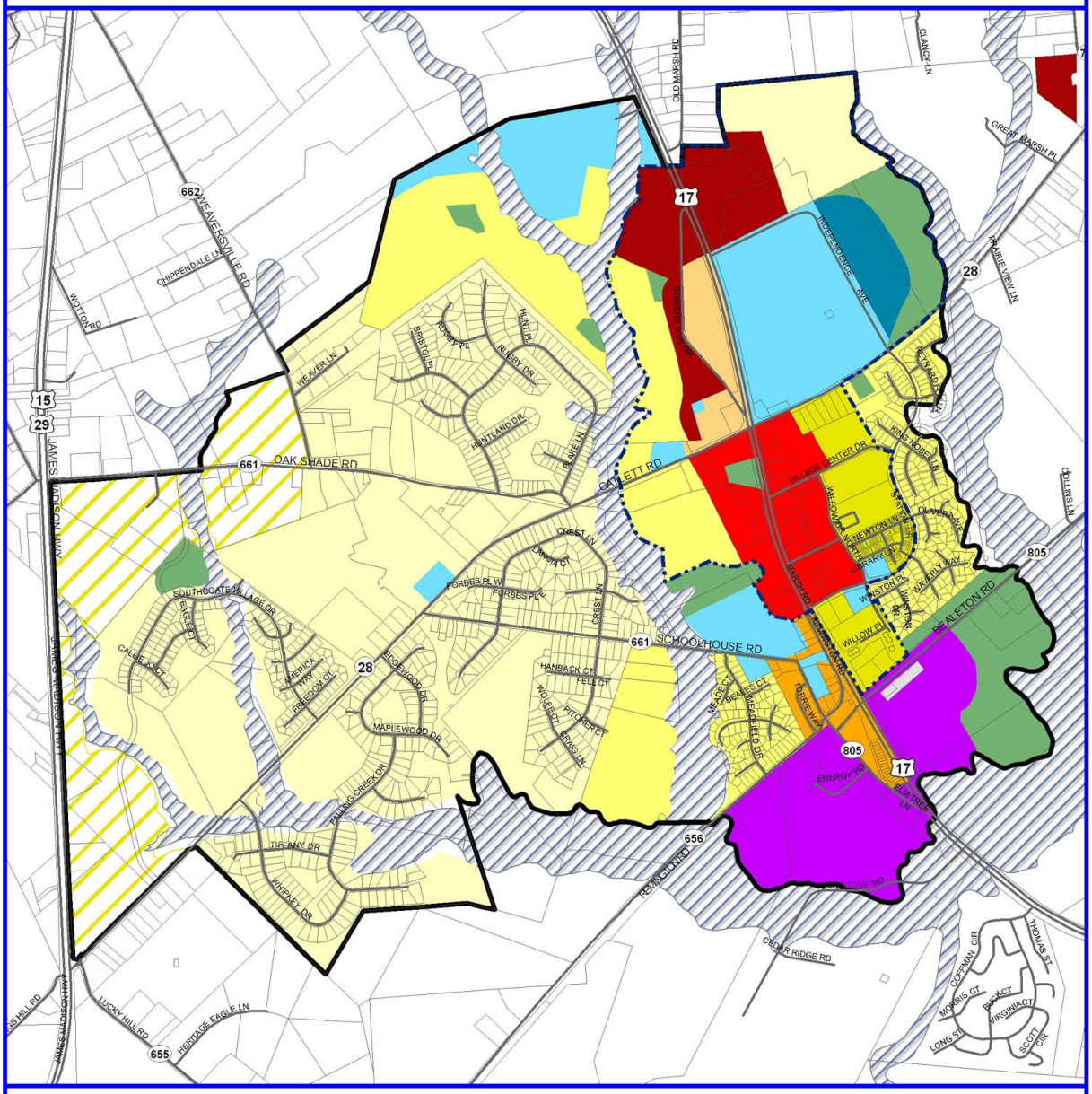
1. Town Center

a. Overall Layout

In order to help Bealeton in its evolution towards a "pedestrian-friendly" traditional town, as delineated in the Vision Statement, mixed-use development is the preferred land use form in the core commercial areas. While town center design principles are generally called for throughout

Figure BE-1: Bealeton Service District Land Use Plan

06/13/2013



the Bealeton and Remington Service District, the Bealeton Town Center (see Figure BE-2) is specifically planned as a mixed-use area. The wider application of mixed-use urban planning concepts in Bealeton is encouraged in the areas planned for commercial land uses that are specifically targeted for mixed-use development. The targeted areas are those identified on the Bealeton Service District Land Use Plan (see Figure BE-1) for Commercial Office/Mixed Use, Town Center, and Institutional/Office/Mixed Use. These are appropriate areas in which to use the County's Mixed-Use Bealeton (MU-Bealeton) Zoning District, both the mixed use core and the mixed use general categories. Appropriately applied, these mixed-use principles should result in a "traditional town" pattern of new development straddling the Route 17 "Main Street Boulevard" north of Route 28, with a complimentary grid of new and existing traditional streets evolving in the quadrants to the north of Route 28 and on both sides of Route 17. Ultimately, as new patterns of development are set down north of Route 28, the two quadrants just south of

Figure BE-2: Town Center Illustrative Plan

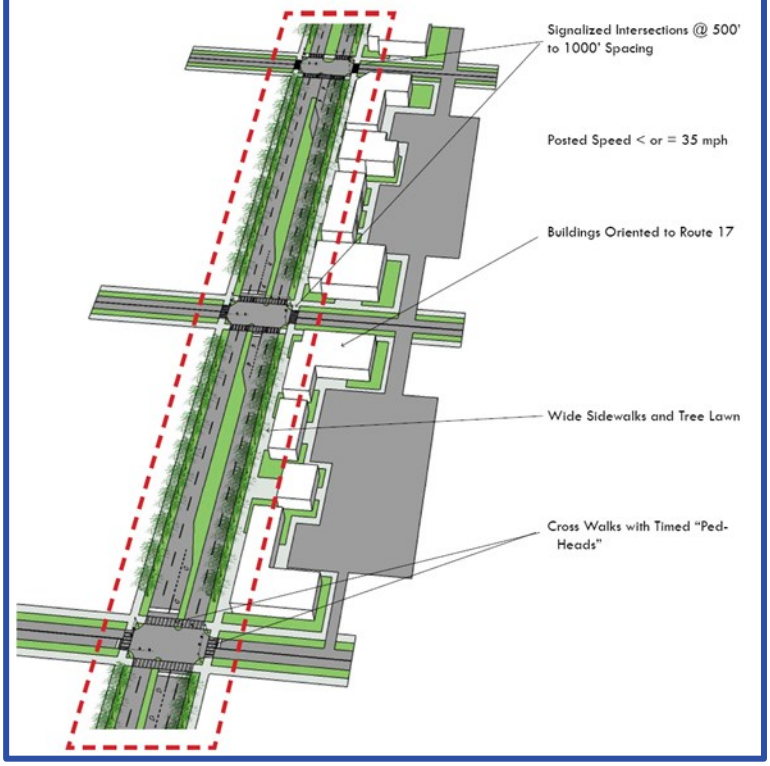
Route 28 should redevelop and infill over time with a similar pattern of traditional town development.

Any proposal for mixed-use development in one of these three areas will need to maintain a strong commercial presence, as these areas are not planned primarily for residential use. Retail, office and institutional uses, together with residential, civic, religious and cultural uses and activities, form the heart of most traditional town centers, and this variety should be the case in the Bealeton Town Center.

Bealeton, being geographically situated at the heart of southern Fauquier County, is well located to serve both local and regional retail shopping demands, and eventually to be a regional center for expanded office and similar uses that further the County's economic development goals. To complement the existing retail that supports local community and neighborhood shopping demands, the Plan recognizes that these commercial areas can accommodate two segments of the market that are presently underserved. The successful combination of these two retail types – "main street specialty" and "destination retail" – in a traditional town environment requires a different orientation from strip commercial centers.

"Main street specialty" uses would be located within a pedestrian-friendly environment as embodied in the general and town center design principles and guidelines in this chapter and would include a dense mix of retail, service, dining, civic, office and residential uses. "Destination retail," while sometimes characterized by larger footprint, single story buildings with relatively higher roof heights, can and should be carefully sited intermittently within the "main street specialty" areas.

Figure BE-3: Route 17 Boulevard Illustrative

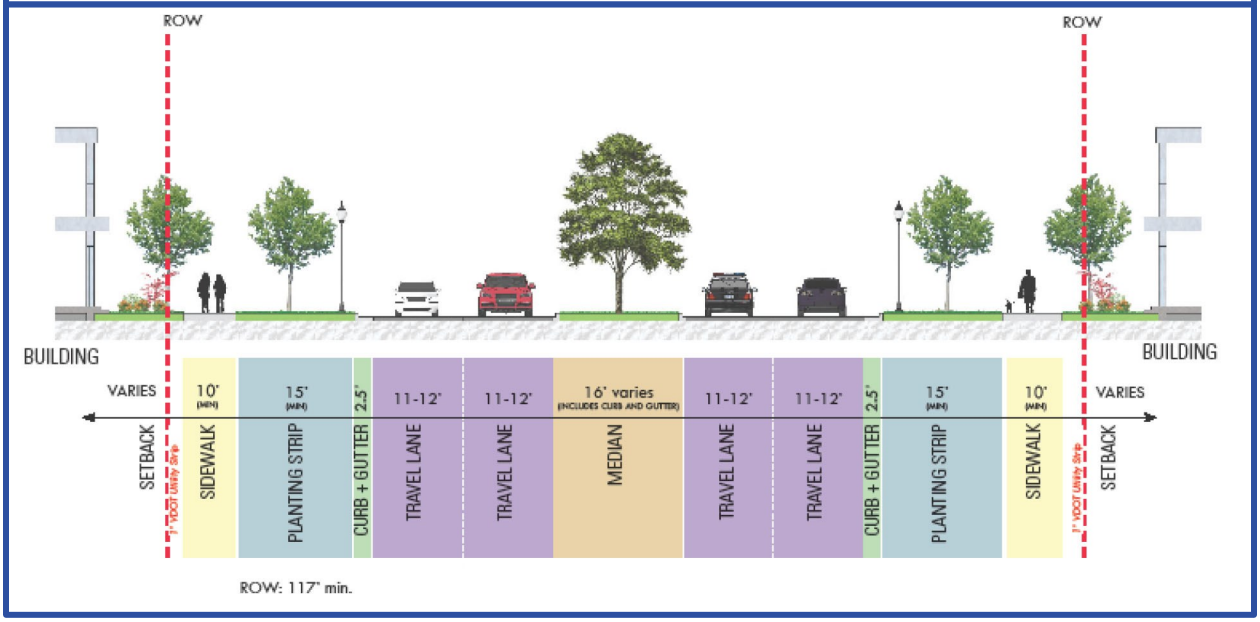


Residential uses of varying types, densities and demographic focus should be considered for all mixed-use projects. Live/work units or residential units located above first floor commercial uses are examples of residential uses that should be successfully integrated into commercial areas and reflect traditional "town center" forms of development. These types of housing units would broaden housing choice and introduce more housing affordability. Mixed-use areas would also add employment opportunities in the Bealeton area. The mix of residential and

non-residential uses should promote convenient access to work, services, recreation and entertainment.

Today, Route 17 exists as a major regional arterial route that uncomfortably divides the town in two. The Bealeton Service District Vision Statement anticipates the day when Route 17 will become the Main Street of Bealeton in the form of an attractive and walkable boulevard that knits the town together, while still respecting the need for regional through traffic. It is the County's objective that this Main Street Boulevard provides safer, slower and more efficient traffic movements for the Service District residents, schools and businesses. Streetscape enhancements and traffic calming measures for the boulevard should complement objectives for traffic flow efficiency, walkability and safety. Pedestrian and bicycle accommodations should be located on both sides of the boulevard, reasonably separated from the through traffic to provide for comfortable, safe use. Intersections should include safe pedestrian crossings. The streetscape design should place an emphasis on landscaping within existing right of way, with coordinated sidewalk, pedestrian scale street lighting and landscape treatment to be located on contiguous properties. The illustrative boulevard and cross section to be used on Route 17 in Bealeton are shown on Figures BE-3 and BE-4. Figure BE-4A shows another cross section which utilizes a frontage road. It includes a wider sidewalk that can accommodate strolling, sitting and dining outdoors. While Figure BE-4A is not the citizens' preferred alternative, it can be used in certain circumstances, such as when it adjoins another property which includes or was previously approved with a frontage road.

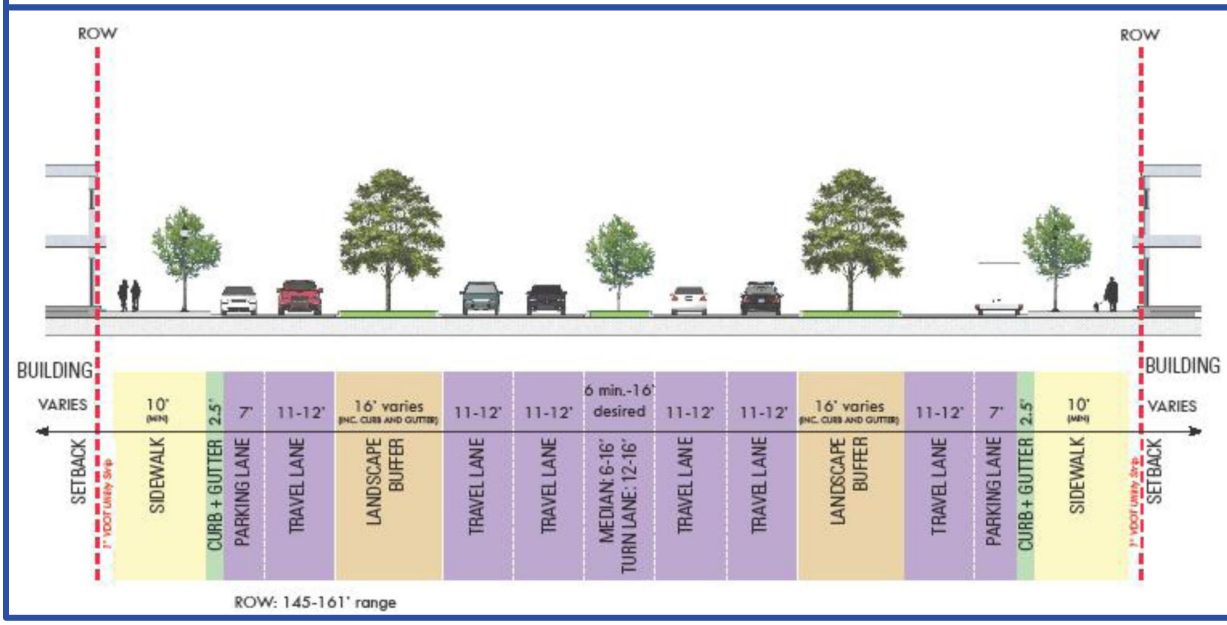
Figure BE-4: Route 17 Boulevard Cross Section



To complement this transportation objective, new buildings that front on Route 17 should be designed with appropriate architectural massing, scale and aesthetic presence reflecting a traditional town character. Any appearance of a suburban strip must be consciously avoided. In order to calm traffic as it approaches and moves through Bealeton, the Main Street Boulevard design scheme should incorporate appropriate traffic calming and gateway improvements.

In conjunction with the goal for the Route 17 transportation corridor to be redesigned as a Main Street boulevard, the Plan designates the extended Lafayette Avenue and, to a lesser extent, Willow Drive, as important local streets, somewhat akin to a collector road, that help establish a highly functional street grid within the center of the town. The design for these roads should establish a traditional town-scaled streetscape, functioning at a low operating speed, with on-street parking, streetlights, and direct access to contiguous mixed-uses and residential neighborhoods. The flanking interior roads perpendicular to Route 17, as well as Lafayette Avenue and Willow Drive, should be developed with a traditional town form, incorporating a range of commercial, residential and civic uses to create a sense of "place" for the community.

Figure BE-4A: Route 17 Boulevard Cross Section Alternative



Design principles appropriate for a traditional town are specified in Section I of this plan. These principles are especially critical in mixed-use areas and include:

- Pedestrian orientation;
- A generally rectilinear pattern of blocks and interconnecting streets and alleys, compatible with natural terrain and environmental features;
- Parks, civic spaces and open spaces;
- Predominantly multi-story buildings;
- Buildings and spaces of human scale; and
- Relegated parking behind the principle structures, along with street parking and occasional pocket parking areas throughout the core;

For these commercially based mixed-use areas, other design principles also need to be incorporated. These include:

- Buildings and building entrances placed directly behind the sidewalks or in close proximity to the sidewalk;
- Multiple focal points (including civic buildings, squares, parks, monuments, sculptures, entertainment features, etc.);

- Two and three story buildings that are designed to create a strong streetscape;
- Special architectural treatment, including roof pitches, for anticipated larger footprint, destination retail uses that may be "sprinkled" among the smaller shops and other buildings;
- A mix of uses within buildings;
- Appropriately scaled window and door openings on the first floors;
- Sidewalks of adequate widths to accommodate comfortable pedestrian movement and facilitate walkable shopping, including activities such as outdoor dining and cafes;
- Street furniture (benches, planters, lighting);
- Coordinated landscaping and hardscaping, including street trees, pedestrian crossings with special pavers, pocket parks and civic spaces;
- On-street parking;
- Shared parking and loading spaces to minimize the areas of impervious surface; and
- Signage of a size, design and placement in keeping with a traditional town.

While the land use area to the south of Route 28 and identified on the Bealeton Service District Land Use Plan as Town Center (#2) has become the highway-oriented commercial shopping area of Bealeton, this area has great potential for long-term redevelopment more along the model prescribed for the town center area north of Route 28, straddling Route 17. It is critical that the street network in this area be developed, going forward, in a grid form, so that new developments incorporate more of a "traditional town" form of development. Strip shopping centers and isolated pad sites no longer will be acceptable. Vertically integrated, mixed-use buildings are encouraged in this area and should be two to three stories in height. Residential units may be located over commercial or other ground level, non-residential uses. In addition, residential options for this area should include live-work units and multi-family structures.

The land use categories identified on the Bealeton Service District Land Use Plan as Commercial Office/Mixed Use (#1) and Institutional/Office/Mixed Use (#4) should emerge as the new, traditional downtown of Bealeton with a dominant presence of commercial uses, both office and retail. Institutional uses are specifically sought in land use category #4. Residential uses within this area should include a combination of residential units over commercial uses, live-work units, townhouses or multi-family units, with small lot single homes at the outer edges. It is anticipated that these areas will be linked to each other for both pedestrian and vehicular activity via public streets, sidewalks and crosswalks across Route 17 and throughout the anticipated street grid.

The Town Center also includes a few areas designated for residential uses, particularly medium density residential. These areas must be linked via a grid network to the adjacent mixed use areas, and must promote walkability to adjacent mixed use areas.

With the location of any development on the east side of Route 17, north of Liberty High School, a visual hard edge between the Bealeton Service District and the Village of Liberty is required. The 50-foot side strip located one parcel north of the Service District boundary should be designated (and zoned) as Village and used only for local road, open space or other use consistent with the Village designation. The existing stand of mature evergreens along the Route 17 frontage near the Service District Boundary should be retained to the extent possible or, if removed similar landscaping should be planted to retain a green buffer between the edge of the Service District and the Village of Liberty.

b. Fire/Emergency Rescue/Police Center

Additionally, a site is designated in the northwest quadrant for the creation of a Fire/Emergency Rescue Center. This center should have access on the east-west connector with easy access to Route 17, with a designated traffic signal on Route 17 to be operated by the Center.

c. Principal Parks

Several large parks are shown on the Town Center Illustrative Plan (Figure BE-2). These are located in the northwest and southeast quadrants. These could be the sites for festivals, concerts and other civic activities. The traditional main street perpendicular to Route 17, north of Route 28, should also contain principal parks.

d. Residential Areas and Parks

Small parks, including "Vest-pocket" parks should be provided throughout the Town Center by developers for use by both residents and businesses. This is critical as medium density housing types, such as townhouses and apartments, do not have large yards as do single family detached homes.

e. Schools, Parks and Access Trails

The Bealeton area is planned to nearly double in population, and maintenance of educational quality will require matching residential growth with school expansion and the construction of new schools. The plan provides for a new school to the east of Grace Miller and Liberty High Schools, and a new middle school and elementary school along the east-west connector west of Route 17. Liberty was itself designed for expansion.

The plan proposes two regional park facilities to the northeast and southeast of the Town Center. These facilities would be linked with the new western neighborhoods by bicycle trails throughout the Town Center. A community recreation center is also planned in the northwest corner of the Service District.

Table BE–1
Bealeton School Capacity and Enrollment

School Name	Capacity	2011 Enrollment	Unused Capacity
Liberty High School	1,454	1,225	229
Cedar Lee Middle	800	662	138
Grace Miller	608	408	128
Source: Fauquier County Public Schools, Ten-Year Enrollment Projections, November 2011			

2. Western Neighborhoods

a. Overall Residential Pattern

Development density within most of the western neighborhoods will continue in the existing pattern of 1 – 3 dwellings per gross acre. Redevelopment of the Mintbrook Farm in the northwest quadrant can accommodate a higher density due to its close proximity to planned commercial and institutional uses. Other existing subdivisions within the western neighborhoods of Bealeton have decisively established a conventional suburban design style that may be completed as originally conceived, albeit with the addition of pedestrian paths and bike trails leading to the Town Center and schools, and with the addition of neighborhood and fine grained vest pocket parks. The County would encourage development proposals that seek to incorporate elements of a more traditional grid settlement pattern – noted in the section above – to the extent possible given adjoining developments and roads.

b. Re–Designation of Route 28

While elements of this plan provide guidance concerning roads within the Bealeton Service District, mention needs be made that Route 28 – west of the Route 17 Intersection – should be redesignated from a minor arterial to a local collector road. This re-designation simply recognizes the functional change imposed on this road with the construction of Meadowbrooke, Fox Meade and Edgewood East subdivisions. This functional alteration will become ever more pronounced as the western neighborhoods become fully developed. The re-designation should become even more likely once both the eastern and western legs of the Bealeton Bypass are constructed (See below).

Given current traffic hazards and limited right-of-way on Route 28, improvements on this section of road should focus on key intersectional improvements for the safe and smooth movement of local automobile traffic. Pedestrian and bike paths on this road should be retrofitted through existing subdivisions and cross Bowens Run, via raised boardwalks, to the Town Center. (See Transportation Plan for further details.)

c. Paths within Stream Valleys and Floodplains

Additionally, the stream valleys and floodplains dividing these neighborhoods have been historically unrecognized as a significant community asset. These resources should be redesigned redeveloped as parks, then systematically incorporated into a predominately natural / passive park network with pedestrian paths and bike trails.

(See FIGURES BE-1 & BE-2 of the Bealeton Service District)

d. Bealeton Bypass

The Bealeton Community will achieve maturity only if long-term through-traffic on Route 17 bound to US Route 15/29 is allowed to reach its destination by some means other than through the Town Center. There is a critical need to separate regional and local traffic and the proposed streets parallel to Route 17, Market Street and Lafayette Avenue, should not serve as this regional bypass. Equally, Route 28, west of Route 17, will only function as a safe collector road if through traffic bound to Routes 29 and 17 reaches its destination by some other means.

This Plan proposes to re-direct Route 17 through-traffic to US Route 15/29 onto a limited access highway, on an alignment south of the Town Center, generally south of the Craig Run floodplain and south of the railroad right-of-way. The highway should reach US Route 15/29 in the vicinity of the existing intersection of Route 28. (See Figure 10-SF-1 Southern Fauquier Intermediate Range Regional Road Plan.) The County in 2012 has a renewed commitment to the Bealeton Bypass. The County intends to place this project on its Primary Six-Year Road Plan and to set up a Bealeton Transportation Fund to begin collecting funds to be used for this project. Money is needed as soon as possible to begin designing this road, so that right-of-way can be acquired, perhaps in part through the County's Purchase of Development Rights Program.

Due to Route 17's designation as a Corridor of Statewide Significance, VDOT believes it is mandated to protect the road's ability to handle regional traffic and the movement of freight throughout the state. Therefore, VDOT is not supportive of any functional re-classification of Route 17 until and unless the Bealeton Bypass is constructed.

e. Service District Buffer

Land in the far western portion of the Service District (Land Use designation #9, Residential/No Sewer or Water on Figure BE-1) will act as a buffer between the more intense residential uses of the western neighborhoods and the rural lands beyond. New development in this area should generally have residential lots located on existing streets or close to the Low Density Residential Land Use areas. Open space (common or non-common) should be located towards the Service District Boundary, and be used to provide a natural edge to the Service District. Public sewer or public water shall not serve such lots. Land will be reserved outside the Service District along its northernmost boundary to create and maintain a hard edge buffer against rural lands.

3. Land Use and Development Statistics

Table BE-2 provides data concerning existing and developable land within the Bealeton Service District.

Table BE–2
Bealeton Service District Development Acreages

Land Use Category	Acres
Commercial Office/Mixed Use (#1)	92
Town Center (#2)	84
Mixed Use (#3)	36
Institutional/Office/Mixed Use (#4)	32
Flex Industrial (#5)	149
Low Density Residential (#6)	984
Medium Density Residential (#7)	346
High Density Residential (#8)	72
Residential/No Sewer or Water (#9)	206
Park/Open Space (#10)	129
Virginia Railway Express (#11)	2
School/Church/Fire/Rescue/Recreation (#12)	203
School Expansion Area (#13)	28
FEMA Floodplain	230
TOTAL	**2,593**

III. Remington Service District

The Town of Remington anchors the Remington Service District. One of Fauquier County's three incorporated towns, Remington, formerly known as Rappahannock Station, Bowensville and Millview, has had a varied history. This Town has witnessed:

- Numerous military engagements and Union occupation during the Civil War;
- Prosperity during the 1870 – 1890 period of Reconstruction;
- A strong Temperance Movement to eliminate bars and pool halls in the late 1800's:
- Periodic downtown floods and a major fire in 1925; and
- A gradual ebbing of economic vitality between 1940 and 1990 with the decline of rail travel and the construction of the US Route 15/29 By-Pass

The result is that Remington is a place rich in historical resources, and a very livable community for all ages and income groups. The Town provides a remarkable level of independent living for senior citizens, whose walks to Church, the Post Office and stores form the foundation of a long and healthy life. In recent years, the Town has attracted a group of new residents as proud and aware of Remington's special qualities as that older generation. The Town wishes to work with the County in continuing and expanding such quality of life by duplicating this livable pattern in the surrounding Service District.

A. Existing Characteristics

1. Planning History

Fauquier County's first Comprehensive Plan of 1967 called for the creation of a vast suburban community that would extend from the Rappahannock River east to beyond Midland. This growth never took place, and the 1987 and 1994 Plan revisions radically scaled down the original Plan, but like the first, never engaged the local community in the planning process. In the last ten years the Service District grew by 220 single family dwellings, mainly in two developments, Lee's Glen, to the North, and The Meadows, to the east of the Town, on Lucky Hill Road.

2. Planned Growth Patterns

The original 1967 plan conceived the Remington area as a spread out, automobile dependent suburb. The 1987 and 1994 Plans accepted this pattern of growth uncritically. The Remington community and Town Council wish to provide an alternative to the suburban model of past planning efforts, and return to more traditional development forms and street design, as such is consistent with that of the historic Town.

3. Community Facilities and Shops

Remington is home to many community facilities, such as the Remington Baptist, Remington United Methodist and Saint Luke's Episcopal Churches, Margaret M. Pierce Elementary School, Fire Company 2, Town Hall, Police Station and the United States Post Office.

Remington's downtown commercial uses suffered a financial reversal with the construction of the US Route 15/29 Bypass, but the downtown has stabilized, and is presently engaged in a Main Street revival program. Given this history, the Town is determined to phase and pace the creation of additional commercial development so that existing uses will not be adversely affected.

4. Transportation

The construction of the US Route 15/29 Bypass, while a severe commercial setback at the time, has spared the Town's fabric from the devastation associated with major arterial road "improvements". Moreover, the railroad, which caused the Town's founding, may one day provide the community with commuter passenger service. Remington itself is a textbook example of classic urbanism, with a fine grid if interconnecting streets.

5. Utilities

Remington manages its own municipal water system. By agreement with the Fauquier County Water and Sanitation Authority (WSA), the Town provides water to developments to the north and west of the Railroad line. The town draws 104,000 gallons of water per day from one of four wells and has standpipe capacity for 397,000 gallons. Water in the balance of the Service District is provided by the WSA.

Remington once owned and operated a municipal sewer system. However, the Town sold both this system and its license to discharge treated effluent into the Rappahannock River to the Fauquier County Water and Sanitation Authority (WSA). The WSA plant currently has a treatment capacity of 2.0 million gallons per day. The plant serves the Bealeton, Opal and Remington Service Districts.

The former Orange & Alexandria – now Southern – Railroad line, which "made" Remington, and attracted so much military attention during the Civil War, crosses the service district in a generally east – west direction. In the longer term, a Commonwealth corporation, Virginia Rail Express intends to extend commuter rail service along this line, ultimately to the neighboring Culpeper County.

The Service District is also crossed by a variety of nationally significant electric and gas transmission line easements. The proximity of these lines has resulted in the location of electrical peaking facilities for Dominion Power and the Old Dominion Electric Cooperative (ODEC). Both sites are located off Lucky Hill Road on adjoining properties (refer to the Land Use Plan for their designated locations). Once the ODEC facility becomes operational, ODEC will provide $1.5 million to Fauquier County for the purchase of development rights on local farmland within a 5-mile radius. That open space investment will only benefit this Service District's efforts in parkland and open space development and conservation efforts.

While technically not a utility, a major crushed stone-quarry defines the eastern boundary of the Service District. The quarry is located just north of the two peaking facilities.

6. Natural Resources

The Remington Service District shares the same landscape of a former lakebed as Bealeton, Opal and Midland. The Service District is bounded and crossed by two unruly watercourses, the Rappahannock River and Tinpot Run, which conspire to periodically inundate a part of Remington's downtown. A recent Federal Emergency Management Agency study indicates that Tinpot Run has a 1% chance in any

year of a flood with floodwaters reaching 12 feet above the stream invert level. (FIRM, #510056 0001 B)

Local soils, Albano, Ashburn, Dulles, Panorama and Penn, laid down when the area was a vast shallow lake in pre-historic times, have very poor perk potential – and were the primary reason why the 1967 septic drain-field based plan was unrealizable. These soils are also very water retentive, and contribute to Remington's flooding difficulties

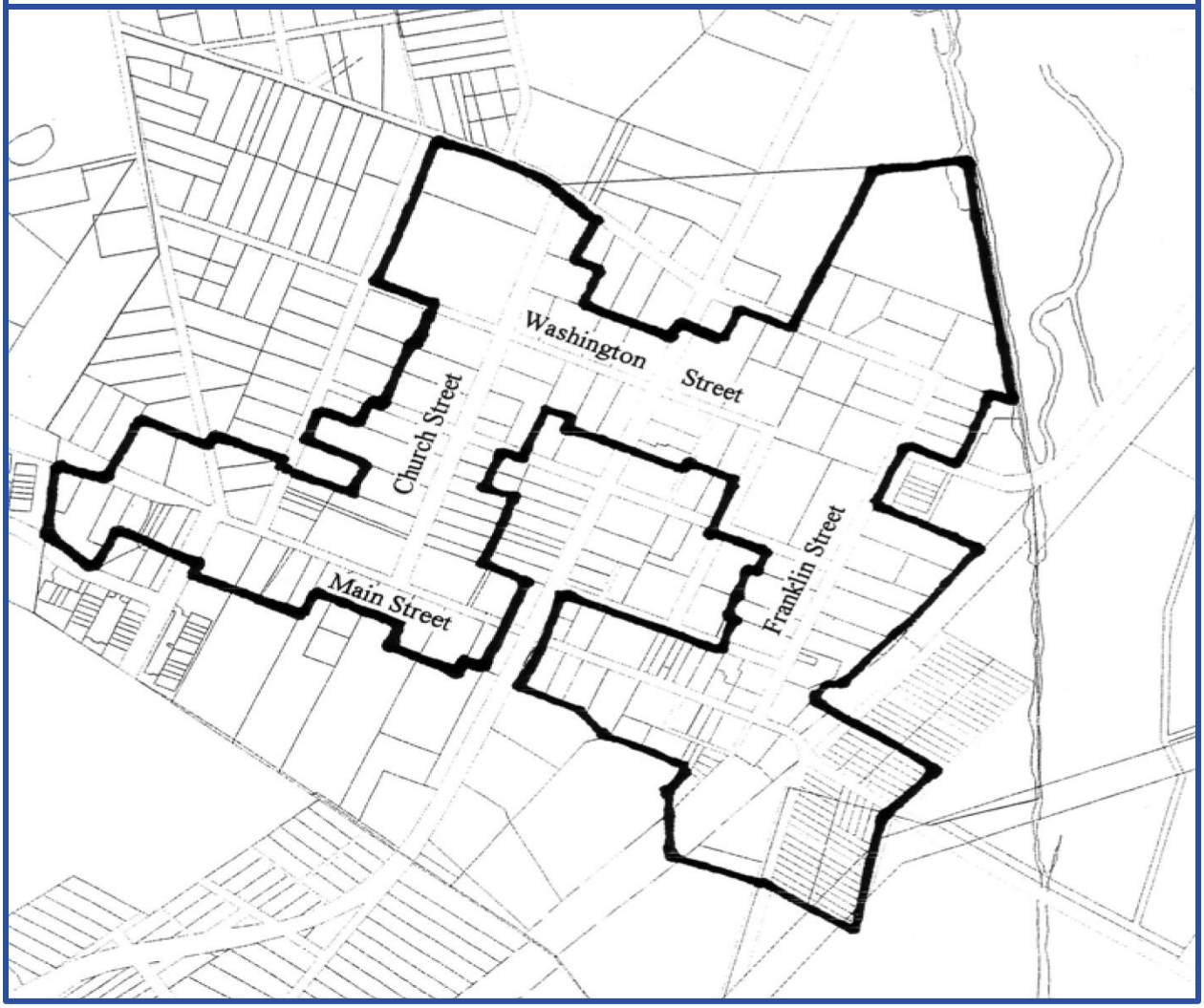
7. Historic Resources

The decline in Remington's economic vitality in the later 20th century paradoxically preserved much of the Town's historic resources. With assistance of the Virginia Department of Historic Resources, the County completed a Historic Resources Update in 2001. Study findings concluded that, in addition to the earthworks and battle areas associated with the Civil War, the quantity and quality of 75 structures within the Town would merit the placing of the Town on the State and National Registers of Historic Places. Examples of structures which command this attention include:

- St. Luke's Episcopal Church (1881);
- Remington Baptist Church (1884);
- Farmer's Co-Op Building (1903):
- Old Post Office (1918);
- Groves Hardware Building (1905); and
- Numerous Victorian/Queen Anne, "I" and "L" – plan houses on Main, Church, Washington and Franklin Streets.

This plan recommends that the County and the Town fund and complete that final survey requisite for placement on the State and National Registers. Inclusion of a building on the State and National Registers does not affect how or what an owner may do with the structure. However, certain types of maintenance and improvements may qualify an owner for Federal and Commonwealth tax abatements. Inclusion of the Town on the National Register would also result in special consideration and qualification in the allocation of Federal funds – such as TEA-21 biking, and hiking routes, the restoration of public facilities, recreation funding and flood abatement projects. The Historic Area map identifies a concentration of these structures. This map represents only a preliminary survey of the Town. A second map would be proposed to the Commonwealth Department of Historic Resources and the National Park Service once all structures within the Town were thoroughly surveyed. (See Figure RE -1).

Figure RE-1: Preliminary Boundary of the Remington Historic District



B. Remington Service District Vision Statement

1. Vision Statement

- The Service District will be a "people friendly" place modeled on the historic Town of Remington, which will act as the commercial and institutional hub of the new neighborhoods constructed to the north and east of the Town.

- The Town will be surrounded by an extensive park system, formed in great part by the floodplains of Tinpot Run and Rappahannock River. This park system will extend northwards and to the east to link with a major wildlife and natural area bounded by Lucky Hill Road. Remington's parks will provide substantial support for a year round program of recreational events, attractive to visitors and locals alike. Additionally, a variety of small "vest pocket" and neighborhood parks will be distributed throughout the residential neighborhoods to provide quiet places for neighbors to meet and socialize.

- Housing in Remington will range in size, type and price from apartments over shops, to apartments for the elderly located near to shopping; to single family detached housing on a wide variety of lot sizes.

- Existing Business US Route 15/29, Lucky Hill Road and a new road extending from the Town to Lucky Hill Road will be the major collector roads of the community. Movement throughout the community will be equally convenient for pedestrians, bicyclists and motorists.

2. Opportunities

- Remington, with an inventory of over 75 buildings worthy of inclusion on State and National Registers, has a unique opportunity to develop and market itself as a historic, small railroad town, which should make the Service District very attractive for tourism and future residents seeking such a valued environment.

- Remington is endowed with a full complement of community facilities, and thus can provide new neighborhoods with community services that usually lag housing developments by 10 or 20 years.

- Remington has a river and creek, whose floodplains can be the foundation of a unique open space network for wildlife and parks.

3. Areas Needing Special Focus

- The core of Remington is threatened by flooding, and this has contributed to a lack of business investment.

- The community has begun to address, and needs to continue working on the environmental and developmental constraints that have been impediments to the community's prosperity.

- The community has attracted entry-level housing and less-preferred industrial uses, such as plastic factories, multiple electric peaking plants and petroleum storage tanks

4. Strengths

- Remington is a very people friendly community of caring neighbors – as great a place to grow up as well as to grow "young" in heart.

- Remington is a distinct community, a real place with a unique history and character.

- With an Incorporated Town at the core, the Remington Service District possesses the positive potential to oversee development as a joint endeavor of County and Town.

C. Land Use Plan

1. Overall Layout

The Plan proposes that the Town of Remington be the institutional and commercial hub of the Service District. To this end, existing Business US Route 15/29, Lucky Hill Road and a new collector linking these two would fan out from the Town to become the major collector roads of the Service District. The Plan also proposes a major study and re-engineering of the floodplains surrounding the Town. The study would seek to identify the essential steps needed to resolve the constant flooding threat, and establish the Rappahannock River and Tinpot Run floodplain as the foundation of a major park and wildlife system with the Service District. (See Figure RE-2).

a. Commercial/Office Uses

As noted previously, the existing Town of Remington shall be the focus of commercial and office uses in the early phases of the Plan. As additional tracts, located to the north and east of the Town could ultimately be designated for such uses, only if-and-when this land were boundary adjusted into the Town. (This requirement is dictated by the need to insure that development of the additional commercial and office land shall be paced to preserve the vitality of existing downtown).

b. Schools

In addition to the existing Margaret M. Pierce Elementary School, one new school site is proposed with the Service District, on Business US Route 15/29 .

c. Parks

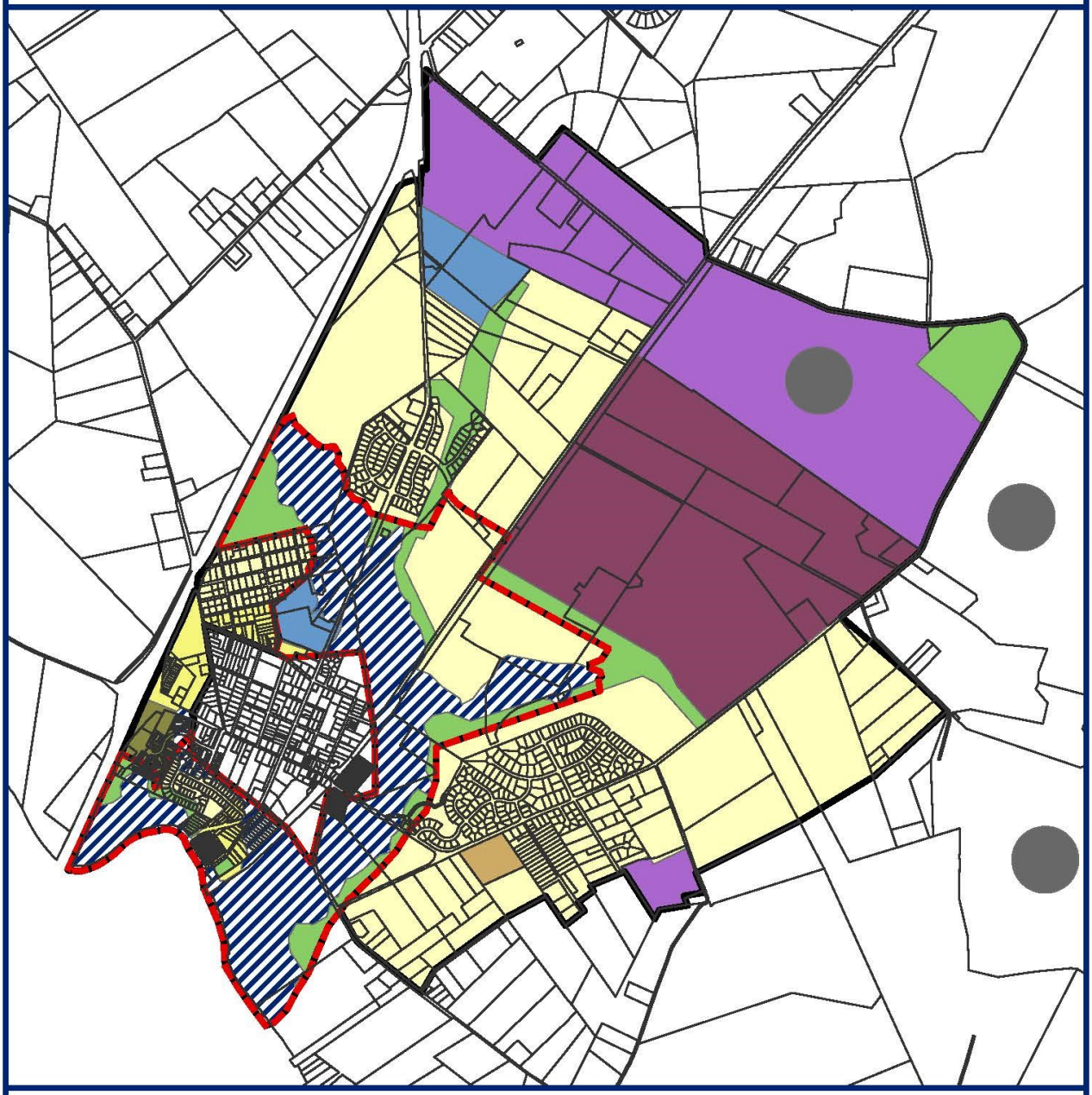
The crescent of Tinpot Run's parkland surrounding the Town will be linked to the new school sites and with the wildlife and natural preserve by linear open spaces, furnished with pedestrian paths and bikeways. A careful design and distribution of neighborhood and "vest pocket" parks will be included in new neighborhoods as these are developed.

The Old Dominion Electric Cooperative's peaking facility site provides wetland and natural habitat areas, which the utility has offered to cooperatively develop for passive recreation and environmental education. That opportunity needs to be pursued by both the County and the Town of Remington.

d. Boundary Adjustment

The land use map identifies an adjusted jurisdictional boundary for Remington that includes the Tinpot Run floodplain and an area currently identified for Low Density Residential, but that could be a future Commercial – Mixed Use area to the north of Remington. The County anticipates that future funding of Tinpot Run's re-engineering will be assisted if this stream area is within the Town Boundary, while the reason for including the Commercial – Mixed Use area is provided above. Other boundary adjustments will occur if agreed by Town and County.

Figure RE-2: Remington Land Use Plan



e. Residential

Development density within the residential neighborhoods of the Service District will continue the existing pattern of 1-3 dwellings per gross acre. While developing subdivisions, such as Lee's Glen and The Meadows may be completed as originally conceived, new development within the District should be designed according to the historic principles noted in General Design Principles.

f. Industrial

Traditional towns often have small pockets of randomly located light industrial land uses. Small lots helped to contain the industrial use and thereby minimize impacts on adjacent residential neighbors. If industrial uses are considered in service districts that replicate these historical patterns of development, industrial operations greater than 3-5 acres must be heavily buffered and the uses strictly regulated to ensure there are no harmful environmental and quality of life impacts rendered on surrounding residential neighborhoods. Customized regulations may include but not be limited to the following (restricted hours of operation, specified transportation access agreements, environmental regulations to ensure safe groundwater, noise attenuation, etc.). Heavy landscape buffers are required within the industrial property.

g. Light Industrial/Employment Center

The Remington Service District offers some of the County's finest infrastructure availability with regard to water, sewer, electrical power, as well as easy access to a major road in Route 15/29. This infrastructure is ideal to support significant employment center opportunities for the County's residents. Business parks and campus style industrial development are appropriate within this land use provided there is careful buffering from any adjacent residential uses. Similar to the Industrial Land Use, customized regulations may be appropriate to regulate hours of operation, as well as potential noise, environmental or transportation impacts. Commercial uses that might compete with businesses located in the Town of Remington should be discouraged. Appropriate light industrial uses could include wholesale operations or transportation infrastructure firms while appropriate employment center uses could include offices, call centers or data centers.

2. Remington Land Uses

Table RE-1
Remington Service District Development Acreages

Land Use Category	Total Acres
Industrial	446
Light Industrial/Employment Center	402
Residential - High Density	14
Residential - Medium Density	48
Residential - Low Density	918
Park/Open Space	176
Park/Open Space/Floodplain	308
School	52
Wastewater Treatmnt Facility	10
TOTAL	**2,374**

3. Routes 17/28 By-Pass

Traffic projections on Routes 17 and 28 led the Virginia Department of Transportation to propose a grade-separated interchange at the intersection of Routes 17 and 28, which would have devastating impacts on the planned Bealeton Town Center. This Plan proposes redirecting through traffic on Route 17 to Route 15/29, by using the State's interchange funding for the construction of a limited access Bypass that would link Route 17 with US Route 15/29 on an alignment, generally south of Craig Run. The proposed limited access roadway (110 foot right-of-way) would terminate in the vicinity of the Route 17 and 15/29 intersection. Such limited access Bypass shall have no intermediate entrances or exists between 17 and 15/29 – to avoid threatening the commercial viability of the Bealeton Town Center or the Town of Remington.

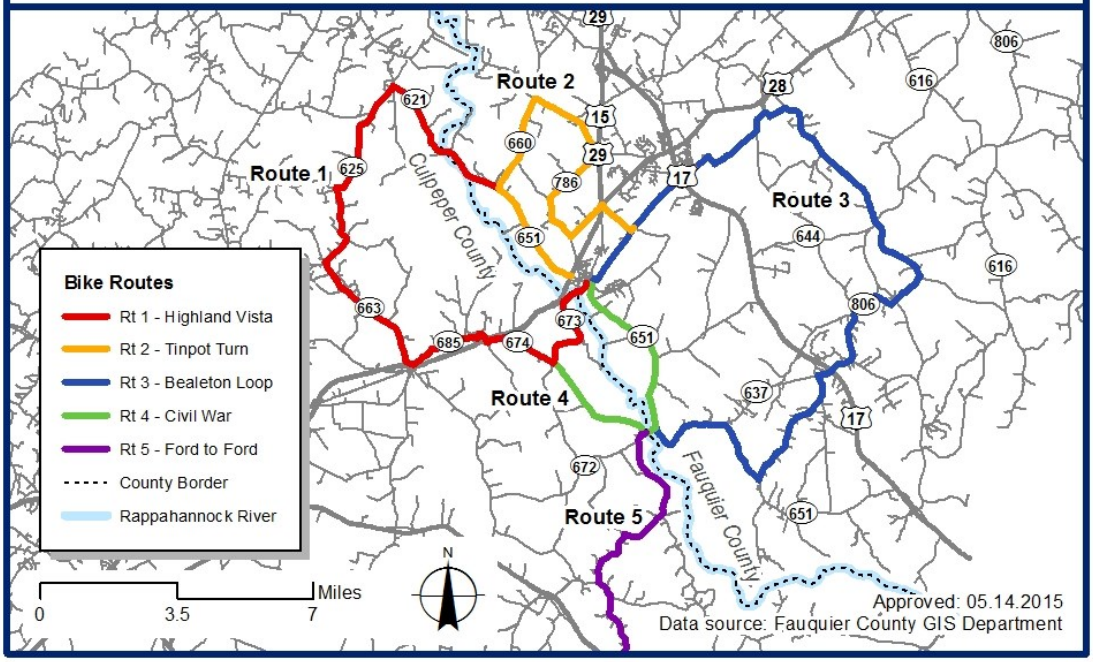
Significant engineering, environmental studies and design will be needed to determine actual alignment and construction. The County and the Town of Remington will conclude a mutually-binding agreement stating that all questions of road alignment, design and function must be mutually agreeable before construction of this freeway is undertaken, and thereafter.

4. Linear Parks and Bikeways

The Town of Remington and the Remington Service District will form the heartland of a linear park and bikeway network. Figure RE-3 illustrates the wide-ranging scope of this network. Of the four routes identified, one has specific historic significance associated with the Civil War. Another route represents a real physical challenge due to topography, albeit rewarded with spectacular mountain views. The last two routes provide contrasting scenery - pastoral meadows and foothills, versus agrarian flatlands punctuated by county crossroad communities.

The County and Town will work with the Virginia Department of Transportation and with Culpeper County to fund physical improvements to roads and paths along this network in the interest of safety and enjoyment of these routes.

Figure RE-3: Major Bicycle Routes Around Remington



D. Joint County and Town Oversight Agreement

The Commonwealth of Virginia permits incorporated towns and counties to enter into joint oversight relationships regarding development of lands surrounding towns. The historical grounds for these arrangements were to ensure that ultimately annexed development would be designed and constructed in an appropriate manner – e.g. so that roads lined up correctly and were constructed with curb geometry and materials consistent with the town code, regulations and design standards. However, the Remington-Fauquier agreement would not predicate some future annexation, but rather seek to create a seamless coordination between the historic Town fabric and that of the Service District.

The Joint County and Town Oversight Agreement would cover substantive questions of land use and subdivision as well as procedural issues of review, coordination and approval actions.

1. Land Use

The Town of Remington is not comfortable with many of the uses currently allowed in some of the County Zoning Districts, especially the non-residential, industrial districts. The position is very understandable, since these districts contain elements appropriate in an early 20th century industrial America. The Zoning Districts need to be updated and refined further to be compatible in areas adjacent to the incorporated town and the Service Districts.

2. Subdivision

The Town of Remington was designed in the 19th century according to classical town planning norms. These norms were discarded after World War II and replaced with a different, auto-dependent suburban model, which is proving to be functionally problematic. The Remington community would prefer that subdivision of the Service District follow the norms of the older tradition. (The villages of Catlett, Calverton and Midland join Remington, in preferring that growth follow the classical town planning models of their founding.) Accordingly, the Town and County will need to develop a refined Subdivision Ordinance, which accommodates their shared interests for the Service District. These added elements to the Zoning and Subdivision Ordinances would encourage the creation of generally narrow and deep lots, a network of short and narrow streets that terminate at other streets, and a plurality of vest-pocket neighborhood parks.

3. Procedure

While the County will necessarily continue to have ultimate authority over the Service District, the two jurisdictions must develop a formal referral procedure. This procedure could include the following protocols:

1. The Town designation of a non-voting member on any County Planning Commission or Board handling a planning question within the Remington Service District. This non-voting member would take part in formal questioning of applicants during hearings and participate in deliberative working sessions, thereby assisting the County in understanding the Town's goals and concerns.
2. A mandatory pre-submission meeting with Remington. The County would enforce a policy that any rezoning, special exception or subdivision application would contain a letter from the Town referencing this meeting and the Town's position on the proposal presented.
3. County planning and engineering staff would consult with the Town during the review process, and include the Town's final recommendation in Staff Reports to the County Planning Commission and Board.

4. Funding

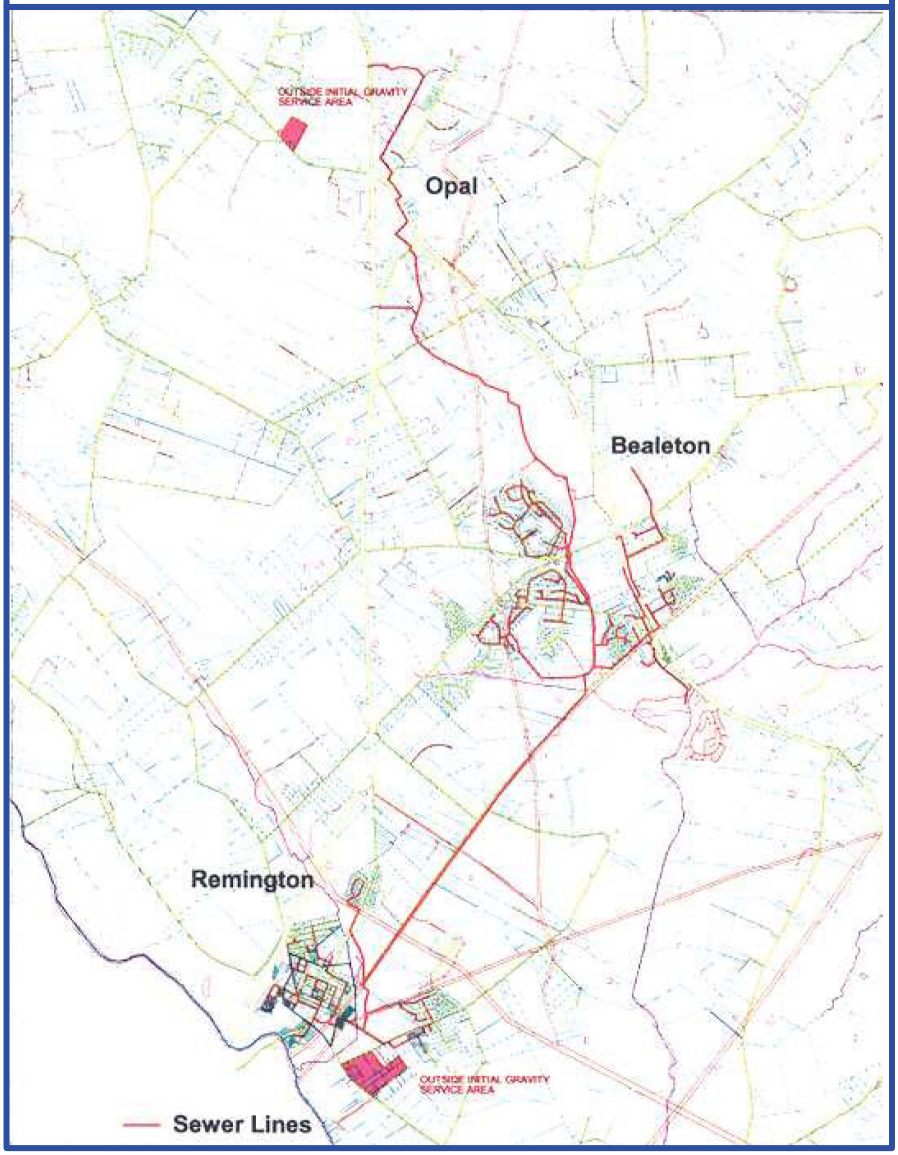
The County's development review fee schedule would be revised to include Remington's costs in this joint review effort.

IV. Utility Element

This utility element summarizes the Camp Dresser & McKee Final Report of 1997, which is incorporated into the Fauquier County Comprehensive Plan. Public sewer and water lines owned and operated by the Fauquier County Water and Sanitation Authority (WSA) are shown on Figures 9-SF-1 and 9-SF-2. Sewer extensions, which extend to the north as far as Opal, terminate at a major sewer treatment plant to the south of the Town of Remington. This sewage treatment plant is also owned and operated by the WSA. The treatment plant was upgraded to an Enhanced Nutrient Removal system in 2010 and has an existing capacity of 2.0 million gallons per day. Future development within the two Service Districts, averaging the middle of given density ranges, could be handled by the 2 million gallon capacity. The Opal Service District also uses the Remington treatment plant.

Public water in Bealeton and part of Remington is derived from wells located in various subdivisions and school sites throughout Bealeton and Remington. These wells are connected into a loop system of pipes, while pressure is maintained by means of a 500,000-gallon storage tank and a 285,000-gallon standpipe. Presently three wells generate 405,000 gallons per day of water to take care of system users. Additional pumps at these wells could raise their yield by 136,000 gallons while the WSA has already dug and capped three additional wells with a capacity of 780,000 gallons per day. Thus WSA's Southern Fauquier water system has a current capacity in excess of 1.3 million gallons per day and is using about 25% of that capacity.

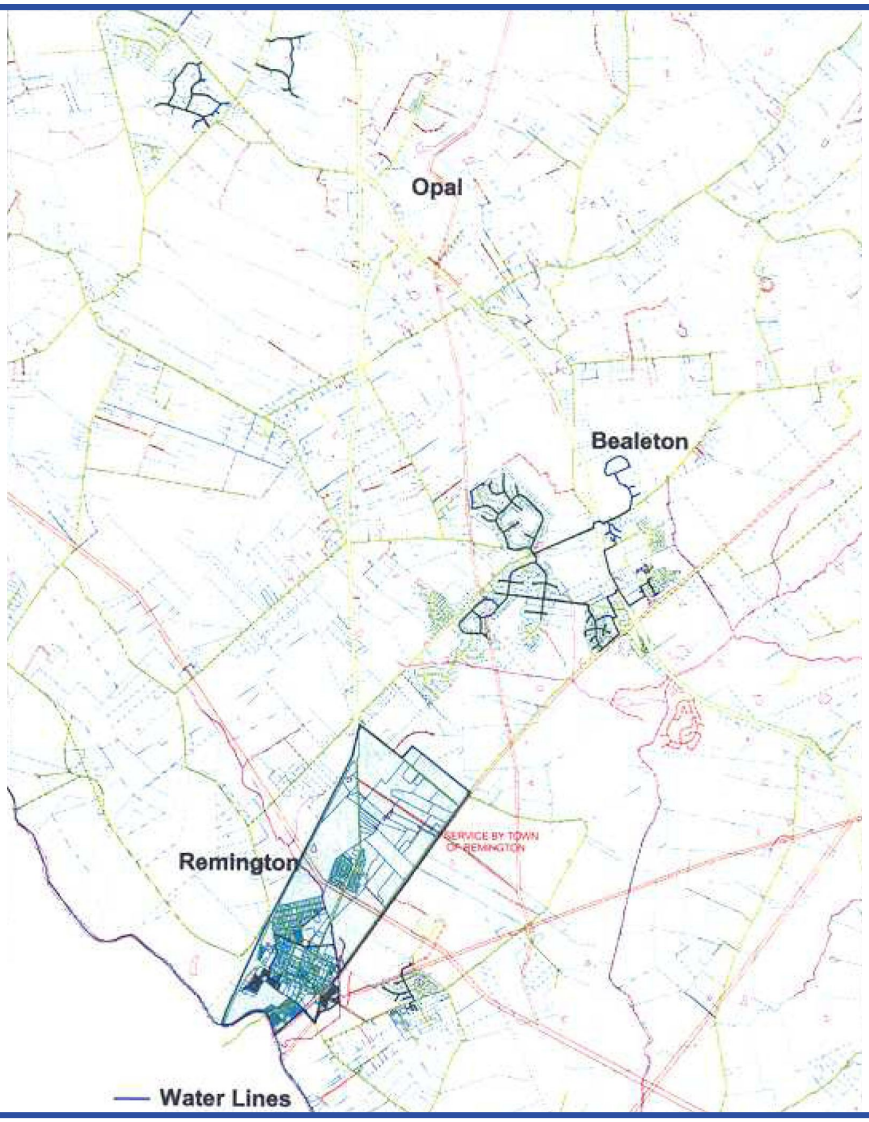
Figure 9-SF-1: Sewer Lines in Southern Fauquier



The Town of Remington provides water within the Town and in the Service District to the west of the

railroad. Two of the Town's four wells produce over 420,000 gallons per day of palatable water, while a 2001-02 study, by Emery & Garrett Groundwater, confirms that this aquifer has abundant supply. The Town's two storage tanks have a capacity of nearly 403,000 gallons.

Figure 9-SF-2: Water Lines in Southern Fauquier



V. Transportation Plan

Transportation Plans for the Bealeton and Remington Service Districts are shown on FIGURES 10-BE-1 and 10-RE-1 and focus on specific transportation issues as these relate to the service area land uses.

The following section deals with three basic elements, a short-term action plan in Bealeton, a mid-term action plan for Bealeton, and the long-term transportation road network for Southern Fauquier County, extending as far north as the Opal Service District.

A. Bealeton Short-Term Action Plan

The citizens and businesses in Bealeton aspire for it to become a safe, pedestrian friendly community. Roads, sidewalks and trails all play a role in making this goal a reality.

Bealeton's existing major roads are both the community's great asset and great liability. Traffic on Routes 17, 28 and 15/29 grew 3 – 4% per year during the early 2000's, although between 2007 and 2010 traffic counts held steady or declined slightly. In 2010, truck traffic represented 16% of the total traffic on Route 17, compared to 9% of the traffic on Route 29 and 5% of the traffic on Route 28. Truck traffic on Route 17 may increase further as growth at the Port of Virginia (Hampton Roads) increases. Current and future traffic counts on Routes 17, 28 and 29 are included in Table T-1.

Table T-1
Year 2010 and Projected Traffic Volumes

Location	Year 2010	Year 2030 (without bypass)	Year 2030 (with bypass)
Route 17 (north of Route 28)	20,000	40,000	*30,000
Route 17 (south of Route 28)	20,000	31,000	24,000
Route 28 (east of Route 17)	1,200	25,000	*17,000
Route 28 (west of Route 17)	8,700	30,000	20,000
Route 15/29 (between 28 & 17)	22,000	TBD	TBD
*Volumes would be even lower with the east-west connector in place			

1. Route 17

As noted earlier in the Bealeton Land Use Plan, Route 17 through Bealeton is planned to function as a boulevard (see Figures BE-3, BE-4 and BE-4A). Along this boulevard, buildings front the street with parking in the rear, signalized intersections are spaced 500' to 1,000' apart, wide sidewalks and street trees buffer the roadway, crosswalks have pedestrian signals and posted speeds are 35 miles per hour or less. Any development occurring along Route 17 in the short-term, will be expected to provide improvements consistent with the boulevard concept.

2. Route 28/17 Intersection

In 2010, the primary source of congestion in Bealeton was the Route 28/17 intersection. (The other intersections in Bealeton functioned reasonably well.) The main reason for the congestion at Route 28/ Route 17 was the heavy volumes of through traffic on all four of the approaches, and these movements require a significant percent of the green time in each signal cycle in order to not queue to excessive lengths. However, since there are left turn movements that require a portion of the signal cycle, the through movements must wait for the left turn cycles to be complete prior to being able to resume travel. In 2010, the Route 28/17 intersection functioned at an overall Level of Service (LOS) D in the morning peak period and a LOS E in the evening peak periods. During each of these periods, some of the approaches had failing levels of service.

In the short term, retiming and the implementation of a coordinated signal system along Route 17 would help to alleviate some of the congestion. Intersection safety improvements could also be made.

3. Route 28 Roundabouts

Roundabouts can play an important role in the Bealeton Service District by both facilitating traffic flow and providing a visual cue to motorists that they are entering into a town center environment. Roundabouts were studied at all of the major entrances to the Service District. It was found that in the short term, roundabouts would be beneficial and workable at two locations on Route 28 – at the intersection with Oak Shade Drive and at the intersection with Station Drive/Independence Avenue. Additional roundabouts are possible long term.

4. Special Route 28 Corridor Traffic Study

With increasing traffic volumes and limited state funding for the Route 28 corridor, the County was undertaking a corridor safety study. Following completion of this study in 2012, the County will be in a better position to program needed improvements through its Six-Year Plan or other funding mechanisms.

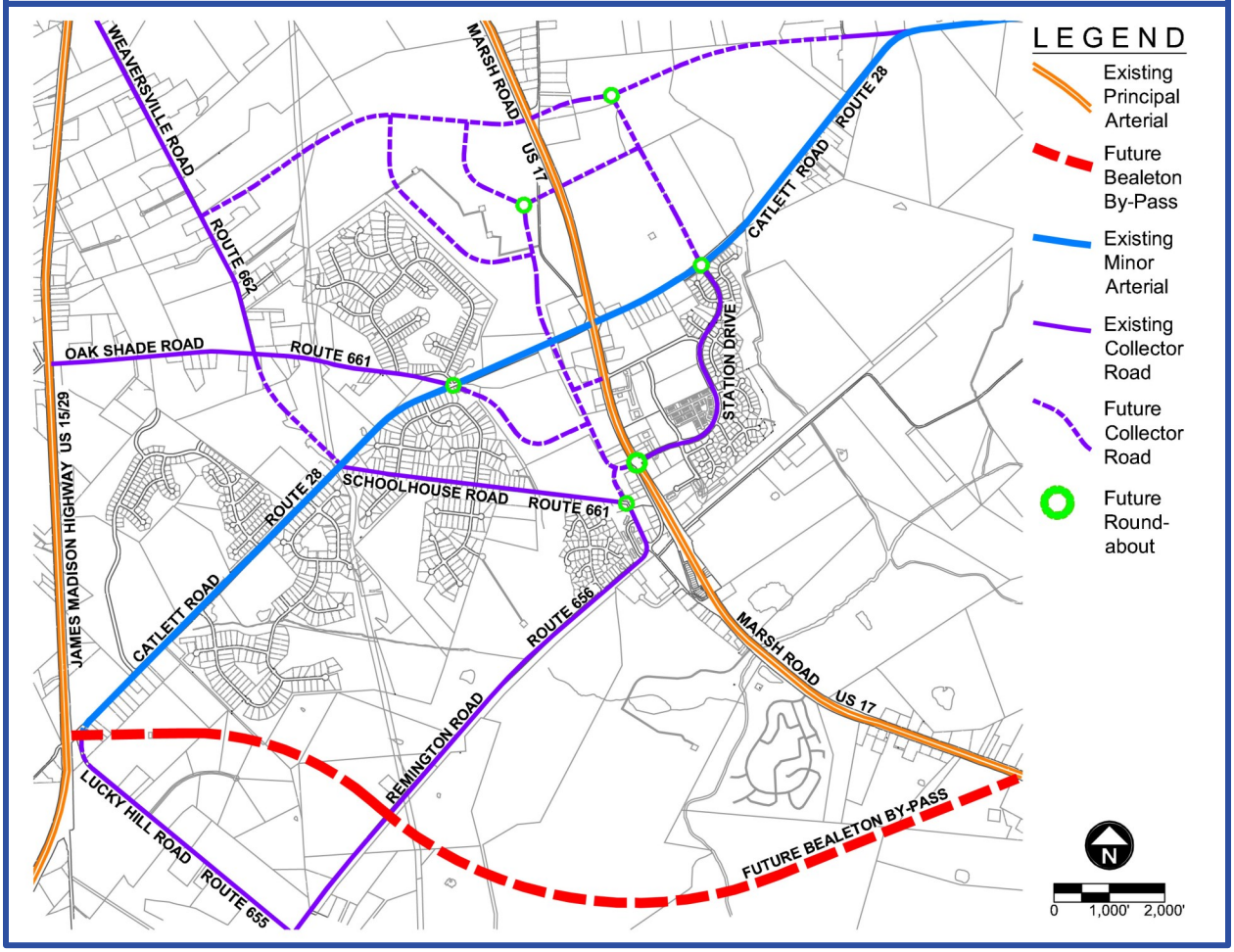
5. Right-of-Way Acquisition

Route 28 appears to be deficient in width and clear zones in certain locations and these deficiencies need to be addressed. The Route 28 Corridor Traffic Study noted above will identify areas of deficiencies. VDOT may need to purchase additional right-of-way, and/or the County may need to obtain required land through subdivision dedications, for short-term Route 28 improvements. These should focus on critical safety improvements.

6. Connected Grid

A critical part of the overall transportation strategy for Bealeton is to redistribute local traffic through a grid of local streets and parallel roads. Creating a parallel and interconnected network of local streets creates smaller blocks, reduces walking distances, and will help relieve congestion on Routes 17 and 28. Figure BE-2, the Town Center Illustrative Plan, shows one way in which this interconnected grid could be accomplished. In the short, mid and long-term, all developments are expected to provide roads that build the connected grid. This includes the creation of the east-west connector which will connect Route 28 in the east with Route 17 in the north and ultimately Weaversville Road (Route 661) to the west (see Figure 10-BE-1). All developments are also expected to provide sidewalks, crosswalks and trails.

Figure 10-BE-1: Bealeton Service District Transportation Plan



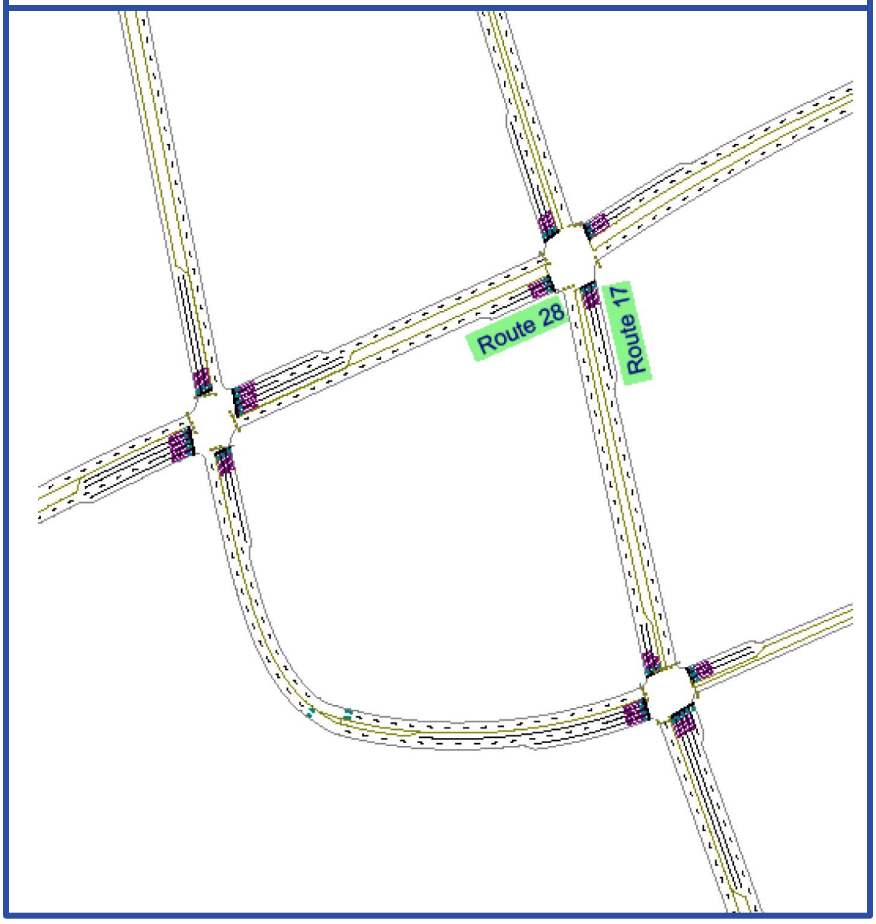
7. Grants

The County School Board should seek Virginia Department of Motor Vehicle highway safety grants and VDOT Safe Routes to Schools Grants for the schools in Bealeton. This has already begun with the 2011 Safe Routes to Schools Grant for Cedar Lee Middle School.

B. Bealeton Mid-Term Action Plan

This plan replaces the previous plan of road widening at the Route 17/Route 28 intersection with a Quadrant Intersection (see Figure 10-BE-2) to improve the overall level of service. The quadrant intersection configuration requires the left turns to occur at adjacent intersections rather than the primary intersection. This facilitates the through movement volumes by decreasing delay and queuing, but does require a more circuitous route for those motorists desiring to make a left turn. This concept results in a smaller intersection at Routes 28/17, but an increased footprint at the two adjacent intersections over what would have been required. The quadrant intersection can be converted back to a conventional intersection in the future if the Bealeton Bypass and other improvements are constructed.

Figure 10-BE-2: Quadrant Intersection at the Intersection of Route 17 and Route 28



C. Long-Range Transportation Network for Bealeton and Remington Service Districts

Intermediate and long-range access plans are shown on the following pages. The intent of these plans is to preserve Bealeton and Remington as distinct, vibrant communities. These graphics present an at-grade intersection of Route 28/17, with traffic diverted to the south of Bealeton from Route 17 to US 15/29 on a limited access Bealeton By-Pass. See Figures 10-BE-1 and 10-SF-1. The key purpose of this limited access road is to re-direct regional traffic not needing Bealeton as a destination. The new highway offers an option to resolve the issue of 'traffic mixing' by providing more efficient separation of regional and local traffic. The transportation plan represented here is one that could be expected to take place over a 25 year planning period and a more detailed review, planning and engineering phase will be required. It is the County's intent to place the Bealeton Bypass on its Six-Year Plan to hasten planning and implementation and also to set up a Bealeton Transportation Fund to begin collecting money for this critical road.

With the Bealeton Bypass in place, a roundabout is possible on Route 17 at Station Drive (see Figure 10-BE-3. Remington Road could have a cul-de-sac before it meets Route 17, with traffic diverted from Schoolhouse Road to a new road in front of Cedar Lee Middle School.

Figure 10-BE-3: Roundabout at the Intersection of Route 17 and Station Drive (Route 853)

Long-term, the Plan also proposes to re-direct Route 28 from the intersection with Route 643, Meetze Road, to the south of the railroad right-of-way and to Route 805. Route 28 would then generally follow the current alignment of Route 805 to Route 17. The reworked Route 28 transportation corridor would divert regional through-traffic from the Bealeton Service District, and permit conversion of existing Route 17 and 28 within Bealeton to traditional main streets. In the first phase, the Route 28-805 corridor would be rebuilt as a 2 lane, 'restricted access' minor arterial road (access to other roads only) with appropriate left turn holding lanes. In a second phase (between 2030 and 2050) the proposed Bealeton Bypass between Routes 17 and 29 would be extended to the east as a 'limited access' road about half way to the Airport, and thereafter be constructed as a four lane minor arterial to Meetze Road. This minor arterial would then link into Route 28 and proceed through Calverton and Catlett on the current alignment. See Figure 10-SF-1 and 10-SF-2.

The plan anticipates funding of these bypasses will be a challenge, and would need to be obtained through multiple sources; for example, through VDOT, private development, and the 98% Federal and State Airport Grant Program that is assisting the Warrenton/Fauquier County Airport expansion.

Buttressing these arterial road diversions, the Plan proposes to strengthen the local collector road network. James Madison/Route 15/29 business north of Remington and Route 656 south of the town would be improved and re-aligned to permit easier traffic flow with Remington. Bealeton Road/Route 805 would be similarly improved and re-aligned to enhance flow with Midland. A third major collector road would describe an arc extending from Schoolhouse Drive/Route 661 to Weaversville Road/Route 662 and back to Marsh Road/Route 17. Ultimately, this arc would continue to the east and south and connect with Bealeton Road/Route 805.

Once the long-term road network detailed above is in place, regional traffic will travel on a series of bypasses and connector roads, and Route 17 can become the true Main Street of Bealeton.

Figure 10-RE-1: Remington Service District Transportation Plan

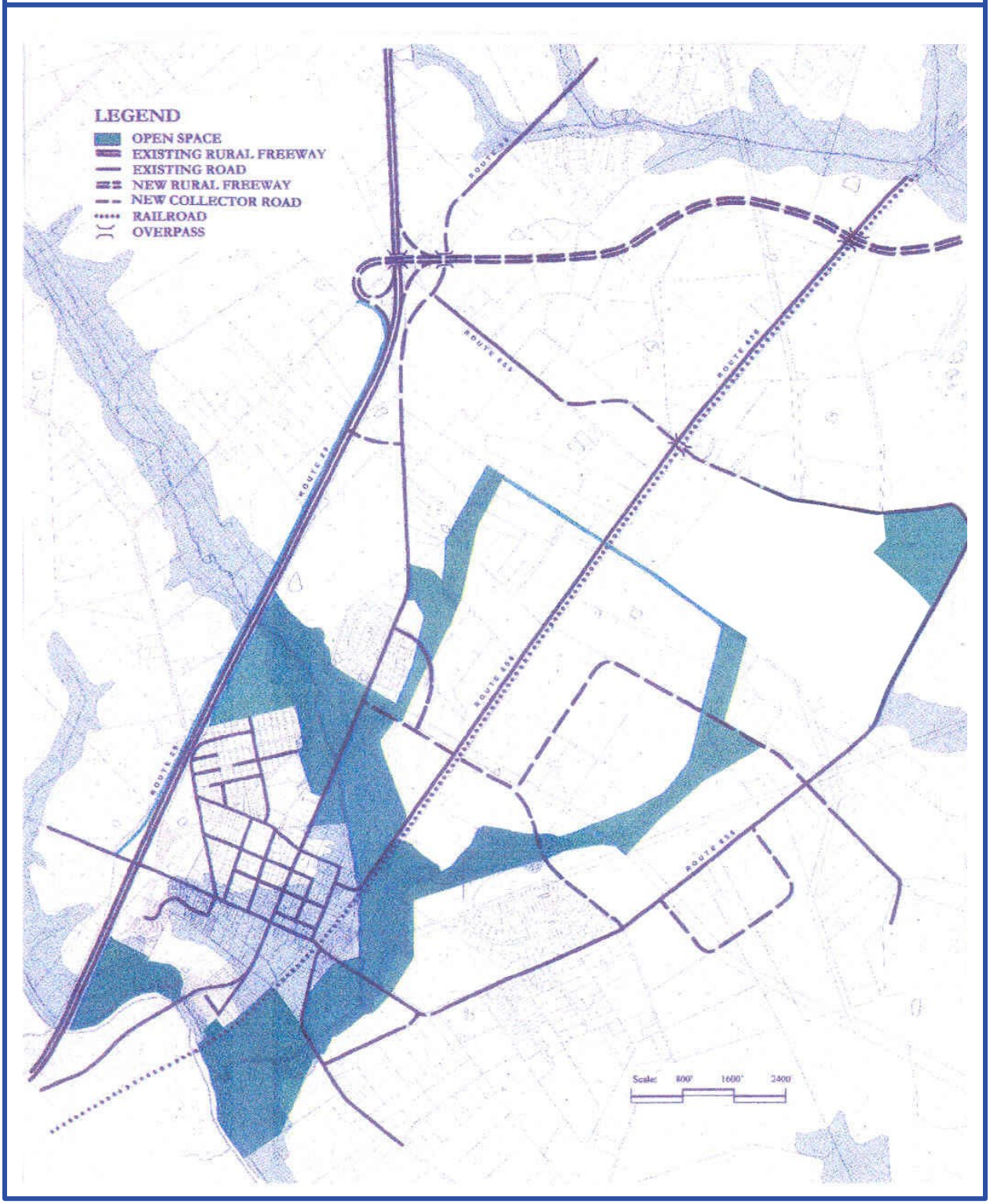


Figure 10-SF-1: Southern Fauquier Intermediate-Range Transportation Plan

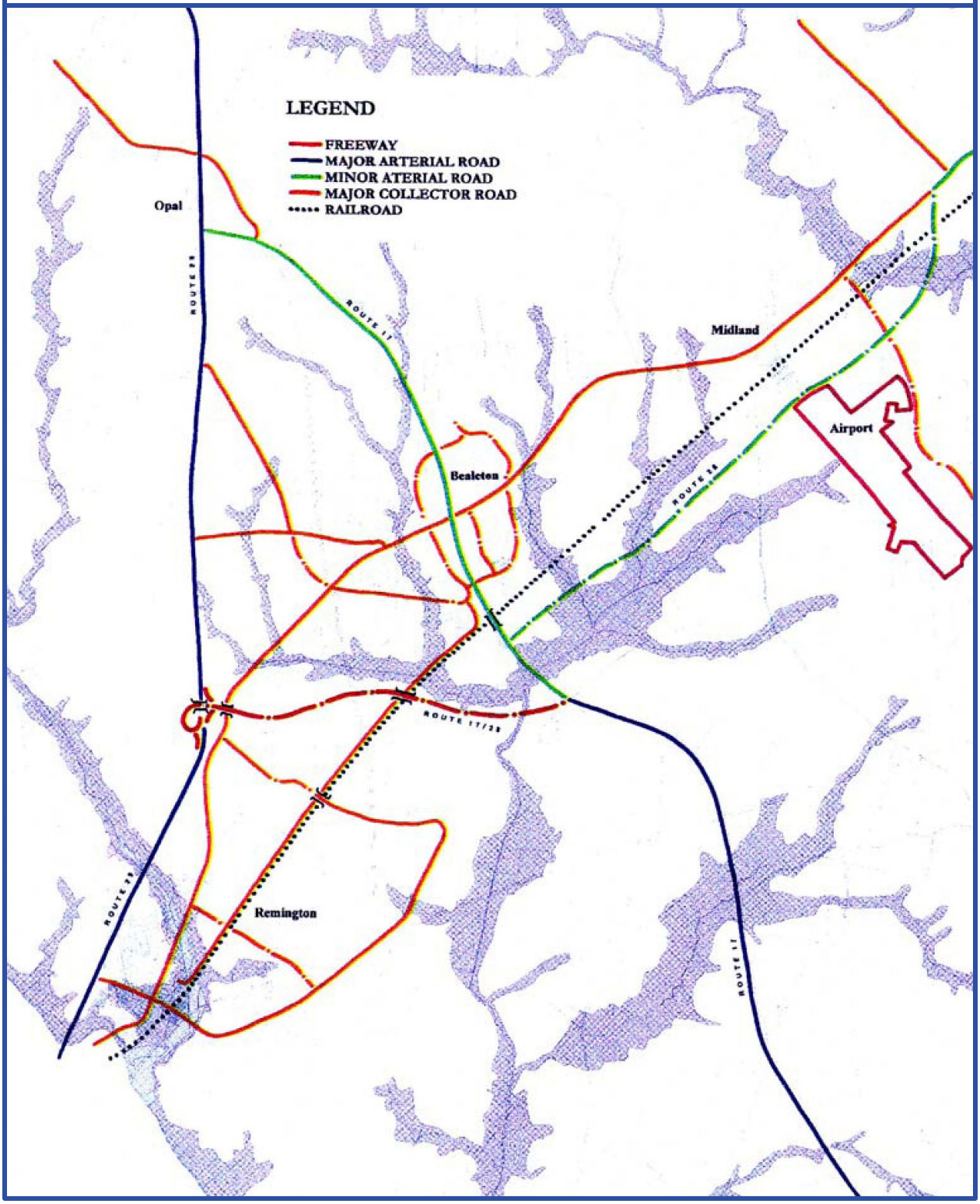


Figure 10-SF-2: Southern Fauquier Long-Range Transportation Plan