



## FINAL REPORT OF CFFC'S TASK FORCE ON FAUQUIER'S FUTURE BACKGROUND SUMMARY

### *CFFC's VISION*

*"...The vision pursued by CFFC is that of a County that maintains a healthy built environment with clean air and water in a landscape of farms, forests and open space. We envision a small-town atmosphere in well-defined and compact communities providing public safety, education, recreation and other services, as well as cultural opportunities for the entire population, while sustaining a strong agricultural, industrial and commercial economy. Each town and Service District will be identifiable as a distinct place, with protected historical and cultural assets, separated from other places by farms, fields and forests. We embrace the carefully managed growth that underpins moderate taxation."*

The Citizens for Fauquier County (CFFC) Board has been working on a holistic review and analysis of what our community should look like 25 years from now. The result of this effort is CFFC'S Strategic Vision for Fauquier County entitled PLANNING HORIZONS, which includes an Introduction, a Policy Action Plan, and an Appendix of data used to support our analysis.

The Introduction is organized into three parts. In Part I we discuss what our community could look like in either a "Business As Usual Future" or a "Sustainable Future", in Part II we detail CFFC's Vision for the County and the role CFFC can play in working towards that Vision, and in Part III we outline our general Objectives.

The Policy Action Plan provides a more detailed analysis and translates the vision into policies, strategies and action items for our organization. Focus is placed on the County's nine Service Districts and rural areas, with emphasis on the crucial role they will play in accommodating the "slow and measured pace" of Fauquier's expected growth. In the Policy Action Plan, we consider infrastructure and financial limitations weighing on the ability of the Service Districts in the long term to attract a larger share of the County's population and business growth. Challenges and opportunities relating to service districts and rural areas are organized into six basic topics. Those topics and examples of their key recommendations are listed below:

#### *Public Water Supply Wastewater Treatment:*

- More direct collaboration within the community, the incorporated towns, the County and FCWSA in the development, coordination and management of future public water supplies and wastewater treatment;
- Board of Supervisor and FCWSA sustained and coordinated efforts to develop, protect and manage future public well locations and their areas of recharge for the Service Districts.

*Transportation Network:*

- More assertive County collaboration with VDOT to insure state transportation planning and improvements are more context-sensitive with our town and village-scale visions for our Service Districts and environs;

*Service District Densities and Hard Edges:*

- The County must consider Service District boundaries as hard edges bordered with greenbelt buffers; which can include agricultural, historical and deeded open space lands;
- Allow residential developments additional units through transfer of development right options within designated Service District receiving areas for recorded easements that remove density from Rural Agricultural/Rural Conservation zoned land or historically significant properties (e.g., historic districts and battlefield sites in Fauquier County);
- Allow higher densities for more compact locations within Service Districts where a variety of housing choices are provided, including parks, schools, commercial and business areas within short driving, walking/biking distances. Such holistic communities are more easily planned with an efficient, sustainable and interconnected transportation network, public infrastructure and services;
- Consideration and implementation of County taxing districts and other essential financial options which make the developer and end user pay for the utility and new local street improvements needed for specific areas within Service Districts.

*Historical and Cultural Areas:*

- The establishment of practical guidelines and procedures that cover the discovery of archeological elements during site construction and inspections for proposed private development within historic areas and Civil War Battlefield Core and Study Areas;

*Rural Areas:*

- Advocate for County initiatives which encourage creation of regional or local infrastructure that can process cattle and other agricultural products;
- Support and advocate County actions that preserve and protect the character of our rural life with a thriving agricultural production community (e.g., farms, equine and wineries), forests, stream and riverine areas, traditional crossroad villages and settlements, scenic areas, historic sites and biodiversity;
- Support the County's Purchase of Development Rights Program with its farmland focus.

*Communications:*

- Enhancement of County telecommunications regulation to assure clarity, compliance with federal requirements, protection of historic and environmental resources, and adjoining landowners' health, safety and welfare, while closing "mobile wireless service gaps in our rural areas" with "by-right tower heights of 80 feet with flexibility to extend above a location's established tree line subject to design guidelines.



Citizens for Fauquier County: April 23, 2015

## **PLANNING HORIZONS**

### **CFFC Strategic Vision for Fauquier County**

#### **Introduction**

The Task Force on Fauquier's Future (TFFF) chooses 2040 as the horizon beyond which speculation about our County's future will be useless, recognizing that every passing year is less predictable than the preceding one and that predicting even tomorrow presumes knowledge we do not have.

The quantity and character of human settlement and its affect on the environment and quality of life in Fauquier are the focus of TFFF speculation, taking into account the factors that influence where and how people live and interact with each other and the land.

The critical factors we presume include (but are not limited to): population growth; water supply; sewer capacity; The Code of Virginia; County and Town ordinances; transportation infrastructure; environmental health; elected and appointed officials; Comprehensive Plans; the building industry; external development pressures; agriculture; commerce; industry; and public opinion. Most of these factors arise in what follows, in no particular order of priority.

#### **Part I: Business as Usual vs. Sustainable Future**

Fauquier County's population is expected to grow at a rate of one to two percent per year, mostly through steady in-migration with spurts from housing booms. By 2040 County population will have grown from its present  $\pm$  67,000 to roughly 93,000. One county projection sees the Service Districts' (SD's) population more than doubling from the present 22,702 to 51,099! The settlement pattern is perhaps the single most critical factor determining the affordability and quality of life in our County. Fauquier's Comprehensive Plan consistently evinces a clear intention to channel growth into the SD's and the recently conceived urban development areas (UDA's).

The SD policy has been moderately successful. Instituted in the middle of the last century and sustained by successive Boards to this day, it saved our County from some of the worst kind of sprawl and carries promise for the future, aided by the use of taxing districts for water and sewer facility extension, use value assessments, the sliding scale density rules, purchase of development rights program, open space requirements and conservation easements. Even so, the landscape is increasingly clotted with residential units that open onto secondary roads, steadily adding traffic and complicating commuter problems. In theory, the sliding scale would allow roughly  $\pm$  25,000 more residences in the countryside. However, such rural area development could take a while; the historical rate of such building has been less than 50 units annually.

Complicating matters, local commuters will be competing with long-haul truck traffic increasing out of our coastal ports like Norfolk that are to be expanded for freight coming to the east coast through the enlarged Panama Canal. There will be strong pressures to accommodate truck traffic on Routes 17, 29 and 28, using traditional methods such as adding lanes, bypasses and interchanges. In addition, VDOT has not yet accepted the conclusions of the County's Dane Smart Study of the Route 29 corridor that the latest highway design concepts be used to accommodate increasing traffic north of Warrenton, without adding lanes and interchanges. Widening that route in VDOT's traditional ways threatens Fauquier's northern gateway and some of its most valuable historical resources.

More pressures will come from Prince William County's plans for Gainesville and Haymarket, which will add significant residential and commercial development on our borders. Escalating traffic in the Route 29 corridor already demonstrates the intensity of that development expansion. It will only increase as light rail is extended to Gainesville. Additional traffic may come from Clevenger's Corner, a planned 600 unit subdivision already approved in Culpeper County. The friction between major truck routes and expanding commuter traffic may further reduce the attractiveness of our SD's as loci for population growth and reduce quality of life for current residents, many of whom stand to suffer a more difficult commute only to return to a more densely populated countryside. Thus, there is an unmet need for development and transportation coordination with our neighboring counties, the Commonwealth and VDOT.

With incorporated towns, our nine SD's cover more than six percent of the County's land area. The SD's are planned to be compact built environments easily served with public utilities. Additionally, the road network, including sidewalks, multipurpose trails (e.g., pedestrian/bike paths and walking trails), is expected to connect our our new neighborhoods with each other, as well as with fire and rescue facilities, parks, schools, and community business areas. The balance of our land area is rural and includes small historic settlements, scattered residential subdivisions, and vast acreages in farmland or other agricultural, forestal and open space uses. In our rural countryside, there are significant areas in recorded easement or otherwise reserved, providing us with enviable open space, agritourism opportunities, agricultural production potential for the Washington Metropolitan area, and protected land resources. Such enviable factors allow residents to enjoy living in neighborhoods with a rural atmosphere. As things stand, however, this quality of life is threatened in the long term. Here are some of the threats:

- There is an occasional impulse to disregard the County's clear policy of directing residential and commercial growth into SD's in favor of approving projects at the edges of those districts and beyond. This tendency is driven by the fact that land is cheaper outside SD's. As a result, land for sale in SD's goes begging for development while dispensations are accorded projects just outside, leaving the SD's less than 30% developed overall. The Opal Gateway and Suffield Meadows are lamentable examples. Another decade or two of these kinds of ill-considered decisions could effectively blur boundaries between SD's, gobble up productive agricultural land and destroy the sense of place so important to both towns and SD's;
- Expanding SD's, when they have extensive acreage underdeveloped or vacant properties, introduces complex difficulties in providing interconnected neighborhoods, public sewer, water and other basic utilities and infrastructure;
- Continuing a pattern in the SD's of land-consuming and auto-dependent low-density residential subdivisions similar to those in adjoining Prince William County diminishes our County's chances of achieving "sense of place" with compact, walkable and interconnected communities that introduce more residential and business choices, with the fundamental cost efficiencies for public facilities and services;

- Lack of a long-term and funded program to identify, test and develop wells, and effectively manage and protect groundwater resources for public drinking water systems;
- Lack of a coordinated County and FCWSA (Water and Sanitation Authority) committed policy or strategy on how public water and sewer will be funded (e.g., by developers, taxing districts or other alternatives);
- Archeological and historical assets, such as Civil War battle sites, cemeteries and indigenous burial grounds, are largely ignored in development, exposing them to potential damage or destruction; super highways, pipelines and the like are hard to defeat;
- The periodic revisions of plans for the areas in and around SD's tend to be dominated by landowners, business owners and developers who show up and participate to a much greater extent than ordinary citizens. These stakeholders have much to gain. On average, new residents tend to be unaware of what they have to lose. It takes political courage to speak for those who will not speak for themselves; and
- With little push back, our current Board of Supervisors has increased approvals of non-common open space reductions, which in some cases may result in the actual loss of open space.

#### **Business As Usual Future:**

Over the next quarter-century, the policies, procedures and leadership direction of our County are unlikely to change much. They will, from time to time, respond to the kind of immediate pressures that have driven development thus far without much thought to the long-term consequences. If the recent past is any guide, the Commonwealth will, by statute, further limit localities' ability to manage their growth and quality of life.

The prediction of slow growth, with most of it centered in SD's and towns, is probably the best that can be expected within a "business as usual" future. So, within the limits set by water supplies and sewer availability, planned build-out could happen in Bealeton, Remington, Opal, Marshall, Warrenton and New Baltimore, but probably not in Catlett, Calverton and Midland because of the cost implications of new public sewer facilities. There could be an unhealthy rate of residential construction with its footprint scattered in rural areas in locations that will overtax emergency (fire and rescue), schools, sheriff and other basic services. There may be some movement toward more neo-traditional town-scale development styles, walkability, form-based zoning and the like, but most new arrivals will drive until they qualify for homes with affordable mortgages, and both residential and commercial development here will continue to rely heavily on automobile access.

The political imperative to keep local taxes in check seems likely to persist, but growing populations require higher service levels. Most residential development absorbs more in services than it pays in taxes. Farms, conversely, are revenue-positive from the start. Commercial development, which yields positive revenues, usually follows and lags behind population growth; so tax rates will tend to rise, with schools creating the biggest demand for revenues, followed by public safety.

### **A Sustainable Future - Functional Changes:**

There is an alternative body of literature detailing the dysfunctional and unsustainable settlement patterns existing on a national, regional and local scale, and pointing to a need for citizens to develop a different and more comprehensive approach. E.M. Risse from Fauquier County and other regional strategists nationwide offer sophisticated urban changes needed in the future to create balanced, sustainable communities, i.e., walkable and interconnected neighborhoods with right sized housing (e.g, varieties, smaller square footages, higher densities), jobs, schools and amenities.

This future alternative is complex and evolving to differing degrees already in the Washington Capitol Region, and is rooted in competent research and data. It would hold that in the future Fauquier, as part of the outer ring of the greater Washington/Baltimore area, will neither continue to grow at its historic rate nor replicate the human settlement patterns of the last 50 years. Specifically, and contrary to what is posited above, profound economic changes affecting likely buyers in the future shelter market, together with changes in their preferences and the cost of shelter and transportation, mean that these buyers will be neither able nor willing to drive until they qualify, and commute to work.

Rather, because of rising transportation costs, reduced earnings, and changing preferences and characteristics among younger citizens, the market for oversized single family dwellings on large lots, Fauquier's hallmark, will wane. Demand for a variety of housing with diminishing square footages in more compact and connected neighborhoods seems to be emerging, closer to available or planned public transportation options, employment, schools and public amenities. The needed change has partially begun in the Capitol Region (refer to Paradigm Changes on the Horizon, pages 7-9). This document cannot do justice to the full body of analysis that may affect Fauquier County in the long run. However, CFFC would do well to continue evaluating this research and broad experience it represents as begun in the following Strategic Vision for Fauquier County.

### **Part II: CFFC's Vision**

The vision pursued by CFFC is that of a County which maintains a healthy built environment with clean air and water in a landscape of farms, forests and open space. We envision a small-town atmosphere in well defined and compact communities providing public safety, education, recreation and other services, as well as cultural opportunities for the entire population, while sustaining a strong agricultural, industrial and commercial economy. Our goal for the built environment is that each town and Service District will be identifiable as a distinct place, with protected historical and cultural assets, separated from other places by farms, fields and forests. We embrace the carefully managed growth that underpins moderate taxation.

CFFC should continue to lead in reminding county officials that poorly managed residential growth not only destroys our agricultural base advantages, but also leads inevitably to higher taxation without the commensurate business development. We now may be facing renewed residential growth pressure. However, that rate of growth may decline in Fauquier County because of the effects of the recession, federal contracting expenditure cuts, energy costs, escalating traffic congestion, and our "distant ring" location from the employment center locations of the Metropolitan Washington area.

Already approved in Fauquier County, as of 2013, are 26 traditional, automobile-dependent subdivisions totaling 3,366 units. In our Rural Agriculture and Rural Conservation zoning outside the towns and SD's, a theoretical 25,000 more homes scattered throughout our rural landscape could be built, perhaps indicating either that the anticipated population growth for our County: (a) is too low; or (b) simply does

not match goals for a sustainable community with high quality of life expectations in the future that can effectively confront higher energy, infrastructure and transportation costs, with less time and dependency on the automobile for household and employment related trips. Such growth in our rural area is not an acceptable direction with our finite resources and infrastructure limitations; the Towns and Service Districts represent our best investment for the future.

CFFC's strengths lie in the talent and dedication of its Board members and their grasp of county history, plans, policies, practices and programs. CFFC history is one of helping the county avoid disastrous decisions, thus mitigating their negative impact and promoting constructive policies and programs.

A growing segment of non-farm Fauquier residents support CFFC's firm defense of the farms and open spaces that assure a desirable quality of life and keep real estate taxes in check. Residents of subdivisions that abut farms, forests and open spaces are frequently dismayed when the threat of residential development threatens those lands, bringing more traffic and crowded schools, among other ills. This community outlook gives us an opportunity to expand our membership base.

There is also a high level of appreciation of CFFC's efforts among farmers who know that residential sprawl tends to crowd farms out of existence, increase complaints about agricultural operations and fracture the agricultural community.

However, there is an area in which we need to improve our focus. An alternative to CFFC's view is shared by a small, well-organized citizen group that does not respect conservation, preservation, and planning. This view considers private property rights an absolute which should be free from any governmental regulation. This group has been also been active at the state legislative level in seeking reduced or eliminated funding for conservation easements and purchase of development rights, and a weakening of local government land use and zoning authority.

We need to be far more vigilant regarding the ramifications of these very directed positions and actions at the local and state levels of government. They affect our County's valued quality of life, and represent a direction that does not bode well for a future with finite resources, escalating energy costs, and a needed paradigm shift away from scattered residential development with residents commuting long distances to their employment locations.

The CFFC Board has ready access to County Supervisors and Staff, and contributes directly to planning activities and hearings. Since we know the ropes, our effective efforts to help and enhance our community and to expand our educational outreach need to continue.

### **Part III: Objectives**

The fulfillment of CFFC's vision for Fauquier will require rededication to sustained, deliberate efforts to achieve a number of specific physical and policy objectives.

CFFC's overarching goal should be to guide new development into our Service Districts (SD's) and to create hard edges and green belts around them. At the same time, we should in almost all cases work to keep SD boundaries where they are today, to alleviate development pressures and conflicts with agriculture. While we work to encourage all forms of conservation easements, we should also help protect the natural and esthetic qualities and values of RA/RC zoned land and historic districts, e.g., from giant cell towers, pipelines and overbuilt highways.

Water supplies and wastewater management are critical to Fauquier's current and future residents. Recent reviews of our water resources show that Fauquier County has a number of water supply issues and significant lacunae in the management of those resources. CFFC should help the County sustain its newly-found attention to these problems, along the lines described in the sections on Public Water and Wastewater in the Technical Addendum to this report.

It is estimated that Fauquier's sewer plants will be operating at or near their capacity in 15 years, by 2030. Little, if any, additional discharge capacity is likely to be permitted by the Commonwealth. The building industry has influenced legislation opening the door to smaller "non-discharge" package treatment plants which make it easier to build subdivisions and individual homes almost anywhere. Such plants are a threat to groundwater resources. CFFC should oppose their use except for remedial purposes.

State transportation infrastructure improvements can serve as formidable barriers to walkable communities (e.g., Route 17 in Bealeton), and create negative impacts on our County's natural and historic assets (e.g., Route 15/29 New Baltimore Service District Corridor that includes: Village of New Baltimore - a National Register and Virginia Landmark Register site, Journey Through Hallowed Ground, and the Buckland Races Civil War Battlefield). The VDOT/Contractor Complex cares little for history or esthetics and, given the chance, will build expensive, outmoded roads, whether they are needed or not. The \$45.0 million Opal bypass is a classic example. Again, CFFC and its allies should try to head off the worst results and work for cutting-edge interventions with far less impact.

Sustaining and growing farms, and protecting forests, critical habitats and open spaces is at the heart of CFFC's existence. Almost all we do or have ever done has had this motivation. *More detailed technical information and CFFC objectives and strategies are highlighted below in the Policy Action Plan.*



## Policy Action Plan

Fauquier County has the visionary and historic development pattern prevalent throughout the Virginia Piedmont, with historic towns, villages and settlements nestled within its diverse landscape. We have the incorporated Towns of The Plains, Remington and Warrenton, and there are more than 40 villages and settlements scattered throughout the countryside. The County encompasses 651.8 square miles in the foothills of the Blue Ridge Mountains, with the Rappahannock River defining its western boundary. Our natural resources, open spaces, views, town or village-scale neighborhoods, and a valued agrarian economy, originating from our nation's early history to present day, are cherished and define our quality of life.

The County's Comprehensive Plan has noble goals, aimed at effectively managing our natural and historic assets and encouraging future development into our nine service districts: Bealeton, Calverton, Catlett, Marshall, Midland, New Baltimore, Opal, Remington and Warrenton. Here the long-term focus has been to include in these districts the essential public services (e.g., fire, library, rescue, parks, schools, sheriff, water and sewer), as well as commercial and employment opportunities essential for more compact, walkable communities. The remaining rural areas are expected to have limited development, with a more agricultural focus due to lack of public infrastructure and services.

The Service Districts, incorporated towns, villages and settlements encompass over 52 square miles or 8% of the County's land area (see Table 1). The remaining countryside is zoned Rural Agriculture or Rural Conservation with agriculture, wineries and horse breeding being the primary and valued land use activities, although low-density residential development is scattered throughout. A long-term goal of having 10% of the County's area reserved for Service Districts, incorporated towns, villages and settlements is reasonable, while the remainder represents our rural lands.

In the 2010 Census, the County's resident population totaled 65,203 (refer to Table 2). The percentage of that population total is distributed as follows: incorporated towns (16%), Service Districts (34.8%), and rural areas (49.2%). Between 1990 and 2010, our average annual growth rate has been 1.68%, and much of that growth has been distributed within the Service Districts.

By 2040, the County projects our population to reach 93,028, which represents a 42.7% increase or an annual growth rate of 1.4%. One County projection has the population within the Service Districts more than doubling in size from 22,702 to 51,099 residents. However, this projection presents challenges if we are to retain our vision of compact growth areas with town/village-scale characteristics within these districts. This forecast is based largely on past conditions in the far more urban-scaled development markets weighted to our east in the Capitol Region.

### **Paradigm Changes on the Horizon:**

E.M. Risse, a Regional Strategist (Synergy/Planning) from Warrenton, consistently warns that the future does not bode well for automobile-dependent, low-density and scattered development on the distant fringes of large metropolitan areas. At these locations in the future, the travel cost and time to access public transportation facilities, employment centers and urban services from these distances will become far more prohibitive. Our long-term future is now not how far one must drive to qualify for mortgages and less expensive housing.

From this regional perspective, there is a need for a paradigm shift to reduce the rural fringe and expanding outer commuter rings, due to infrastructure costs, escalating fossil fuel and resulting resource consumption costs, and public investment considerations. This strategic view demands for more compact employment hubs, with higher densities and varied housing opportunities, densely-developed infill within the more urban core areas of metropolitan locations, all more walkable and transit linked (e.g., the Washington, D.C., and Northern Virginia urban areas).

This strategist perceives that the overconsumption of land and outward expansion of the “Urban Fabric” within the U.S. has peaked and is now even on the cusp of receding.<sup>1</sup> E.M. Risse argues that far too much land is: (a) underutilized or undeveloped in urban areas; (b) reserved for future development, or (c) consumed at the extremities with lower density enclaves, whose “business as usual” expansion is not sustainable in the future. The essential and fundamental transformation of settlement patterns to a far more compact urban footprint is essential to reach sustainability in our technology-based urban environments.

The Washington Metropolitan Council of Governments (District of Columbia, suburban Maryland and Northern Virginia) has recognized some of these future challenges in its Region Forward document, which establishes strategies to move toward a more sustainable growth and infrastructure.<sup>2</sup> A key change in the Capitol Region will need jurisdictions to direct new growth to “Regional Activity Centers”, which include higher residential density and employment areas, connected by transit (e.g., with a broad range of transportation choices: Metrorail, new light rail, bus-rapid transit), with a variety of housing choices in walkable neighborhoods. The regional goal here is to direct new growth to these centers, along with greater transportation infrastructure and service investments, for the creation of truly accessible “live to work” locations, to protect the environment and reduce suburban sprawl and automobile dependency.

This transition is already underway and expected to accelerate in the WMCOG region. Here are some excerpts from the referenced Washington Metropolitan Council of Governments’ document explaining the approach:<sup>3</sup>

*To achieve a vision of an accessible and sustainable region, future housing will need to maximize use of vacant land in Regional Activity Centers, conserve energy, reduce emissions and be close to jobs, services, schools, shops and transit. New growth policies will be needed at the local jurisdictional level to address the anticipated imbalance of population and jobs currently forecasted in the outer suburbs while a majority of new jobs will continue to be located in Regional Activity Centers. Continuing this growth pattern without placing more housing in Regional Activity Centers will increase traffic congestion and more auto-dependent lifestyles.*

*The geographic diversity of the region offers resident and businesses opportunities for rural, suburban and urban locational choices. In many parts of the region, however, a lack of transportation choices for residents has led to a growing number of drivers contributing to congestion, longer commutes, and air pollution. Locating home, employment centers, schools, and other activities in closer proximity, and expanding transit, telecommuting, bicycling, and walking options can reduce vehicle miles of travel per capita and improve accessibility throughout the region.*

### **Planning & Infrastructure in Fauquier County:**

Bealeton, Marshall, New Baltimore, Remington and Warrenton are our town-scale service districts, with build-out populations ranging from 6,000 to 17,500 (refer to Figure 1 for their locations). Opal is mainly a commercial crossroads not intended for residential growth, while Calverton-Catlett-Midland are smaller village districts planned for limited residential development. The square mileage sizes for these designated County growth areas are shown in Table 1. Their dimensions certainly correlate with many of the nearby Virginia communities demonstrated in Table 3, although many of these towns are far more populated due to their urban, employment and other regional locational advantages.

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<sup>1</sup> **Settlement Pattern Consilience #26** (E.M. Risse; Dated 13 February 2012), p.1. (emrisse.com)

<sup>2</sup> **Region Forward, A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century**, Prepared by the Greater Washington 2050 Coalition; Approved by the COG Board of Directors on January 13, 2010; pp. 1-66.

<sup>3</sup> *Ibid.*, p. 17

Less than 35% of the land area in our service districts is currently developed; hence, these “districts” have adequate land to accommodate redevelopment and our expected growth. Market conditions and effects for our location within the Piedmont region are difficult to assess. Therefore, we expect the County’s growth to follow its slow and measured pace. However, there are infrastructure and financial limitations having an impact on the ability of the service districts in the long term to attract a larger share of the County’s population and business growth. These limitations include, for example, adequate road networks, public water and sewer to serve the preferred and more cost-effective compact development and designs needed for our future. These limitation challenges need to be resolved.

## **1. Public Water Supply Findings:**

The first troubling question is whether we have adequate sources of public drinking water supplies for the County’s growth areas totaling almost 46 square miles. Table 4 provides a glimpse of the potential demand and current permitted capacity. The 2014 County Water Summit established the following:

- Limited capacity remains in our current public water supply systems.
- There is little understanding of the extent of our groundwater aquifers and their long-term sustainability.
- The current approach in locating public water supply wells within developing areas may not be the most effective, given potential contamination issues as well as future needs.
- Planning and decision-making is complicated by the lack of formalized roles and responsibilities between Fauquier County government and the Water & Sanitation Authority.

The Fauquier County Water & Sanitation Authority (FCWSA) provides the public drinking water within our service districts, except for a small portion of the Warrenton Service District. The FCWSA uses only groundwater. The “zones of recharge” for aquifers serving existing FCWSA production wells are not known. This condition potentially places these valued wells in jeopardy. If land development and other wells are allowed in proximity, the recharge zones’ carrying capacity could be significantly reduced. At the Water Summit, Emory and Garrett Groundwater Inc. (EGGI) warned that:

- The existing FCWSA production wells in all service districts need testing to map their recharge limits, as in Augusta County, Virginia. Such a zone delineates the mapped topographical recharge area needing special management and leads to scientific methods for keeping the well or series of wells sustainable.
- The delineation of such zones is now critical for the Bealeton, Marshall and New Baltimore Service Districts.
- Establishment of a system for management and protection of the recharge area for public wells within delineated zones is essential.
- A groundwater monitoring plan in such zones needs to be established for public wells to scientifically track changes in water levels and quality. Such a program would allow for scientific verification of land uses or other impacts introducing contaminants or quantity changes. This information would allow the appropriate experts to identify practical and cost effective options for treatment and/or land use management to correct or avoid a public water supply problem.

## **2. Public Wastewater Findings:**

The future capacity of public sewer facilities that discharge treated wastewater was capped in 2010 by the Virginia Department of Environmental Quality (VADEQ) because of Chesapeake Bay regulations and other water quality considerations. Table 5 illustrates the limitations of the current facilities, and shows that beyond 2030, demand will probably exceed the capacity of the current discharge plants. There may be some small expansion capability for the Remington plant, but none allowed through the VADEQ for the Marshall and Vint Hill facilities.

*The Marshall, Remington and Vint Hill facilities are currently very underutilized.* For example, the larger Remington and Vint Hill plants currently operate at 45% and 33% of their capacity respectively. The Town of Warrenton also provides limited sewer service outside its limits to such locations as Warrenton Lakes, Whites Mill, Woods of Warrenton, and on the east side of Rt. 29 from Sheehy Ford to the Baymont Inn. *Otherwise, the Town has consistently reserved its limited capacity for itself and refused requests over the past decade to extend any further into the County's Warrenton Service District.* The FCWSA has no plan to design, fund, construct and operate non-discharge facilities in the Warrenton Service District, even though developers have built such facilities to exclusively serve two upcoming and larger residential projects.

The long-term questions are:

- How will service districts develop beyond the capped capacities of the public discharge plants?
- Will subsequent growth be supported through a combination of individual lot drain fields or a public/private system of non-discharge package plants limited in capacity?
- For future non-discharge plants, who will be responsible for their financing, design, construction, operation and maintenance?

Our preferred business and residential growth requires cluster, mixed use, walkable and more compact designs that promote community neighborhoods with a “sense of place” in our Service Districts. Such characteristics in our growth areas are more cost effective and efficient for provision of sewer, water, other utilities, public facilities/services and transportation infrastructure within our Service Districts.

***CFFC Water and Sewer Strategies:*** Encourage and support:

- Annual County financial investment in identifying hydrogeological areas suitable for future FCWSA wells.
- Board of Supervisor and FCWSA sustained and coordinated efforts to develop, protect and manage future public well locations and their areas of recharge for the Service Districts.
- More collaboration within the community, the incorporated towns, the County and FCWSA in the development, coordination and management of future public water supplies.
- Buildout analysis for Service Districts needs to be completed and updated on a scheduled basis to insure public water and sewer operations and capacities are adequate.
- Sustained collaboration within the community, the incorporated towns, the County and FCWSA in the development, coordination and management of future public wastewater treatment.
- Consideration and implementation of County taxing districts and other essential financial options which make the developer and end users pay for the utility and new local street improvements needed to support development for specific areas within Service Districts.

### 3. **Transportation Network Findings:**

Fauquier County has made significant strides in transportation planning and in modeling potential traffic impacts for its network of primary and secondary roads. However, much work is needed in the long-term to:

- Introduce within the Service Districts the “complete streets” design, which includes sidewalks, multipurpose paths for biking and pedestrians, and allows on-street neighborhood and selected commercial area parking;
- Plan and develop a transportation system, Service District and Rural Area land use plans that maximize community “sense of place”, connectivity and walkability, while being careful to preserve ecological, habitat and historical assets; and

- Consider traffic calming designs as a priority for secondary and primary road construction countywide to modulate speed and conserve capacity, in lieu of adding more lanes.

The New Baltimore Service District Plan has historically led the assault on these network needs. Through VDOT revenue share grants and past developer rezoning contributions, the Brookside/Vint Hill Parkway connection from Rt. 605 to Rt. 215, and other new and existing internal streets within Vint Hill are being completed. *The result of this upgraded network, including sidewalks and multipurpose trails, is that the core of New Baltimore will be provided with multiple connections to the existing secondary road network, while effectively linking the community neighborhoods to its local schools, fire and rescue services, parks and other public facilities.* This model needs to be continued throughout the growth areas. The Marshall and Bealeton Plans have just begun to confront their community network issues. Much needs to be done countywide.

The County has completed preliminary and exemplary studies on traffic-calming design for Route 15/29 in lieu of VDOT's future addition of more traffic lanes (Route 29 North Corridor Study, prepared for Fauquier County, Dane Ismart, The Louis Berger Group & MCV, June 2011). This study identified roundabout and other traffic-calming options for Route 15/29, from our border with Prince William County to Rt. 605. The study's objectives were to protect capacity, improve safety, provide for commercial access, preserve the historic nature of the corridor, and introduce access management techniques (e.g., signal spacing, closing of unnecessary median openings, spacing of driveways, reverse frontage roads, and innovative continuous flow intersection designs). The goal of the recommended context-sensitive improvements is to maintain a four-lane divided highway and preserve the corridor's historic character while maintaining good access and improved safety.

*Even though Prince William County plans to retain Route 29 from its intersection with Route 15 as a four-lane divided road, VDOT has opposed Fauquier County's study for traffic calming along this corridor. Rt. 15/29 is also Virginia designated as a Corridor of Statewide Significance as well as a Federal Evacuation Route, due to its strategic location within the regional and statewide transportation network.*

**CFFC Strategies:** Seek and support County efforts which accomplish the following objectives:

- Improve coordination among land use, transportation and utility infrastructure within the growth areas;
- Support County plans and incentives that result in well-designed, compact and connected neighborhoods with varied residential choices, densities and uses in the undeveloped areas of the Service Districts;
- Consideration and implementation of transportation network improvements countywide and through County Facilities Manual requirements which incorporate "traffic calming" and "complete streets" design for future development appropriate for Service Districts and our rural areas;
- Implementation of Traffic Calming Design of Route 15/29 from the Prince William County border to Route 605 through the VDOT - Transportation Board Process;
- More assertive County collaboration with VDOT to insure state transportation planning and improvements are more context-sensitive with our town and village-scale visions for our Service Districts and environs; and
- Encourage a highway corridor overlay district along the designated "Journey Through Hallowed Ground" corridor the entire length of Route 15/29 in Fauquier County.

#### 4. Service Districts & Hard Edges

##### **Character:**

The Service Districts certainly have enough land to accommodate the County's growth well beyond 2040. However, elected officials have had a tendency to expand their boundaries through time. For example, Opal now covers over 1.39 square miles and is almost the size of several towns (refer to Table 3). This intersection of Route 15/29 and Route 17 has been planned primarily for business development serving significant through traffic. However, it is far larger in area than regional malls.

Other Service Districts (SD's), such as Warrenton and New Baltimore, are directly connected, as shown in Figure 1, and this characteristic could be further expanded in the future. This connection represents two growth areas, including the Town of Warrenton, totaling over 21.5 square miles, which is far more than any of the larger towns shown in Table 3, including the City of Charlottesville. We need Service Districts that evolve as discrete and compact town or village-scaled communities without the sprawl experienced in our urban eastern urban neighbors.

The Bealeton, Marshall, and New Baltimore Service District Plans have laid the foundations to change the character and style of actual on-the-ground residential development that is currently predominantly low-density, single-family home subdivisions. Many of these existing subdivisions do not allow for external connectivity which would provide access options to other neighborhoods, schools or emergency services. Plus, this low-density development is auto-dependent, land-consumptive, and presents complications in developing a connected street network, with poor access to schools, parks and other public facilities.

Even though their overall projected populations are not expected to change much, the referenced plans are introducing higher densities for more compact locations with a variety of housing choices, including parks, schools, commercial and business areas within short driving, walking/biking distances. Such holistic communities are more easily planned with an efficient and interconnected transportation network, public infrastructure and services. This development style is far more sustainable into a future of increasing energy and infrastructure costs.

Each SD should have its community development style and "sense of place" brand consistent with its history and/or location. For example, Marshall has an honorific historic district that includes Main Street and Winchester Street homes and businesses on the National Register and the Virginia Landmarks Register. This area is significantly constrained by the Zoning Ordinance, which has setback and other standards that do not conform well with the existing lot, building character and form for this historic core area, or allow new construction that contextually fits into this valued community location.

In coordination with the Marshall community, the County is developing a Form Based Code for consideration in this historic location. The code is proposed in lieu of existing Zoning Ordinance standards to ensure that the historic area's integrity and sense of place are not overwhelmed by future development in size, scale and character. The code's flexible standards for building form, setbacks and other associated guidelines allow new additions or development to be compatible with historic lotting patterns, setbacks, building form and heights. This approach provides opportunities to use Marshall's historic "sense of place" as a building block for future context sensitive development and business.

***CFFC will continue to advocate and urge the County to pursue the evolution of its SD communities as described in this section and to support efforts focused on the Form Based Code. If successful, the Marshall experiment needs to be studied further; it could be refined to fit other***



Fauquier County Service Districts or applicable locations. Such a code does not need to apply only to historic areas.

### **Hard Edges:**

The County must consider these growth area boundaries as hard edges bordered with greenbelt buffers. These buffers can be assembled in the long-term, with concepts similar to those recommended in the Warrenton and New Baltimore Service District Plans. Here the concept of “no net density” gain is the key principle when it applies to a rezoning, transfer of development rights or extinguishing development rights.

An example of this approach is contained in the plan for the Warrenton Service District. It notes that the St. Leonard’s Farm rezoning represents a creative example of the “no net density” principle being met by the Board of Supervisors. The approved application resulted in 41 future lots being clustered, with approximately 80 percent of the overall property “by right density” in one location, while leaving 800 acres of the remaining property in a recorded conservation easement. Future clustered lots could be effectively served through public water and sewer, while a valued open space gateway into the Town of Warrenton is preserved.

Another example can be found in New Baltimore. Much of the land immediately northeast of the New Baltimore Service District (NBSD) and south of Route 29 is zoned Rural Agricultural (RA) and Rural Conservation (RC) and abuts Prince William County. While these lands were located outside of this Service District, the Board of Supervisors and citizens considered it important to include these lands in the “planning area” due to their historic significance.

As a result, the NBSD Plan has an objective to retain its agricultural, historical and open space character as the hard edge to the Service District. Such a strategy is also compatible with the adjoining “Rural Crescent” of Prince William County’s Comprehensive Plan, the historic Buckland community, and our portion of the “Buckland Races”, a nationally significant Civil War calvary engagement. Its historic heritage needs to be carefully considered and protected with any development or improvements proposed in this location. *The NBSD Plan recommended that this battlefield area:*

- Be placed into a conservation easement; and that
- The development community utilize the Conservation Easement Incentive Overlay District, described in Section 4-800 of the Zoning Ordinance. Through this provision and its Special Exception application process, a developer might qualify to transfer development rights from the Buckland Battlefield area within 5,000 feet of the Service District into the receiving areas of the New Baltimore Service District.

The County has over 9,500 acres of civil war battlefields needing special attention and protection. The Remington area has significant Civil War encampment sites which need further protection and could result in a harder protected edge being established between the Bealeton and Remington Service Districts.

***CFFC Strategies:*** Support County policies, development regulations and processes that:

- Allow residential developments additional units through transfer of development right options within designated Service District receiving areas or through recorded easements that remove density from Rural Agricultural/Rural Conservation zoned land or historically significant properties (e.g., historic districts and battlefield sites in Fauquier County).

## 5. Historic & Cultural Areas

The County has a significant number of historic buildings, properties, landscapes, and archaeological sites. Table 5 lists just a few of these resources, ranging from historic districts and rural historic districts to civil war battlefields. Our history, however, goes back further, with our native Americans and the colonial period of our nation-building. The County and state governments hold the inventory of many of these valued assets. Except for the Warrenton Historic District, the other historic districts are honorific and have no regulatory land regulations. The Town of Warrenton manages building alterations, additions and new construction within its district through its Architectural Review Board (ARB).

### ***CFFC Strategies:***

These valued resources need more focused inventory and protection, and we need to support and encourage:

- Protection of the County's historic and cultural resources.
- Promotion of an archaeological inventory program.
- Maintaining a map of potential prehistoric archaeological sites for planning purposes, to be consulted during land development application review.
- Collaboration within the county to establish practical guidelines and procedures that cover the discovery of archaeological elements during site construction and inspections for proposed private development within historic areas, and Civil War Battlefield Core and Study Areas.
- Continued efforts to locate and document significant historic and cultural places through public collaboration, including historic buildings, structures, cemeteries, objects, districts, archaeological sites and cultural landscapes, through survey work and mapping.
- Promotion of information regarding tax incentives for preservation measures.
- Informing property owners within designated areas on the National Register and Virginia Landmarks Register about tax credits for building renovations.
- More assertive county incorporation of these designated historic resources into its tourism promotion efforts.

## 6. Rural Areas

Rural areas represent the remaining County lands outside the designated Service Districts. They are zoned primarily Rural Agriculture (RA) or Rural Conservation (RC). These areas represent about 90% of the County's land area, with 32,075 residents in 2010, or 49% of the County's population. Existing zoning would allow between 23,000 and 25,000 lots, dependent upon drainfield constraints and well water availability, in the rural areas. If these lot potentials were fully developed, this could yield an additional 64,860 - 70,500 inhabitants (US Census 2011: County's Average Household Size: 2.82).

With their location near the Washington Metropolitan Area, our rural areas need to primarily have an agricultural focus, which also includes the horse breeding, winery and related operations. Our location bodes well for the agricultural community in tourism and providing its produce to this growing urban marketplace. ***Allowing residential development to become the dominant land use in our RA and RC zoned areas is not an acceptable direction for our Fauquier County vision.***

The County's adopted Rural Land Use Plan's primary and highly commendable objectives are to:

1. Encourage farming;
2. Direct growth to designated Service Districts;



3. Protect environmental, cultural and visual resources; and
4. Provide strict controls over all new development in rural areas.

***These objectives are still on target and need to be our organization's emphasis over the next 30 years.*** The County's private landholders in our countryside continue to be the leaders in effectively managing our rural resources. The agricultural community and many other stakeholders have their land in recorded easements protected from further development, in Agricultural & Forestal Districts and conservation easements. We need to encourage others to make similar commitments.

For example, state and County parks, wildlife management areas, preserves and refuges accounted for over 12,500 acres, while County Agricultural & Forestal Districts totaled 78,022 acres in 2014. Since its inception to 2014, the County Purchase of Development Rights (PDR) Program has preserved 9,732 acres of active farmland from future residential development. Varieties of privately-recorded conservation easements also protect 90,856 acres of our rural countryside (refer to Table 7).

It is difficult to accurately calculate the amount of land in special management, since some private properties with recorded Virginia Outdoors Foundation easements are also within the boundaries of voluntarily-joined Agricultural & Forestal Districts. Nevertheless, state parks and wildlife management areas, the private land holdings, with special management constraints limiting residential development in easements or Agricultural & Forestal Districts, conservatively represent 35-40% of our land area. ***These RA and RC lands offer great potential for the production agricultural community (which includes farms, equine, and wineries). This group represents our major composite industry, and it has growth opportunities in the growing metropolitan area already extending to our boundaries. Our production agriculture needs to be advocated, developed and nurtured as a key economic engine for Fauquier County.***

The recent Washington Metropolitan Council of Governments (WMCOG) Region Forward document recently pointed out that approximately 80% of the energy used in the U.S. food system goes into processing, packaging, transporting, storing and preparing food. Produce in the U.S. travels, on average, 1300 to 1500 miles from farm to the consumer. Since 1970, truck shipping has dramatically increased, replacing more efficient transportation by rail and water. Local food systems can reduce the "food miles" and transportation costs.<sup>4</sup> Consumers benefit with fresher food, and these dollars stay within the region. The informational nugget here for us is that local agricultural produce moved through localized processing centers has great potential in the urban-metropolitan market nearby. As a County in the Piedmont Region, we need to take advantage of this opportunity.

***CFC Strategies:***

- Encourage a rural support program that provides assistance to the local agricultural community, and that includes an ongoing dialogue with farm industry stakeholders.
- Advocate regional or local infrastructure that can process cattle and other agricultural products.
- Support and advocate County actions that preserve and protect the character of our rural life with a thriving agricultural production community (e.g., farms, equine and wineries), forests, stream and riverine areas, traditional crossroad villages and settlements, scenic areas, historic sites and biodiversity.
- Support the County's Purchase of Development Rights Program with its farmland focus.
- Support the tax incentives that encourage owners of private properties to participate in Agricultural and Forestal Districts, or to place their holdings in recorded easements restricting further residential development within RA and RC zoning classifications.
- Encourage forestry stewardship and County development of a program that protects remarkable trees, including, for example, specimen, historic and unique trees.

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<sup>4</sup> Ibid, p. 37.

- Encourage County regulations that allow the transfer of development rights from Rural Agricultural (RA) and Rural Conservation (RC) zoning districts or properties including historic buildings and sites to receiving areas within the Service Districts scheduled for public water and sewer services.
- Encourage a comprehensive agricultural-historic resources-winery tourism effort.

## 7. Communications.

High-speed digital communications for data, voice, and video in business and our home environments have become essential for the future of our incorporated Towns, Service Districts and rural areas. The technologies will also continue their rapid evolution and availability.

Broadband communications have become part of our lexicon for internet access and are becoming ever more important in our daily work and lives. Broadband is a generic term for Digital Subscriber Line (DSL), cable modem, fiber wireless, satellite and broadband over power lines (BRL), all of which means that these options are fast and transmit data quickly. For example, wireless internet connection to one's computer can be made through a router without the use of any wires. Wireless internet in developed areas is most commonly made with DSL or cable connections, since both are fast enough to allow for electronic connections without the use of wires. DSL utilizes telephone lines to transfer information at high speeds, using hardware that allows the phone line to remain free during use, unlike "dial-up" connections. The cable internet connection is the main alternative to DSL technology.

Mobile wireless access (i.e., internet) is available and expanding geographically through mobile telephone providers; these carriers currently require a special PC card with a built-in antenna for a laptop computer. Mobile wireless uses a method similar to broadband, but does it over a cellphone carrier's network. It is typically slower than broadband, but allows greater mobility since devices can be taken anywhere there is available service. Connection is made to cell towers, and the range is dependent on geographic features, trees, building construction, and even weather.

The mobile wireless/cellular industry, with its reliance on its expanding cell tower networks, continues to be the most visually and land use-impactive in Fauquier County. Each mobile wireless provider either shares space with other providers or constructs its own freestanding monopole/lattice tower or stealth structure (e.g., silo, tree or flag pole).

Since 2002, and through its Zoning Ordinance, the County has allowed telecommunication providers to construct "by-right" towers up to 80 feet in height, subject to rigorous location, buffering, setbacks from adjoining homes, and other performance standards. Wireless providers were encouraged to use existing buildings, water towers, electrical transmission towers, and other telecommunication towers for their antennas. The objective for new tower construction was to limit the tower height footprint to 80 feet. It was understood that some wireless providers would have to propose structures taller, because of topographical or other constraints for an area planned for service. However, these taller proposals were required to proceed through the Special Exception process and meet rigorous standards for location and design, and prove that other potential locations were studied, while demonstrating that impacts on surrounding land uses, view-sheds, and historic and other environmental resources were negligible.

Cellular towers greater than 100 to 190 feet in height understandably continue to be proposed in rural areas where the need for increased cell phone and internet service is in demand, since broadband availability is exceptionally limited. We must find a way to protect our historic districts, battlefield areas, wildlife management areas, federal and state parkland and valued vistas from these proposals.

*A more balanced way of protecting our special Piedmont heritage and resource areas, while accommodating the need for mobile wireless service, can be achieved through the County's*

***updating of the telecommunication requirements in the Zoning Ordinance.*** This undertaking is a welcomed initiative that needs to involve collaboration with the County's staff, consultant, the community and the commercial wireless providers. The first need is a clear understanding of the coverage gaps in our rural areas and how these can be closed in the future. One cannot eliminate other broadband options for the internet as the technological industry evolves. The County's consultant should spearhead this assessment.

CFFC Strategies:

- Promote and support Town and County efforts to expand broadband technology and services to citizens and businesses throughout Fauquier County.
- Advocate and support County efforts to identify mobile wireless service gaps in our rural areas through consultant study, including recommendations on options to close those gaps with the existing and emerging industry technology enhancements. It could mean that other wireless broadband options become more realistic to fill certain gaps in the internet in the future.
- Support County Zoning Ordinance enhancements to its telecommunications regulations for clarity, compliance with federal requirements, design and location requirements, protection of historic and environmental resources, other essential performance standards, as well as adjoining land owners health, safety and welfare.
- Continue to advocate by-right tower heights of 80 feet, with flexibility to extend above a location's established tree line subject to design guidelines.

## APPENDIX

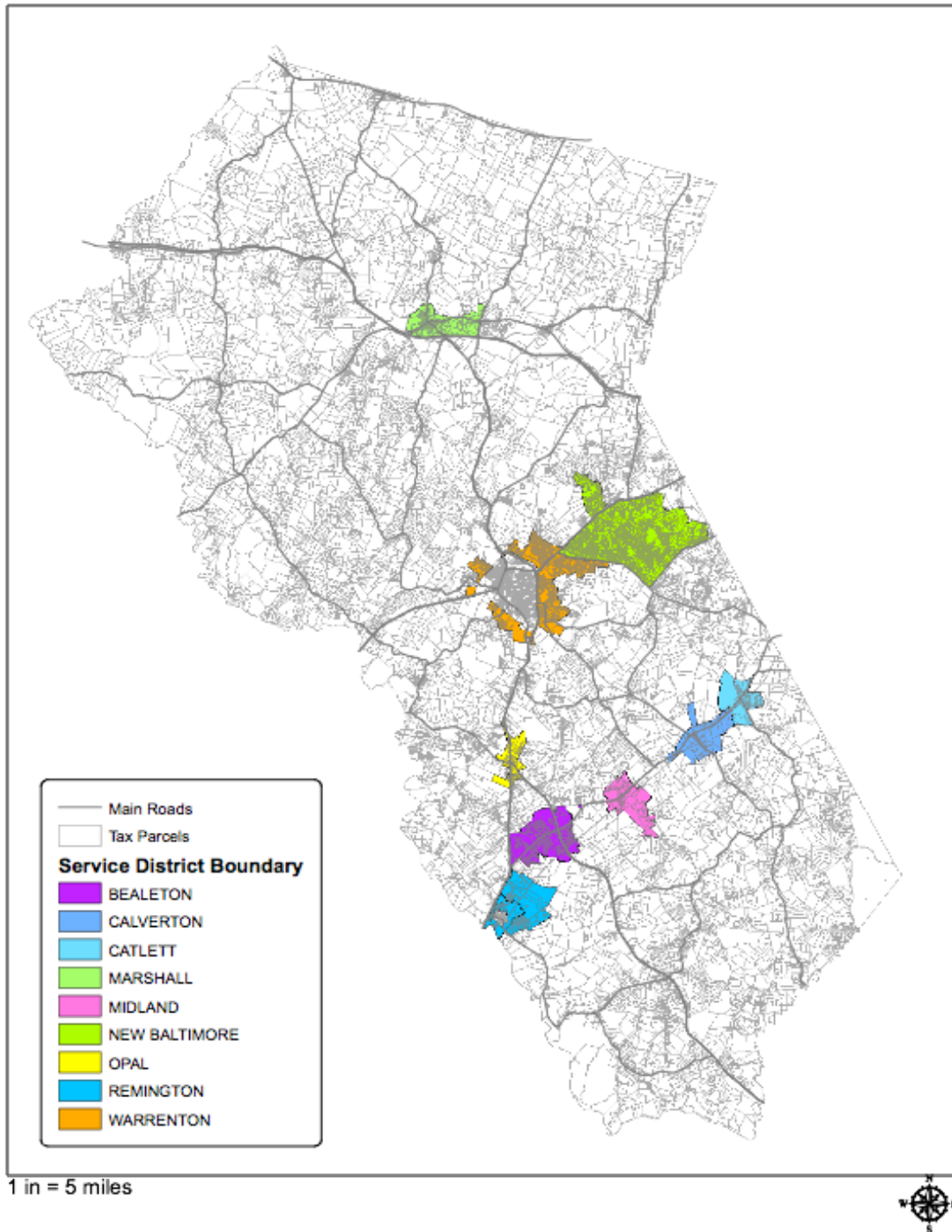
**Table 1: Fauquier County Area Statistics**

Location	Square Miles
<b>INCORPORATED AREAS:</b>	<b>4.84</b>
1. Town of the Plains	0.28
2. Town of Remington	0.22
3. Town of Warrenton	4.35
<b>SERVICE DISTRICTS:</b>	<b>35.92</b>
1. Bealeton	4.05
2. Calverton	2.64
3. Catlett	2.12
4. Marshall	2.50
5. Midland	2.40
6. New Baltimore	11.52
7. Opal	1.39
8. Remington	3.70
9. Warrenton (Outside Town Limits)	5.60
<b>VILLAGES &amp; SETTLEMENTS</b>	<b>11.29</b>
<b>RURAL AREAS</b>	<b>599.70</b>
<b>TOTAL AREA</b>	<b>651.75</b>

**Table 2: Fauquier County Population & Other Statistics**

Jurisdictions	2010 Population	Annual Growth Rate (2000 - 2010)	Persons/Acre (2010)
A. INCORPORATED AREAS:	10,426	3.8%	
1. Town of the Plains	217	-2.0%	1.2
2. Town of Remington	598	-0.4%	4.3
3. Town of Warrenton	9,611	3.6%	3.4
B. SERVICE DISTRICTS:	22,702	4.7%	
1. Bealeton	4,435	4.7%	1.7
2. Calverton	239	1.0%	0.1
3. Catlett	296	-0.1%	0.2
4. Marshall	1,480	1.8%	0.9
5. Midland	218	0.7%	0.1
6. New Baltimore	8,119	3.1%	1.1
7. Opal	691	5.6%	0.7
8. Remington	1,816	4.6%	0.8
9. Warrenton (Outside Town Limits)	5,408	2.6%	1.5
C. COUNTY RURAL AREAS	32,075	0.3%	
D. TOTAL COUNTY POPULATION	65,203	1.7%	

**Figure 1: Fauquier County Service Districts**



**Table 3: Examples of Nearby Town Areas**

Town	Area (Square Miles)	2013 Population Estimate	Persons/Acre
Ashland	7.1	7,287	1.6
Berryville	1.8	4,281	3.7
Charlottesville	10.3	46,623	7.1
Culpeper	8.3	17,145	3.2
Fredericksburg	10.5	27,945	4.2
Leesburg	12.5	47,673	6.0
Luray	4.8	4,860	1.6
Manassas	10.0	40,690	6.4
Middleburg	0.6	751	2.0
Purcellville	3.1	8,606	4.3
Vienna	4.2	16,370	6.1
<b>Warrenton</b>	<b>4.4</b>	<b>9,862</b>	<b>3.5</b>
Winchester	9.3	26,961	4.5
Woodstock	3.9	5,189	2.1

Sources: Weldon Cooper Center for Public Service Demographics Research Group and US Bureau of the Census

**Table 4: Future Drinking Water Demand in the Service Districts (2040)**

Service District or Town	2010 VDH Permitted Capacity (gpd)	Public Utility	2040 Population Projection	2040 Daily Demand (gpd)
Marshall Service District	124,000	FCWSA	8,257	830,000
The Plains	54,400	FCWSA	414	410,000
New Baltimore Service District	1,240,794	FCWSA	13,744	1,380,000
Warrenton Service District (excludes town limits)	Service District Only	Town & FCWSA	8,734	630,000
Opal Service District	40,400	FCWSA	551	55,000
Bealeton Service District	564,000	FCWSA	8,800	880,000
Remington Service District	209,093	Town & FCWSA	8,228	740,000
Catlett Service District	62,000	FCWSA	857	86,000
Midland Service District	n/a	None	1,104	110,000
Calverton Service District	n/a	None	410	40,000
TOTALS	2,294,687		51,099	5,160,000

Information for this table was compiled from the adopted Fauquier County Regional Water Supply Plan (Dated: September 29, 2011; submitted to the VADEQ). Note that the Towns of The Plains and Remington opted to be part of this plan. The Town of Warrenton opted to file a separate plan through the VADEQ; hence data here reflects that of the Service district only around the Town's perimeter.



**Table 5: Public Wastewater Treatment Plants in Fauquier County (2014)**

<b>Wastewater Treatment Plant</b>	<b>VADEQ 2010 Capped Capacity (MGD)</b>	<b>Franchise</b>	<b>Service Districts (Service)</b>	<b>2030 Projected Flow Demand (MGD)</b>	<b>Village Service Districts (No Service)</b>
A. Warrenton	2.50	Town of Warrenton *	Warrenton		
B. Remington	2.00	FCWSA	Bealeton, Opal & Remington	2.3	
C. Marshall	0.64	FCWSA	Marshall & The Plains	0.9	
D. Vint Hill	0.95	FCWSA	New Baltimore	0.9	
					Calverton, Catlett and Midland (excluding the airport)

\* Note that the Town provides sewer to the following locations outside its limits: Warrenton Lakes, limited commercial areas southeast of the Rt. 29/Rt. 605 intersection to Comfort Inn Drive.

**Table 6: Historic Areas in Fauquier County**

<b>Category</b>	<b>Virginia Landmark</b>	<b>National Register</b>	<b>Regulatory</b>
Historic Districts:			No County Regulations
1. Ashville	X	X	
2. Atoka	X	X	
3. Bristersburg	X	X	
4. Burland Farm	X	X	
5. Calverton	X	X	
6. Casanova	X	X	
7. Catlett	X	X	
8. Delaplane	X	X	
9. Hume	X	X	
10. Markham	X	X	
11. Marshall	X	X	
12. Morgantown	X	X	
13. New Baltimore	X	X	
14. Orlean	X	X	
15. Paris	X	X	
16. Rectortown	X	X	
17. Remington	X	X	
18. Sumerduck	X	X	
19. The Plains	X	X	
20. Upperville	X	X	
	X	X	
	X	X	
	X	X	
	X	X	
	X	Pending	
	X	X	
Warrenton Historic District	x	x	Town ARB Regulations
Rural Historic Districts:			No County Regulations
1. Broad Run/Little Georgetown	X	X	
2. Carter's Run	X	Pending	
3. Cromwell's Run	X	X	
4. Crooked Run Valley	X	X	
5. John Marshall Leeds Manor	X	X	
6. Little River	X	X	

**Table 6: Historic Areas in Fauquier County (Continued)**

Category	Virginia Landmark	National Register	Regulatory
Battlefields: 1. Aldie 2. Auburn I 3. Auburn II 4. Brandy Station 5. Buckland Mills 6. Kelly's Ford 7. Manassas Gap 8. Middleburg 9. Rappahannock Station I 10. Rappahannock Station II 11. Thoroughfare Gap 12. Upperville			

**Table 7: Conservation Easement Acreage in Fauquier County, 2013**

<b>Category</b>	<b>Acres</b>
Virginia Outdoor Foundation Open Space	68,692
Non-Common Open Space (Fauquier County)	13,178
The Nature Conservancy	2,000
County of Fauquier	2,960
Land Trust of Virginia	2,284
Virginia Outdoors Foundation Owned	874
Piedmont Environmental Council	604
Marsh Resources Inc.	223
Virginia Board of Historic Resources	41
<b>Total</b>	<b>90,856</b>

Source: Fauquier County GIS Department, November 2013