



NEW BALTIMORE

SERVICE DISTRICT PLAN

Fauquier County Board of Supervisors
Adopted June 11, 2015



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Vision for New Baltimore

The future development in New Baltimore will bring with it a defined sense of place. There will be a place and opportunity for a Fourth of July parade, farmer's market, meeting destination, landmark, park/gathering place and overall pride in community.

Executive Summary

The Code of Virginia requires a periodic evaluation of the Comprehensive Plan every five years. The New Baltimore Service District Plan was comprehensively reviewed and refined in 2005-2006 by a 20 member citizen committee and an updated plan adopted in 2007. In 2012, the Board of Supervisors directed a review of the plan with a focus on the district's transportation system. This document presents the New Baltimore Service District Plan for the following elements: (1) Land Use; (2) Objectives, Policies and Implementation Strategies; (3) Public Utilities; (4) Public Facilities; (5) Transportation; and (6) Trails and Parks.

The purpose of this plan is to provide a template for managed growth that is appropriate to the community and can be supported by existing and planned public utilities. The proposed land use plan outlines development relationships, including residential densities for future neighborhoods, business expansion, location of proposed schools and other basic public facilities, and needed road network improvements to support anticipated service district growth. Objectives, policies and recommendations are outlined for each land use type, and the areas of public utilities/facilities, schools, transportation, and trails and parks. The transportation element of this chapter details recommendations for improvements to key intersections and roads within the Service District. Specific recommendations have been included for the future function and improvements along Route 15/29 bordering the New Baltimore Service District to the north, as well as more refined recommendations for the development of the "Triangle" area bounded by Route 15/29, Broad Run Church Road (Route 600) and Riley Road (Route 676).

Several key recommendations need to be highlighted: (1) Many median cuts along Route 15/29 need to be closed and, with the excessive speeding on the roadway, traffic needs to be somewhat calmed, while providing for increased safety and capacity as reflected in the recommendations for a lesser speed limit and continuous flow opportunities at major intersections. Route 15/29 as it borders the New Baltimore Service District also provides access to the businesses on the south side in addition to its function in handling statewide and regional through traffic. (2) the 'Triangle' area provides significant opportunity for commercial development and implementation of a street network is key to its development as a defined commercial place; (3) once full development thresholds are reached, as outlined in this plan, the New Baltimore Service District boundary should not be expanded any further; (4) WSA sewer service shall be restricted to the designated AB Sewer and Water Service Area, due to the District's wastewater treatment plant's 950,000 gallons per day capacity limitation; (5) careful consideration must be given to the public sewer limitations and plan recommendations regarding land use when considering future rezoning applications; and (6) a Board of Supervisors and WSA funded program is critical to complete the associated geophysical surveys and test wells to ensure adequate and sustainable public water supplies for the Service District at build-out.

Historic Development of the New Baltimore Service District

The County's first Comprehensive Plan in 1967 established the planning area and service district approach to directing growth within the County. It was felt that if no attempt was made to control the significant amount of growth expected to occur, the cost of services would exceed the County's ability to provide them. The service district concept was developed as a means of managing and focusing growth in already developed areas so that servicing costs and the demand to develop agricultural land could be reduced. Service districts were designed to utilize existing development patterns and to locate the most intense land uses near transportation and employment centers. As well, they were planned with central sewer and water in order to absorb growth at the recommended densities.

The following summarizes key changes chronologically associated with the New Baltimore Service District:

1967-2000

New Baltimore was one of the original five (5) communities identified as a Service District in the 1967 Plan. Service districts were sized and planned to accommodate a projected County population of 76,000 by 1980-1985 and 235,000 by the year 2000. The 1967 Plan had anticipated the New Baltimore Service District to reach a population of 16,000 by year 2000.

Initial planning goals of the 1967 Plan outlined a number of land use goals for New Baltimore that included:

1. Develop two major employment centers within the district - Vint Hill Farms Station, and a 200 acre campus style, office/industrial use;
2. Provide for a retail service need of approximately 90 to 100 acres; and to provide a range of facilities including a retail community center, possibly a neighborhood convenience center, and highway retail. These retail uses were planned for the south side of Route 29, east of its intersection with Route 600;
3. Provide a range of housing opportunities, with the most intense residential uses located in and adjacent to the Village of New Baltimore and higher density residential uses located immediately adjacent to the community center to take advantage of access and location. Various single family density categories planned on larger land areas to provide transitional phases. Residential densities ranging from 0.9 to 20 dwelling units per acre; and
4. Plan for approximately 100 acres of park land.

Overall, the highest intensity of uses, both commercial and residential, was located in the 'triangle' area bounded by South Run, Route 29, and approximately as far east as the intersection of Routes 600 and 676.

1977-1987

In 1977, a second Comprehensive Plan was adopted that included a re-analysis of the anticipated population and adopted a shorter, 10 year planning period. The revised plan showed a significant reduction in the anticipated growth and corresponding reductions in the holding capacity of the Service District. The Plan projected the County to reach a population of 39,600-71,000 by year 2000, a 70%-83% decrease from the 1967 Plan projection. As well, the New Baltimore Service District was forecast to reach a population of 1,105-2,210 by year 2000, compared to the 1967 Plan year-2000 projection of 16,000.

Changes to the Plan included a decrease in the Service District size, designation of probable future expansion areas, and a phased approach to growth.

Two (2) land use plans were proposed for New Baltimore - a sewer contingency plan and a non-sewer plan. It was stated that the land uses proposed in the sewer plan would not be zoned unless, and until, sewer services became available to the District. Development goals for the non-sewer plan included:

1. Establish a new focal point for the Service District away from Routes 29 and 215;
2. Preserve Routes 29 and 215 and prevent the need for a future by-pass;
3. Develop high intensity land uses surrounding the Service District's focal point;
4. Decrease residential densities with distance away from the District's core;
5. Provide for a highway commercial district south of Route 29 and north of Route 600, and extending east from the Route 29/600 intersection; and
6. Retain and expand industrial zoned lands.

In summary, commercial uses were retained within the 'triangle' area, and high density residential uses were continued in the area north and south of Route 600, west of its intersection with Route 676. Additional commercial and residential uses were planned in the vicinity of the intersection of Routes 600/676, and west of Route 676.

1987-1997

Similar to the 1977-1987 Plan, there were two land use plans for the New Baltimore Service District - a sewer contingency plan and a non-sewer plan. The land uses proposed in the sewer plan would be so zoned only when sewer became available. Without sewer facilities, development goals of this plan focused on appropriate residential growth through capping residential development at a density of one unit per acre and preventing the extensive expansion of the development area.

There were four (4) significant changes between this Plan and the 1977-1987 Comprehensive Plan. They included:

1. The reduction of all residential lands to low density residential (1-2 dwelling units/acre), except for the Village of New Baltimore which was planned at a density of 1.4 dwelling units per acre;
2. The extension of commercial highway uses along Route 29;
3. Addition of commercial uses planned in the vicinity of Route 600/676 intersection, and these uses were described in detail to include commercial-neighborhood and commercial-office uses; and
4. The future extension of Route 676, north to Route 29.

1992-2010

The 1992-2010 plan represented a return to a mix of higher intensity commercial and residential uses in the area of Routes 600 and 676. Specifically, low, medium and high density residential uses were planned on both sides of Route 600 between Route 676 and Route 29. Commercial highway and commercial office uses were planned for the south side of Route 29, east of Route 600, and commercial neighborhood uses were planned along the future extension of Route 676. Two (2) additions to this Plan included the C. Hunter Ritchie Elementary School site shown on the northeast corner of the intersection of Route 600 and Route 676, and a Planned Residential District shown in the core of the Service District.

In 1996, a major change to the land use plan was the incorporation of a Planned Industrial Technology Park District (PITD) on the lands known as Vint Hill Farms Station. As discussed in greater detail later, Vint Hill Farms Station, a former U.S. Army Base, was closed as part of a Base Realignment and Closure Program and later dedicated to the Vint Hill Economic Development Authority (EDA) for ownership and overall development. The acquisition of this property has led to significant redevelopment opportunities.

1999-2020

The Board of Supervisors appointed a Citizen Planning Committee to provide a comprehensive review and update of the Service District Plan, and that effort took over 18-months. The overall process included, for example: (a) staff briefings from Library Services, Parks and Recreation, School Board, Vint Hill Economic Development Authority, Virginia Department of Transportation and the Fauquier County Water and Sanitation Authority regarding existing services and future expansion plans; (b) sketch planning exercises; (c) identification of issues and opportunities; (d) setting revised goals, objectives and policies; and (e) development of the land use, public facilities and transportation elements.

The central issue revolved around expansion constraints for the Vint Hill Wastewater Treatment Facility due to its location within the Occoquan Watershed. The maximum permitted capacity was projected to be one million gallons per day. As a result of this restriction, the plan identified limited areas planned for public sewer, and they were designated Sewer Service Areas AB.1 and AB.2. AB.1 represented areas planned for WSA sewer from 1999-2010, while AB.2 areas were planned for service after 2010.

The adopted Land Use Plan reflected business and residential development densities consistent with this utility limitation. This reduced the planned build-out from 29,000 to 16,000 residents. The other key element was transportation. The challenge was to: (a) implement access management along U.S. 15/29, which continues to function as a high-volume, regional and statewide transportation corridor; and (b) provide an effective internal roadway network for local Service District and neighborhood traffic. This element included a Transportation Plan, along with a 5-Year Action Plan that identified and prioritized essential primary and secondary roadway improvements. It resulted in the establishment and phased construction of the critical Route 605-Brookside Parkway-Route 215 corridor.

2012-2030

This current update of the New Baltimore Service District Plan focuses on the transportation element.

Future Land Use

Land Use Plan Summary

The New Baltimore Service District is approximately 6,800 acres in size, and located in the east central part of Fauquier County. While the distance from the district's boundary to the Prince William County line varies, its eastern boundary on U.S. 15/29 is approximately one (1) mile from the Fauquier-Prince William County border. For the most part, U.S. 15/29 forms the Service District's northern boundary, the exception being where U.S. 15/29 bisects the Snow Hill community from the remainder of the Service District. Routes 605 (Dumfries Road) and Route 602 (Rogues Road) form the southern and western service district boundaries, respectively, and Route 215 (Vint Hill Road) and Vint Hill Farms Station form part of the eastern boundary.

Due to the lack of public sewer, residential development within New Baltimore has developed historically at a maximum density of one (1) dwelling unit per gross acre and commercial developments have primarily been in the form of highway convenience retail, storage and warehousing. The scale and character of this development is now expected to change as full expansion of the Vint Hill wastewater treatment plant to 950,000 gallons per day was completed in 2010.

The purpose of the New Baltimore Service District Land Use Plan is to provide a template for managed growth that is appropriate to the community and can be supported by existing and planned public utilities. One of the major features is that higher density residential and commercial uses are restricted primarily to only those areas north of South Run, with the exception of the Vint Hill and the Brookside communities. A second major feature is the retaining of lands, located outside and to the northeast of the Service District, as rural agriculture lands (refer to Section 4: Land Adjacent to the Service District for more details). Figure NB-1 presents the land use plan for the Service District at build-out.

The land use and transportation plans for New Baltimore represent the community's vision and recommended blueprint for the future. The proposed land use plan outlines development relationships, including residential densities for future neighborhoods, business expansion, location of proposed schools and other basic public facilities, and needed road network improvements to support anticipated service district growth.

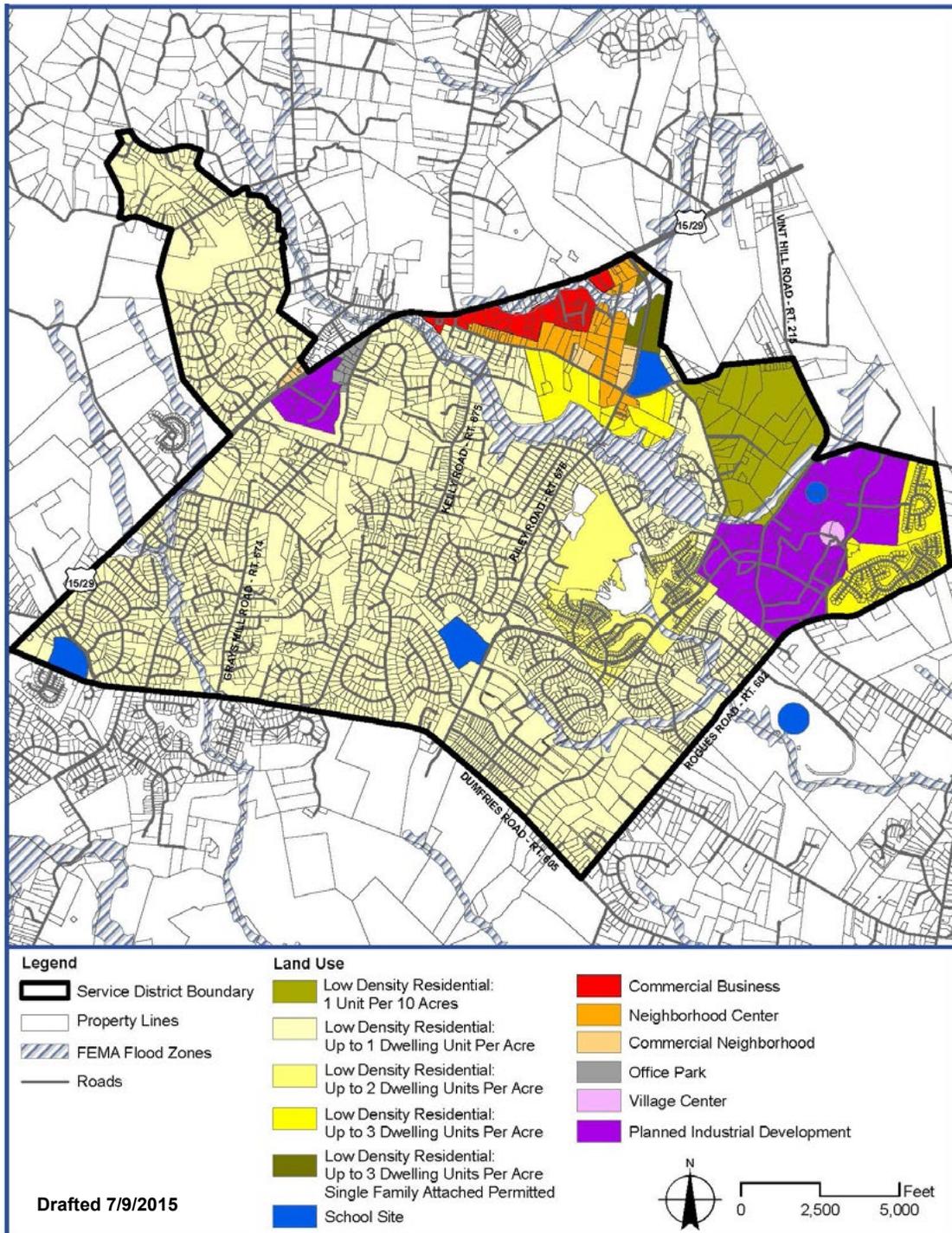
The Land Use component of the New Baltimore Service District Plan represents full build-out due to the following factors:

- Public wastewater capacity constraints, cost and Occoquan Policy restrictions;
- Prohibition of private community wastewater treatment facilities¹;
- Soil carrying capacity to support future drainfield systems;
- Existing residential zoning patterns;
- Existing residential subdivision and development; and the
- Cost of providing adequate public school facilities and staffing.

Once full development thresholds outlined within this plan are reached, it is recommended that this service district boundary and density not be expanded any further.

¹ § 7-502.3 of the Fauquier County Zoning Ordinance states "Public and private central sewer systems shall not be permitted outside any service district, not permitted inside designated non-sewer areas within service districts of the Comprehensive Plan, except to correct existing health problems on developed lots."

Figure NB-1: Land Use Plan



Land Uses South of South Run

Low density residential development, planned up to one (1) dwelling unit per gross acre, is the primary use and density designated for this area. Sewer services are not planned to extend into this area; however, there are three (3) exceptions. The first exception is the existing area designated Planned Industrial (Area 4 on Figure NB-1), located on the south side of U.S. 15/29 and currently zoned for Industrial Park and General Industrial uses. This district is planned for uses where typically the primary industrial activities are conducted within an enclosed structure and minimal environmental impacts are produced. The second exception is Vint Hill, which is planned to be a mixed-use planned community with commercial office, industrial retail, residential and continuing care components on a campus-type setting. The third is the Brookside community, with an overall residential density of one unit per acre, located just southwest of Vint Hill.

Land Uses North of South Run

A mix of neighborhood commercial and commercial business uses, including some residential, are planned for the triangular area bordered between U.S. 15/29, Rt. 600 and Rt. 676 (the ‘Triangle’). The commercial business uses are primarily located in a node just south of U.S. 15/29, while the neighborhood commercial and residential uses are planned along both Rt. 600 and to the north on Rt. 676. The “Neighborhood Center” designated on the Land Use Plan is planned for a mix of commercial and residential uses. Residential densities within this area will range between one (1) and three (3) units per gross acre. In addition, dwellings above retail and office uses are encouraged. The commercial uses should be built at a scale that serves the local neighborhood and follow mixed-use urban planning design principles.

Due to its compactness in size and complications presented by the 100-year floodplain, the ‘Triangle’ must be pro-actively planned with a series of new and interconnected roads, as well as inter-parcel access, to provide for the maximum and coordinated use of the business area. This action becomes more critical with the limited access design planned for U.S. 15/29, future VDOT closure of designated median cuts (crossovers), and the declining inventory of undeveloped land and opportunities for these critical transportation links. As a result, coordinated and planned access to these properties is a high priority and, in the future, it needs to be emphasized that access in this area will need to be redirected from U.S. 15/29 onto Rt. 600. (Specific recommendations for the Triangle area can be found within the transportation section, page 50)

The southeast and southwest quadrants of the Route 676/600 intersection are also planned as a “Neighborhood Center”. On either side of this land use category are residential neighborhood densities proposed up to three (3) dwelling units per acre. The County Comprehensive Plan describes low density residential uses as single family homes at a density between one (1) and three (3) units per acre. As such, this area is still within the low density residential range, yet is planned at a level that will enable the cost-effective provision of sewer services. Townhouses, single family attached dwellings, and multi-family dwellings are not planned within this land use designation at this location. However, residential use above retail is encouraged in the Commercial-1 zoning district.

The tract of land bounded by Vint Hill, Route 215, Route 600 and Route 793 is designated for rural agriculture and lower density residential uses. The Zoning Ordinance determines the number of lots permissible.

Land Adjacent to the Service District

Buckland Farm Area

Much of the land immediately northeast of the Service District is zoned Rural Agricultural (RA) and Rural Conservation (RC) and abuts Prince William County. The allowable number of dwellings per acre is based on a “sliding scale” as defined in § 2-308 of the Fauquier County Zoning Ordinance for Rural Agricultural zoning. While lands outside of a service district are typically designated for rural/conservation lands uses, it was considered important to include these lands in the ‘planning area’.

Another objective of the plan is to retain this area’s 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 and the historic Buckland community. This area had key movements during the Civil War. After defeat at Bristow Station, Major General J.E.B. Stuart and his cavalry shielded in 1863 the withdrawal of General Lee’s army from the vicinity of Manassas Junction. Union cavalry under Major General J. Kilpatrick were lured into an ambush along the Warrenton Turnpike (U.S. 15/29), were routed, scattered and chased five miles in an affair known as the “Buckland Races” or Buckland Mills. Its historic heritage needs to be carefully considered and protected with any development or improvements proposed in this location.

It is encouraged that land located in the nationally-significant portion of the Buckland Battlefield be put into a conservation easement, where possible. A conservation easement can offer financial incentives such as tax credits to land owners.

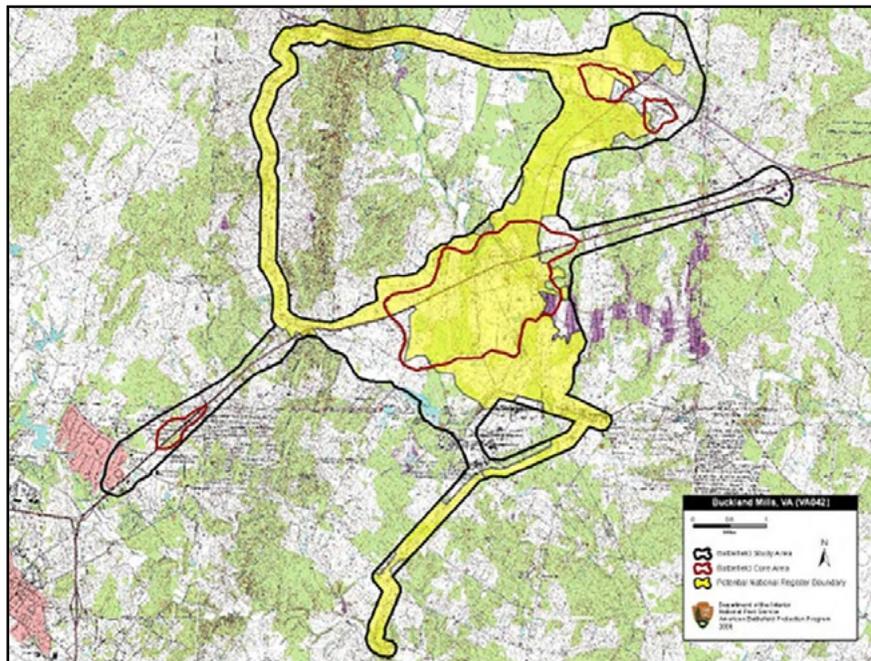
Another way to preserve the Buckland Battlefield from development is for the development community to utilize the Conservation Easement Incentive Overlay District, described in Section 4-800 of the Zoning Ordinance. With a special exception application, one might qualify to transfer development rights from the Buckland Battlefield area within 5,000 feet of the Service District into the receiving areas of AB.1 and AB.2 (Figure NB-2) of the New Baltimore Service District.

Battle of Buckland Races

On the morning of October 19th, 1863, General J.E.B. Stuart’s divisions held the town of Buckland using its buildings as cover against the Federals who occupied the heights east of Broad Run. Leaving George A. Custer’s brigade to guard the town and Buckland bridge, Union Generals Davies and Kilpatrick followed Stuart west on the turnpike. When Kilpatrick’s force attacked from the east, Stuart “retreated designedly toward Warrenton” luring the Federals down the turnpike and into a trap. Confederate General Lee concealed 5,200 cavalymen in the woods on the federal left. Lee sounded cannon signals as the rear of Davies’ brigade passed them. Confederates then “came up perpendicular to the pike and cut their column in two,” driving Custer (at the rear of the Federal column) back over the Buckland bridge.

Meanwhile, the front of General Davies' column had moved west past New Baltimore, where Stuart's brigades charged the front of the Federal column at the sound of General Lee's cannon fire, causing General Davies to reverse direction and take a position on a low range of hills between New Baltimore and Buckland to make a stand. Lee's men combined forces with Stuart's, attacking furiously the Federal front, flank and rear, driving the remaining US cavalry over Broad Run and north in full retreat. The battle is often referred to as the "Buckland Races" for, "Hootin' and hollerin' all the way, Stuart's rebel horsemen chased the fleeing Yankees back to Buckland in an action that resembled a spirited steeplechase rather than a military operation." In addition to the 250 US casualties, half the Federal ambulances, wagons, and ammunitions were seized, Custer's personal papers were confiscated, and 200 prisoners were marched to the Warrenton jail. Wrote Stuart: "I am justified in declaring the route of the enemy at Buckland the most single and complete that any cavalry has suffered during the war." The next day, Stuart crossed to the south side of the Rappahannock River, to join the rest of General R. E. Lee's force. (This text is from a set of brochures produced from a 2007 American Battlefield Protection Program Grant for a Civil War Battlefield Public Education project.)

<http://www.fauquiercounty.gov/documents/departments/commdev/pdf/8x11Bristoe.pdf>



National Park Service (NPS) Map showing the potential National Register Boundaries of the Buckland Mills Battlefield in yellow and Core Battlefield areas in red. Core areas are where blood was shed and the Study areas comprise key features such as roads leading to the battlefield.

<http://www.nps.gov/abpp/CWSII/VirginiaBattlefieldProfiles/Blackburns%20Ford%20to%20Buckland%20Mills.pdf>

Village of New Baltimore

The Village of New Baltimore is not part of the Service District. Located just north of Route 15/29 and east of the Snow Hill neighborhood, it holds a valued, historical place in this area's overall development. The Village is on both the Virginia Landmarks and National Register of Historic Places. It is situated at the base of Pond Mountain, at the junction of the old road from Warrenton to Alexandria (known as Old Alexandria Turnpike) and two smaller roads that wrapped around Pond Mountain to Thoroughfare Gap (Rt. 674: Georgetown Road and Rt. 600: Beverley's Mill Road). The Village encompasses approximately 88 acres and includes 25 properties and 56 contributing buildings, with the majority of buildings ranging in date from the 1820s to the mid-20th century. The front portion of the Kube Farm, extending from the intersections of U.S. 15/29 with Old Alexandria Pike and Beverley's Mill Road, is included in both registers and had land carved from its acreage to form portions of the village.

The James Hampton's Tavern is the most prominent building (circa 1823) with both the Marquis de La Fayette and President Andrew Jackson making stops. During the Civil War and due to its strategic location of major roads, New Baltimore was often the scene of troop movements. The original Broad Run Baptist Church, located outside the historic area designation, was apparently burned by Federal troops, destroying a century old landmark of the community.

This Village and the adjoining historic lands need to be considered and protected as improvements are being planned and considered along U.S. Route 15/29.

Growth Management

The New Baltimore Service District does not phase sewer and water expansion into discrete areas within specified time-frames. The principal reason is that the Vint Hill wastewater treatment facility is restricted in its ultimate capacity. As a result, the District is organized into two basic service categories: (1) Sewer and Water Service Area (AB.1, AB.2, and AB.3) and (2) Non-Sewer Area (A), which are explained later in the Public Utilities section of this plan.

All lands north of South Run, which drains to Lake Brittle, and generally west of Shepherdstown Road, plus Vint Hill and Brookside are planned to be developed with public water services and sewer services available on a first-come first-serve basis until planned residential and commercial sewer capacity limits are met. All remaining areas within the Service District are planned only for public water service.

Vint Hill

Historical Information

Vint Hill Farms Station, a U.S. Army base of approximately 701 acres in size, was scheduled for closure as part of a Base Realignment and Closure program in June of 1993. Through a federal grant, the Fauquier County Board of Supervisors hired a consultant and established a Task Force to prepare a Base Reuse Plan. In June 1995, a report entitled "Vint Hill Farms Station Preferred Reuse Plan" (PRP) was completed by the consultants and adopted by both the Task Force and the Board of Supervisors. The Vint Hill Economic

Development Authority was created by the Governor, with its mission “to develop the former Vint Hill Farms Station for the economic, cultural, and social betterment of Fauquier County and the region”.

The PRP outlined a land use program for Vint Hill that balanced facility reuse and new construction opportunities within the County’s overall employment and economic objectives for Vint Hill, which focus on job and tax base creation. It was intended to create a community of sufficient diversity and resources to provide an attractive adjunct to the adjacent New Baltimore Service District. The PRP established a mixed use community with primary emphasis on innovative technology. The design of the employment area was to be a campus-type setting. Other possible uses on the site included research and development, office/service, retail, golf course, recreational facilities, and a small residential component.

In October 1996, the Vint Hill Farms property was incorporated into the Service District and designated as a Planned Industrial Technology Park. The specific details of the PRP were not incorporated into the Comprehensive Plan in order to allow the Vint Hill Economic Development Authority, or successor, flexibility in marketing and developing the property without an amendment to the Plan.

Zoning

In 1999, the Board of Supervisors approved the Vint Hill EDA rezoning application. The property’s zoning district category is Planned Commercial Industrial Development (PCID). The EDA transferred ownership, operation and maintenance of the original 0.246 mgd Vint Hill wastewater treatment facility to the WSA. A replacement facility with a capacity of 950,000 gpd was completed in 2010 by Fauquier County. Of this total capacity, 250,000 gpd of discharge is allocated exclusively to Vint Hill customers.

Community Expectations

With the Brookside Parkway corridor linking Route 605 to Route 215, the New Baltimore Service District Plan envisions Vint Hill to include a Village Center. This neo-traditional hub is expected, for example, to include restaurants, theater, retail and office space, mixes of 2nd and 3rd floor apartments and condominium units, single-family attached units (with some provision for workforce housing), a stream valley park connected to the overall Vint Hill park and open space elements, linked to internal and perimeter trails as well as to the Brookside community trail system. This village core will require multiple access points to the Brookside Parkway and Route 602.

This document does not change the fact the Preferred Reuse Plan is adopted in concept, and not in detail. Even today, the specifics of the plan are changing. However, this Service District Plan does recognize that a focal point of New Baltimore has been directed in the long term to be the Vint Hill Village Center. This hub has resulted from the fact that the Vint Hill PRP incorporated a village core which is characterized by a neo-traditional development form, with a more compact development pattern and a mix of residential and office/retail commercial uses within approximately a one-half mile radius. This core is in addition to commercial, industrial and residential areas already existing or planned within Vint Hill.

The Planned Residential Development (PRD) and Planned Commercial Industrial Development (PCID) Districts need to be amended for areas designated in the Comprehensive Plan as Village Center or Neighborhood Center areas. The amendment would allow commercial and office development pursuant to C-1 standards, as modified through the rezoning process, and consistent with Comprehensive Plan and applicable guidelines.

In the Village Center, it is expected that commercial uses be a leading element in the initial phases of development.

Table NB-1: Planned Use by Acre

Location	Acreage Estimate ²	Planned Total Dwelling Units
North of South Run		
Commercial Business	97	--
Commercial Neighborhood	26	--
Neighborhood Center ³	120	360
Village Center ⁴	701	324
Institutional/Open space	64	--
Residential		
1 du/acre	239	215
3 du/acre	173	408
South of South Run		
Comm. - Neighborhood	7	--
Industrial - Light	73	--
Office Park	18	
Institutional/Open space	26	--
Residential		
E. of Rt. 676	1,169	603
W. of Rt. 676	2,770	1,920
Brookside	440	601
Snow Hill	706	635
TOTAL	6,629	5,066
du - dwelling units		

2 Floodplain is not included in this acreage estimate.

3 Neighborhood Center is intended for a mix of residential and commercial uses, with residential units not to exceed 3 units per acre.

4 The residential, commercial, industrial and Village Center development for Vint Hill Village Center is limited by 250,000 gpd of sewer. Vint Hill EDA is currently approved for 324 residential units, excluding assisted and independent living units delineated in their Concept Development Plan.

Objectives, Policies and Implementation Strategies

The objectives and policies outlined herein establish the framework for development in the New Baltimore Service District. In addition, these objectives provide direction for both modest residential and non-residential growth, and the provision of public utilities and facilities. The implementation strategies outline the means by which the objectives, and thus the intent of the New Baltimore Service District Plan, can be achieved.

General Policy: All future land development projects within the planning area boundaries should be consistent with the New Baltimore Service District Land Use and Transportation Plans, guidelines and recommendations.

Residential Land Use

Objectives

- To protect property owner investments and quality of life while accepting new residential and commercial growth.
- To achieve a mix of uses in New Baltimore which provide for a well-rounded community including housing, jobs, services and facilities that support environmental and quality of life objectives.
- To ensure the design of all new developments with respect to the overall character of New Baltimore as well as individual neighborhoods.
- To encourage the use of clustering for residential development to create open spaces, preserve natural features, and provide natural separations between otherwise incompatible uses.
- To encourage small residential clusters to promote neighborhood identity and a sense of place, while enabling connectivity among neighborhoods to facilitate emergency access, use of alternative transportation conveyances, and safety.
- Where subdivisions abut one another, to encourage the parkland of each subdivision be situated adjacent to one another to create an overall larger park.
- To protect the historic properties and landscapes within and adjacent to the service district.

Policies

- Residential projects are encouraged to be designed pursuant to County cluster design regulations in order to provide a balanced mix of community facilities, restaurants, shopping and business services, housing types, open space and associated recreational facilities.
- While connectivity is encouraged, the integrity of established neighborhoods shall be protected from the impacts of conflicting land uses and high-volume through traffic.

Implementation Strategy

- Develop criteria for proposed residential rezoning applications located in designated areas of the plan. The criteria will serve as a review guideline and will be used in conjunction with the established standards contained within the applicable Zoning Ordinance District and land development regulations.

Recommended Criteria:

- Residential Projects up to one unit per gross acre: Such projects are justified when they can meet existing subdivision and applicable land development requirements, including VDOT street design standards.
- Public sewer is not a requirement for projects at this density scale, unless the site is located in a designated WSA area with existing or planned sewer service. If WSA service is not available then the project's density will be limited to the number of County Health Department issued permits for individual lot septic system/drain-fields.
- Residential Projects with densities up to three (3) dwelling units per gross acre: To receive County consideration for the density range, the developer/property owner shall demonstrate in the rezoning application that the following six (6) minimum criteria have been achieved:
 - a. Public sewer and water service shall be provided through the Fauquier County Water and Sanitation Authority. (Presently, Vint Hill has its own water supply for Vint Hill customers.)
 - b. Provision of cash contribution(s) or land dedication commitment(s) for public facilities, such as schools, public safety, library, and associated uses, which are directly attributable to the proposed project; and/or the
 - c. Construction or cash contributions for the phased off-site road improvements, signalization, and dedication of essential rights-of-way needed for future road network improvements serving the proposed project. This need is established through the developer/property owner-prepared Traffic Impact Study as well as VDOT and County analysis. (Note that the study parameters, assumptions and criteria are established and mutually agreed upon at a mandatory Zoning Pre-Application Meeting by the Applicant, VDOT Resident Engineer and the Department of Community Development.) Density credit consideration can be provided for identified improvements and land dedications that exceed VDOT requirements for the project's traffic generation and complete(s) element(s) of the County's Transportation Plan.
 - d. Dedication of community parkland and/or contributions toward the construction of park facilities, fields and trails serving New Baltimore, and identified in this Plan or the County's Capital Improvement Program;
 - e. Provision of usable and accessible open space areas through easements for passive public recreational opportunities for residential projects over fifty (50) units. The developer/property owner must ensure there is onsite preservation, protection or restoration of any resource that has architectural, historical or scenic significance to the heritage of Fauquier County; and
 - f. Provision of innovative designs which benefit the proposed project and adjoining residential neighborhoods or business community.
- Other criteria might include a provision for workforce housing and innovative or neo-traditional building design.

Commercial Land Use

Five (5) types of commercial areas are planned within the Service District. They include Commercial

Business, Commercial Neighborhood, Neighborhood Center, Village Center and Office Park land use categories as defined below:

- Commercial Business - contains general commercial uses that serve the needs of both the local community and the motoring public. Located immediately south of U.S. 15/29, the area shall be limited to that as presented in the Land Use Plan. Internal, interconnecting pedestrian and vehicular facilities are important elements for a cohesive business area.
- Commercial Neighborhood - this area is generally a town business center type district allowing neighborhood commercial activities, service convenience shopping, and limited residential uses. The areas designated in the Land Use Plan should be located so as to provide pedestrian access to and from nearby neighborhoods. The size should relate to the neighborhoods it serves, and the configuration should allow for internal pedestrian movement.
- Neighborhood Center - this category is planned to provide a limited range of commercial retail, service and office uses, as well as civic and residential uses. The overall intent is small scale neighborhood-type uses, typically associated with the C-1 commercial district. Automobile-oriented business and drive-in restaurants are not appropriate uses in the Neighborhood Center. These uses should be low traffic-generating uses, compatible with local neighborhoods and schools. This designated area of New Baltimore should be built to serve the existing and planned neighborhoods. The following elements comprise the neighborhood vision for the area:
 - a. Walkability: The area should be designed and built with the pedestrian in mind, complete with sidewalks, crosswalks, and pedestrian connections to surrounding neighborhoods.
 - b. Mixed-Uses: A neo-traditional mixture of commercial, business, institutional and residential is strongly encouraged. Segregated land uses are discouraged within the Neighborhood Center.
 - c. Residential density up to 3 units per acre may be considered, including: single-family detached, apartments and condos. Apartments and/or condominium units are encouraged above commercial space. These units should provide a mix in size (e.g. between 600 and 1200 square feet and 1 and 2 bedrooms.). A mix of residential with commercial will provide an element of safety and viability for the area.
 - d. Workforce Housing: Workforce housing should be present in this neighborhood to provide housing opportunities for a labor force that makes 80% or less of the median family income in Fauquier County. In addition, the dwelling units should be priced so that the total housing costs (including taxes and insurance) do not exceed 30% of the gross household income.
 - e. Building Scale: With the exception of a grocery store, building footprints should not exceed 12,500 square feet and not exceed a total of 25,000 square feet. The maximum height should not exceed 35 feet.
 - f. General Design: Rear, side and below-grade parking, as well as shared parking should be considered. Low Impact Development (LID), green building design, landscaped streets, parking lots with street trees and sidewalk trees should be addressed in each site design. Reduced setbacks are encouraged, where appropriate, using flexibility in Zoning Ordinance to help achieve a pedestrian-friendly, neo-traditional design.

- Village Center – this land use category marks the area envisioned to serve the New Baltimore Service District in the Vint Hill environs as presented in the Land Use Plan and described in the Vint Hill section (refer to Community Expectations). This land use category is more neo-traditional in design with a pedestrian orientation and is expected, for example, to include restaurants, cinema, neighborhood styled shops, retail and office space, mixes of 2nd and 3rd floor apartments and condominium units, single-family attached units (with some provision for workforce housing), and perhaps a grocery store, with a mix of parkland and other civic uses and activities.
- Office Park - A new office park is planned adjacent to the industrially zoned Mill Run Business Park. The office park land use category could include a mix of business, education, recreation, personal services, and public and quasi-public uses so long as it remains primarily an office park. While some retail and personal services can be included (such as an eating establishment, laundry or dry cleaners, barber or beauty shop, financial institution and/or a small printer), these are meant to satisfy the needs of employees and customers in the business park and the adjacent industrial area. Retail and personal services should not occupy more than 20% of the total building square footage. Drive-through facilities shall only be allowed for a bank. Ideally, retail and personal services should be located on the ground floor of office buildings. In addition, small civic or public spaces, including an outdoor pocket park, are sought to provide a benefit and focal point for the office park and for residents in the surrounding neighborhoods. The transportation network for the Office Park is discussed in the transportation plan section dealing with specific intersection improvements along Route 15/29. (See page 60.)
- The office park shall be designed and built with the pedestrian in mind, complete with sidewalks, crosswalks, and pedestrian connections to the surrounding residential neighborhoods and commercial and industrial sites. A trail will be required in the general location shown in the Public Facilities, Bicycle/Pedestrian Facilities and Parks Plan (Figure NB-8) or integrated within the development incorporating the site's natural features.
- Buildings in the new office park, and in the three acres added to the industrial area in 2009, will be inwardly focused. Buildings shall front internal streets, not Route 15/29 or Grays Mill Road. Development should follow a traditional pattern with buildings close to the street and parking relegated to the back of buildings. Building heights shall be limited to 40 feet. Buildings facades should primarily be built with masonry or wood siding. All buildings shall have an architectural style generally consistent with the traditional vernacular of the Virginia Piedmont.
- The layout of the office park will respect the important natural features of the site, including the drainage-way. Development shall be designed so that flooding and stormwater run-off on adjacent properties is reduced. Low-impact development techniques for stormwater management are strongly encouraged.
- Landscaping will play a significant role in the development of the office park and the three acres added to the industrial area in 2009. Dense landscaping will screen the businesses from Route 15/29. Route 15/29 in this area is part of the Journey Through Hallowed Ground. (See discussion on page 54.) It is critical that this office park not be a visual obstruction along the Journey Through Hallowed Ground. Additional landscaping, above Zoning Ordinance requirements, shall also be provided along Grays Mill Road. Internal to the office park will be street trees, landscaped plaza areas, and parking lot landscaping. All lighting shall be inwardly and downwardly directed to protect the night sky and nearby residences.
- Signage shall also be inwardly focused. Signs should be visible from the internal streets, not from Route 15/29 or Grays Mill Road. The only signage allowed to be visible from Route 15/29 shall

be a maximum of two monument signs at the two intersections with Route 15/29. All freestanding signs on the site shall be monument signs, a maximum of eight feet in height. All signs in the business park shall be externally illuminated.

- The office park and industrial area will be within the water and sewer service areas. In order to accommodate and attract contemporary businesses, the office park should include up-to-date communication facilities such as fiber optics and broadband.

Objectives

- Establish Vint Hill as a Village Center for the New Baltimore Service District with local retail.
- Promote development that increases the non-residential tax base and does not impose a fiscal burden on New Baltimore or the County.
- Encourage investment in community-oriented, pedestrian-friendly, commercial activities in the Triangle and designated growth areas, and discourage additional strip development along Route 15/29.
- Develop Route 15/29 as a ‘Gateway Corridor’ to Fauquier County and the Piedmont Region by providing a visual experience commensurate with the County’s high quality environment and historic significance, with particular emphasis on protecting rural, agricultural, and historic landscapes and viewsheds.
- Encourage developer/property owner participation with uses that are compatible with planned utility construction.
- Provide commercial uses along the south and east sides of Route 15/29 with vehicular access to side streets, service roads and limited access along Route 15/29, to provide -neighborhood business uses in a manner which precludes the creation of a destination retail concentration or “big box” store within the Service District. With the exception of a grocery or drug store, smaller scale business uses are desired.

Policy

Commercial and industrial uses in designated plan areas or within proposed land development shall be appropriately scaled, landscaped and buffered to protect the integrity of adjoining and existing residential neighborhoods.

Implementation Strategy

Amend the Zoning Ordinance’s Planned Development Mixed Use (PDMU) and Residential (PRD) Districts to allow residential apartments and/or condominium units above commercial buildings. Specific development guidelines should focus on smaller scale, non-automobile uses in a development pattern that helps to create a quality of place desired in the “Neighborhood Center”.

Commercial uses need to be encouraged within the Triangle and Vint Hill areas of the Service District Plan. Such areas are planned for higher residential densities, institutional/office, mixed use and village center uses. Privately developed commercial neighborhood and village center uses must be: a) consistent with the New Baltimore Service District’s land use plan, b) consistent with its recommended development scale requirements, guidelines and other associated provisions; and c) designed with commercial buildings planned in scale, bulk and mass similar to and compatible with the adjoining planned or existing neighborhoods.

Table NB-2: Examples of Preferred Uses in Neighborhood Center⁵

Residential	Business		
	Commercial	Services	Institutional/Business
Low Density Residential: maximum of 3 units per acre	Eating Establishments (excluding drive-through type)	Barber/Beauty Salon	Civic/Government Center (no detention facilities)
Residential apartments and/or condominiums above business/retail uses ⁶	Farmer's Market	Dance/Music Studio	Conference Center
	Florist	Daycare Center	Health Club (gym/aerobics)
		Financial Institutions	Swimming/Tennis facility
	Gift Shop (less than 5,000 sq. ft.)	Dry Cleaners (drop-off only; no chemicals on site)	Library
	Greenhouse	Place of Worship	Museum
	Photographic Studio	Repair, less than 3,000 sq.ft. (excluding auto/truck repair and construction equip.)	
	Plant Nursery	Repair, furniture (less than 5,000 sq.ft.)	Office, Business/ Professional
	Convenience/Food Store without fuel	Continuing Care Facility	Post Office
	Antique Store	Educational Services (i.e. tutoring, testing)	Public Safety Facility
		Financial services (i.e. accountant, tax preparation, stock broker)	Recreation Facility (athletic and non-athletic)
	Pharmacy	Parcel/mailing center	School, Preschool
	Bookstore		School, Primary
	Coffee Shop		School, Secondary/ Advanced
	Deli		School, Technical (indoor)

⁵ Compatible zoning categories: R-1, R-2, R-3, C-1, PRD, PDMU

⁶ Requires C-1 zoning

Environment, Open Space and Quality of Life

The New Baltimore Service District contains a number of environmental features that are critical to the character and quality of life of the community. In addition, they provide for both passive and active recreational opportunities. Examples of natural features within the Service District include Lake Brittle, Lake Ann and South Run.

Objectives

- Preserve and/or enhance the quality of life and environment for present and future generations through measures that protect natural and historic resources and conserve open space for the recreational needs of all residents.
- Protect and enhance all ecologically, environmentally and historically significant areas in New Baltimore.
- Ensure that all natural and historic resources are identified as a required first step in planning all land development and public improvements.
- Ensure the protection and conservation of surface and groundwater resources.
- Ensure the sound management of wetlands, floodplains, streams and water bodies.
- Improve the water quality of all impaired streams identified by the Virginia Department of Environmental Quality (DEQ).
- Manage water resources to achieve and maintain unimpaired quality and sustainable quantity.
- Ensure the sound management of solid waste, wastewater, stormwater, noise and lighting.
- Preserve New Baltimore's cultural and scenic character through the conservation of archaeological and historic sites and historic structures and their settings, as well as the adaptive re-use of historic structures, and the establishment of compatible land uses and site design.
- Establish identifiable and attractive focal points for the community of New Baltimore.
- Provide quality parks that are accessible, visible, safe and comfortable.
- Preserve the dark night sky.
- Provide a variety of recreational opportunities for all members of the community.

Policies

- Preserve the integrity, scenic and recreational values of stream valleys.
- Participate in all Total Maximum Daily Load (TMDL) Plans as proposed by the Virginia Department of Conservation and Recreation (DCR).
- Protect the maximum amount of tree cover on sites proposed for development within this plan and in conformance with County tree preservation regulations.
- Minimize the impact of night lighting to preserve the dark sky environment.

Implementation Strategies

- Implement Zoning Ordinance and Design Standards Manual tree canopy, landscape and buffering standards for all residential and non-residential development.
- Perform a natural and cultural resource inventory of the Service District and include this information in the County's Geographic Information System database.
- Promote private, state and federal conservation programs to advance conservation efforts through the acquisition of grants and the development of easements and dedications to protect those resources not adequately protected through regulation.
- Discourage land development that is incompatible with natural and historical resource preservation and protection.
- Encourage the use of low-impact development practices including pervious pavers, bioretention areas, filter strips and infiltration trenches.
- Develop resource setbacks to protect identified resources.
- Develop Total Maximum Daily Load Implementation Plans (TMDL-IP) as proposed by the Virginia DCR.
- Ensure development is sensitive to environmental constraints, and limitations and adjacent environmentally significant areas, and preserves key resources within the Service District.
- Define and designate scenic areas, such as creeks and stream ways, for conservation.
- Encourage the creation of riparian and wetland buffers.
- Encourage the use of preservation easements to protect wetlands and riparian buffers.
- Promote the preservation or creation of contiguous habitat.
- Implement the Night Sky Policy by limiting the number of street lights except in those areas developed as 'Village' or 'Commercial' use. In those areas, ensure the amount of lighting provided is the minimum necessary.

Public Utilities

Sewer Servicing

Historical Limitations on Development

One of the major factors influencing development and the Service District's ability to accept higher intensity uses is the provision of public sewer. Prior to 1999, public sewer was not available to the New Baltimore Service District. The former military installation, Vint Hill Farms Station, had an existing wastewater treatment plant, with a treatment capacity of 246,000 gallons per day (gpd). However, that plant was not constructed at a capacity which could serve both the military base and the Service District. Without public sewer, residential development was limited to a density of one dwelling unit per acre and the use of drain-fields, while commercial development consisted primarily of warehouse/storage type uses.

Allocation of Sewer Services

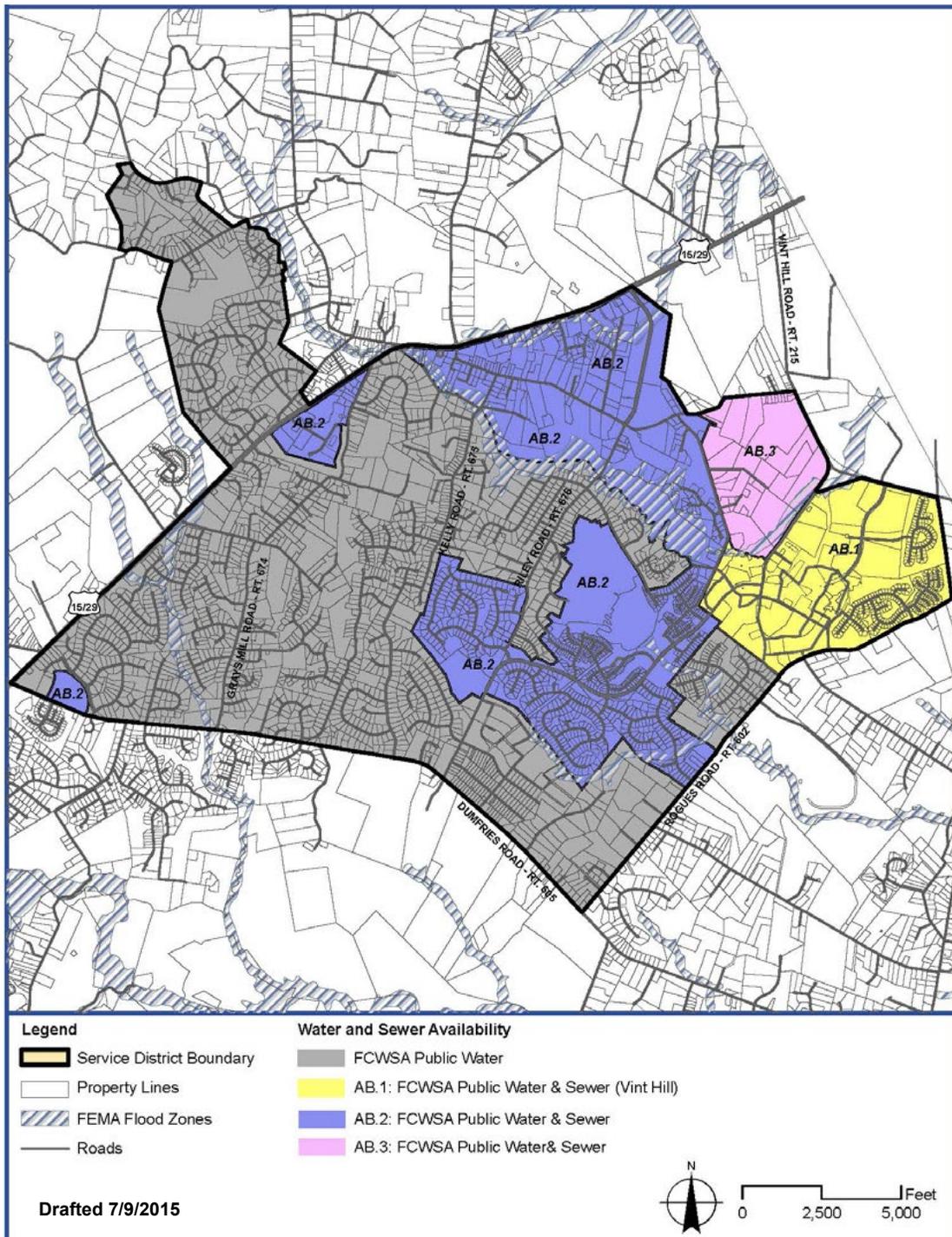
The Fauquier County Water and Sanitation Authority (WSA) now owns, operates and maintains the Vint Hill Wastewater Treatment Plant. The capacity was increased to 950,000 gallons per day in 2010. The plant will not be further expanded due to limitations on added discharge enacted by the Virginia Department of Environmental Quality and U.S. Environmental Protection Agency as part of the Chesapeake Bay TMDL. The allocation of sewage treatment capacity, as presented in Table 3, is based on the County's goal to increase the non-residential tax base by providing public sewer service to the U.S.15/29 business community and the redevelopment of Vint Hill.

Figure NB-2 identifies two basic public utility areas:

1. Non-Sewer Area (A): Most of the Service District falls into this category. WSA sewer service is not provided. Water service is available or planned.
2. Sewer and Water Service Area (AB.1, AB.2 and AB.3): These restricted geographic locations currently have or are planned to have WSA public sewer and water service. AB.1 represents only the Vint Hill community, while AB.2 and AB.3 identify the balance of the Service District planned for both public utilities.

See Figure NB-2 on following page

Figure NB-2: Water and Sewer Availability



In the latter categories (A, AB.1, AB.2 and AB.3), new development shall be responsible, for example, for the design, funding and construction of new lines, extensions, pump stations and other allied sewer and water service improvements associated with the service as required through the WSA. It needs to be noted that private community wastewater treatment facilities are not allowed within Service Districts, where public sewer is available. In addition, WSA plant capacity estimates and actual requirements need to be monitored with any Comprehensive Plan Amendment or future update. The reason is that, if the New Baltimore Service District builds out with full business, public facilities, residential development and densities reflected in the Land Use Plan, sewer demand would exceed 1.2 million gallons per day, while the plant's ultimate capacity is only 950,000 gpd.

The development community is encouraged to use the Conservation Easement Incentive Overlay District described in Section 4-800 of the Zoning Ordinance to extinguish development rights in the AB.3 area in exchange for a potential density bonus in the areas designated as AB.1 and AB.2 of the Service District (reference Figure 2). Areas within a 5,000 foot radius of the service district boundary are also eligible for this special exception application. For example, density on parcels within the Buckland Battlefield and within 5,000 feet of the Service District boundary could be reduced and transferred to the receiving areas designated as AB.1 and AB.2 in the Service District (Figure NB-2).

P.B. Smith Elementary School, located in the New Baltimore Service District on Dumfries Road currently operates using a sewage package treatment facility. The cost to operate and maintain the facility is significant. Therefore, the elementary school is located in the AB.2 sewer service area. The County will need to work with the Town of Warrenton to obtain public sewer service for P.B. Smith Elementary School.

Public Water Supply

The source for the Fauquier County Water and Sanitation Authority (WSA) potable supplies in the New Baltimore Service District is exclusively groundwater. The WSA owns and maintains individual subdivision systems and has added new wells that have been incrementally looped together and connected to storage tanks on Baldwin Ridge and Rogue's Road near the high school. Vint Hill has a water storage tank that supports its water system.

Since 2003, the Warrenton Chase community bordered by Frytown and Duhollow Roads in the Center District has been added to the WSA system with water line extensions from the New Baltimore system. Due to the proximity to the Fauquier County Fair Grounds and the planned Central Sports Complex on Meetze Road, the Board of Supervisors plans to connect to WSA service for drinking water in the future, and develop onsite well(s) for field irrigation and other uses where potable sources are not required. For a more comprehensive illustration of this water distribution area, refer to Figure 6-UT-2 in the Warrenton Service District Plan.

Detailed geologic analysis was conducted for the New Baltimore Service District area, along with associated pump testing to assess yield and quality for selected locations. Figure 6-UT-3 identifies the 13 zones with favorable geologic characteristics and potential for groundwater resource development. Pump tests for yield and quality analysis were accomplished in D, E, F, G and H; only Area D was eliminated for future use due to poor results. The technical study results and conclusion was that the well tested areas could meet the public water supply demand for the build-out estimate presented within the New Baltimore Service District Plan. The remaining untested and delineated zones represent areas that, with the requisite testing regimen, could result in public well development and treatment systems to meet increased demand, or to supplement and/or replace existing wells to meet Service District requirements.

Figure 6-UT-3: New Baltimore Wellhead Protection Zones

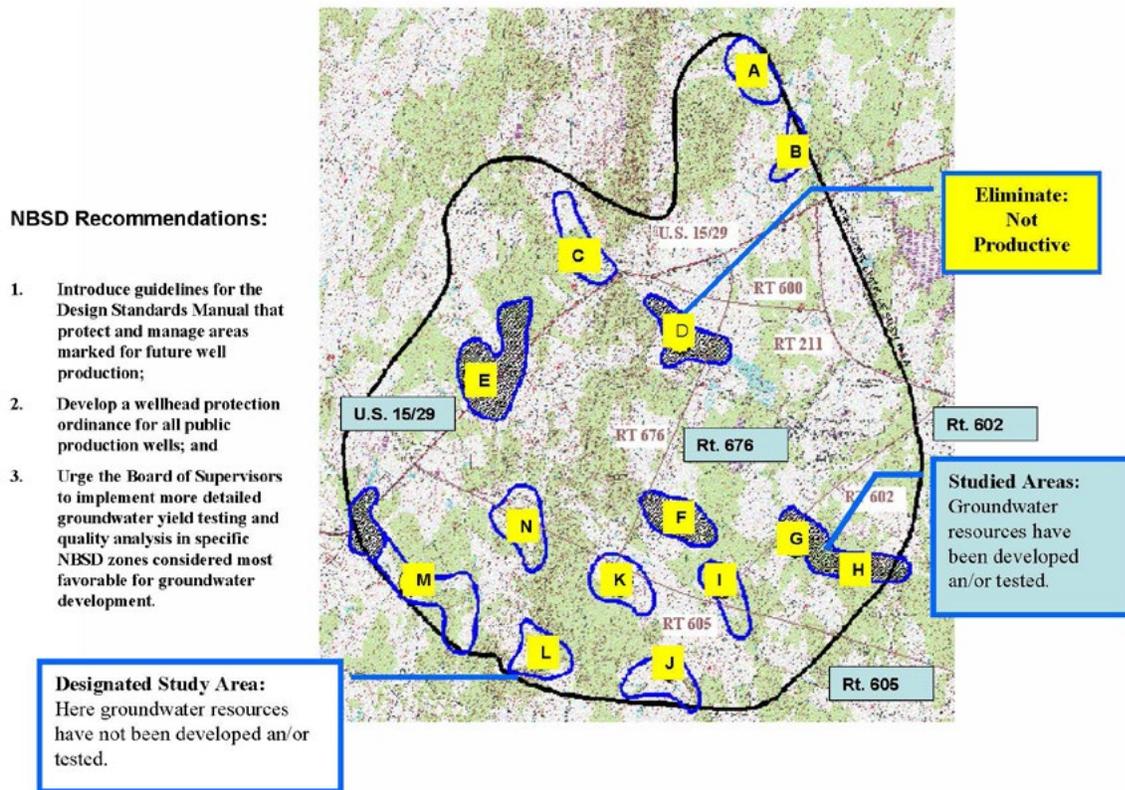


Table NB-3 WSA Vint Hill WWTP Capacity and Allocation

Sewer Area ⁷	Total	
Land Use Category	Dwelling Unit Equivalents ⁸	Sewer Demand (gpd)
1. Vint Hill ⁹ - AB.1		250,000
2. Business & Residential ¹⁰ - AB.2 and AB.3 ¹¹	Business & Residential - AB.2 and AB.3	700,000
Total Sewer Plant Capacity:		950,000

7 **WSA Sewer Availability:** the WSA provides sewer on a first come first serve basis where public service is available, planned and so designated within the New Baltimore Service District Plan.

8 **Dwelling Unit Equivalent Measure:** this column uses dwelling unit equivalents to demonstrate capacity impacts, rather than identify sewer capacity allocation for residential and business. 260 gallons per day (gpd) represents the average sewer demand of a residential unit and represents one (1) equivalent meter unit, a measurement used by the WSA for residential and non-residential properties. Business uses are expected to acquire taps and thus will limit the availability to residential development.

9 **Committed Sewer Capacity to Vint Hill (AB.1):** The WSA Wastewater Treatment Facility is obligated to provide 250,000 gpd of the 950,000 gpd facility capacity to the Vint Hill EDA.

Table NB-3 Footnotes, contd.**10 Other Sewer Commitments (AB.2)**

a. WSA Sewer line Extension Project from Vint Hill and Shepherdstown Road to Route 600 area (east of Rt. 676): resulted in 48,490 gpd of pre-purchased sewer taps (186 dwelling unit equivalents) from property owners along that designated route to assist in project funding.

b. Board of Supervisors approved: (1) 945 sewer residential lots in Brookside Community; and (2) 99 sewer residential lots in Bishops Run. Note that these residential totals do not reflect the planned and future commercial and community uses approved for these projects.

c. Total Commitments: (1) Pre-purchased through the WSA: 186 dwelling equivalents; (2) Board of Supervisors approved: 1,044 dwelling units for the "Sewer Area" other than Vint Hill; (3) Cumulative Commitment: 1,230 dwelling unit equivalents have been approved.

11 AB.3 Area: Sewer taps for AB.3 will be calculated on the development rights for Rural Agriculture zoning

The WSA provided 1.13 million gallons per day to its New Baltimore Service District customers in 2009. The service system average daily distribution capacity is 1.4 mgd. This capacity is expected to meet the residential growth in the Brookside and Bishop Run communities. The Vint Hill Economic Development Authority owns and maintains the public water supply system that served a former military base and now serves its overall development. The Vint Hill system has an existing capacity of approximately 0.5 mgd. This system will be turned over to the WSA for ownership, operation and maintenance; however, no date has been established for this transfer.

Several management tools are available to the Board of Supervisors and residents to manage our groundwater resources more effectively through time:

- a. Education Outreach. Basic education about landscaping and grasses tolerant to the Virginia climate to help reduce landscape watering demands. Such fundamentals can be provided, for example, through the John Marshall Soil and Water Conservation District and the Virginia Cooperative Extension Office;
- b. Regulatory Tools. Our local government is enabled through state legislation to employ a wide range of planning, regulatory and other techniques to achieve the protection of their established groundwater resources (Virginia Code 15.2-2223 and 15.2-2283). Tools such as overlay zoning districts and easements, for example, are excellent methods for achieving land use and source controls to protect our public wellhead areas; and
- c. Well Testing. The Board of Supervisors' proactive groundwater studies and management process initiated in 1992, but suspended in 2008 due to economic conditions, should be continued, to include testing of pre-existing wells integrated into the WSA system. This action is important in order to obtain recommendations from the County's groundwater consultant regarding sustainable pumping for all wells within this public system. Finally, in recognition of the numerous individual wells in and around both the New Baltimore and Warrenton Service Districts, groundwater levels should be monitored in both WSA and existing residential wells. In addition, any further extension of water service areas should be managed to ensure that the resulting cumulative demand does not exceed the sustained pumping recommendations of the County's groundwater consultant.

As the Fauquier County Water Resource Management Program evolves and develops a comprehensive water resources management plan over the next few years, the following implementation strategies are recommended:

- a. **Water Supply Management.** A management process should be implemented by the County to ensure the long-term pumping rate of individual WSA wells supplying the New Baltimore and Warrenton Service Districts does not exceed consultant recommended levels. Priority recommendation: A technical review within the next 3 year period to ensure the 1.4 mgd distribution requirement can be met from operational wells without exceeding their long-term pumping rates.
- b. **New Development and Home Owner Associations (HOA).** Developers, HOAs and property owners need to consult actively with the John Marshall Soil and Water Conservation District (JMSWCD) regarding effective water conservation and resource management methods in:
 - Creating and maintaining landscapes;
 - Planting gardens;
 - Controlling insects and weeds;
 - Dealing with drainage and the use of low impact development techniques;
 - Controlling erosion; and
 - Managing community open space.
- c. **WSA Well Testing.** In conjunction with the WSA, the Board of Supervisors should develop a funded program that completes the associated geophysical surveys and exploratory test well drilling in the remaining zones that have yet to be investigated. The New Baltimore Service District untested zones need immediate attention due to development pressures that may remove available land as potential well production sites. It is also recommended that: (1) adjoining residential wells are monitored during the pump tests in the development of the recommended production rate for the WSA well. This action assists in establishing a clear baseline for water levels in private wells that could be affected in the draw down testing; (2) the WSA establish a systematic and periodic monitoring program that includes any WSA monitoring well(s) and the residential wells in the original testing regimen where the property owner has volunteered to recurring monitoring of their wells; and (3) pre-existing wells taken into the WSA New Baltimore and Warrenton Service District public water supply system be tested to establish their recommended long-term pumping rates.
- d. **Design Standards Manual.** Develop subdivision and site plan guidelines for proposed projects located in untested zones requiring WSA new production well testing. These guidelines need to encourage the applicant and WSA to effectively determine, if applicable, the well location and any project redesign that is essential to protect the wellhead from any water quality or contamination impacts.
- e. **Wellhead Protection.** Implement a wellhead protection ordinance that protects the existing production wells serving as the public water supply for the designated Service Districts or subdivision. It is recommended that a 1,000 foot radius from the production well be measured and uses designated as a contaminant risk to groundwater not be allowed within that zone. Examples of contaminant risks are provided in Table NB-4.

Table NB-4: Uses with Contaminant Risk for Groundwater

1. Agriculture: Confined Animal Feeding Operations, Manure Holding or Spreading	25. Machine Shops
2. Animal Slaughtering or Processing	26. Manufacturers Using Acids, Caustics or Solvents
3. Asphalt Plants	27. Medical Facilities
4. Auto Paint and Body Shops	28. Residential/Commercial Package Treatment
5. Battery Manufacturers or Repair Shops	29. Paint Shop and Manufacturers
6. Carpet Cleaners	30. Pest Control Operations
7. Commercial Laundries	31. Photo, Chemical, Industrial and Environmental Laboratories
8. Dry Cleaner	32. Photo Processor/Printer
9. Electrical and Electronic Product Manufacturing	33. Plastic Manufacturer
10. Electroplating/Metal Finishing	34. Pool Maintenance Companies
11. Equipment Rental Operations	35. Printers and Blueprint machines
12. Fiberglass or Acrylic Manufacturers or Formers	36. Roofers
13. Fire Extinguisher Repair Operations	37. Scrap and Junk Yards
14. Fire Training Facilities	38. Septage
15. Food Processors	39. Septage Lagoon
16. Funeral Homes	40. Service Stations and Fuel Depots
17. Furniture Manufacturers	41. Superfund Site
18. Golf Course	42. Tire Pile
19. Hazardous Waste Recovery Facility	43. Truck Terminals
20. Hazardous Waste Transfer, Storage or Disposal	44. Vehicle Repair Facilities Using or Dispensing Solvents, Oils and Greases
21. Hospital	45. Water Conditioning Companies
22. Industrial Sludge	46. Wastewater Treatment Facility (point source discharge)
23. Janitorial Suppliers and Portable Toilet Operations	47. Transformer Use and Storage Areas
24. Landfill	

Public Facilities

Based on the population forecast for the New Baltimore Service District, this plan identifies locations needed for future schools, libraries, and fire and rescue facilities. The objectives and policies outlined below have been taken, in concept, from the County Comprehensive Plan and applied to the New Baltimore Service District.

Objectives, Policies and Implementation Strategies

Objective

Ensure an economical and efficient use of public funds by planning for a rate of growth that achieves the goals of the Service District and does not exceed the County's ability to provide services to its citizenry.

Policies

- Public facilities should be sited in a manner that will efficiently and economically serve the greatest number of residents.
- All public facilities should be designed and developed so as to limit environmental degradation.
- Facilities should be appropriately planned to provide adequate levels of service, and located so that adequate space remains on-site for future expansions.

Implementation Strategies

- Construct the planned branch library within New Baltimore. Such a facility could serve multiple purposes, including meeting space for civic organizations and clubs.

Schools

Existing Schools

C. Hunter Ritchie Elementary, P.B. Smith Elementary and Auburn Middle Schools, located within the service district, along with Kettle Run High and Greenville Elementary Schools, located just outside the service district on Rogue's Road (Route 602) provide key educational and recreational resources for the community. Program capacity and enrollment for each of these schools in the New Baltimore Service District are noted here as of November 2012. C. Hunter Ritchie Elementary School is located on a 29 acre site in the northeast quadrant of the Rt. 600/676 intersection and has a capacity of 583 students, and an enrollment of 426 students. P.B. Smith Elementary School is located on a 26.3 acre parcel along Rt. 605 and has a student program capacity of 564, and an enrollment of 433. Auburn Middle School is located on 35 acres in the southwest quadrant of the Riley Road and Brookside Parkway intersection. It has a student program capacity of 600, and a capacity-exceeding enrollment of 608. Kettle Run High School on Route 602 just east of the Brookside and Grapewood communities, has a program capacity of 1,200 students and an enrollment of 1110 students. Greenville Elementary School, located on the site adjoining Kettle Run High School, has a design capacity of 600 and an enrollment of 486.

School Facility Objectives, Policies & Implementation Strategies

Objectives

- To provide quality public schools that are not overcrowded and situated in safe, quiet environments.
- Encourage the co-location of schools and parks for the development of neighborhood and community facilities providing for an efficient use of land.
- Locate new schools in a manner that integrates them in the community, enabling students to walk to school.
- Ensure public sewer is made available to new schools, and where possible, existing schools are connected to public sewer.

Policies

- Ensure that school capacity, community integrity and travel times are key considerations for identifying new sites and school facilities.
- Priority consideration is given to expanding existing schools within County and State student enrollment standards.
- Where practical, new middle and elementary schools should be co-located with existing middle and/or elementary schools. Co-location of middle schools with elementary schools can provide programmatic benefits.
- The acquisition of school sites should be accompanied with the provision of sewer services. If a new school for the New Baltimore Service District is located in an area not planned for public sewer, the sewer line will then be sized only to serve that school facility, with no other connections allowed.
- Recreational facilities available at school site should be made available for community-wide use.

Implementation Strategies

- Acquire school site dedication in conjunction with rezoning, special exception and other land development applications as appropriate.
- The following general location and design standards are recommended for school sites to be dedicated to the County:
 - a. Locate schools within and near residential neighborhoods for ease of access for student populations and reduce the need for busing and to encourage walking to school;
 - b. Adequately buffer from roads, non-residential uses and operations hazards;
 - c. Locate in such a way that woodlands and natural areas serve as buffers between school operations and adjoining uses;
 - d. Allow safe and convenient access to the local road network; and
 - e. Avoid sites with major floodplains, drainage ways or major utility easements.
- School facilities should be co-located with County parks where practical.

Transportation

Transportation Concepts

The following transportation concepts are important to the community's vision:

Connectivity -- Neighborhood-to-neighborhood, saving gas, access to major roads by all residents and neighborhoods, parks, trails, commercial core, transportation to include bicycles, buses, electric personal vehicles, horses, being able to shop without going out on Route 29.

Safety -- Transportation corridors (existing roads and future roads) that are safe to use by all populations (especially children and elderly) and all modes of transportation,

Respect -- For existing neighborhoods (while not ruling out future connectivity between them); for rural and historic view sheds, landscapes and resources, including but not limited to battlefields, preserved buildings, and other similar features that recognize the historically significant roles the area has played in the Civil War, WWII, and the Cold War, and that help define the culture and values of Fauquier County and drive tourism.

Inclusion -- All modes of transportation, population segments, age groups, users -- business, commuters, residents, visitors, trucks, etc. -- must be considered in the upgrades of existing roads and the design of future roads.

Transportation Objectives

Major Collectors -- The major collector roads that define the boundaries of New Baltimore, including Routes 605, 602, 215 and 15/29 will be improved for safety and level of service using context-sensitive design. Special consideration should be given to Route 15/29 as an emergency evacuation route. Using Route 605 as a model, Route 602 should have a high priority for increased shoulder width and additional turning, acceleration and deceleration lanes. Intersections will be upgraded as needed with minimal impact on surrounding properties. Improvements to these major roads must respect historic and rural landscapes, view sheds and resources. Impacts on existing businesses must be mitigated. Context-sensitive solutions should incorporate elements such as multimodal transportation, trails, roundabouts, landscaping to protect existing residential neighborhoods and facilities such as schools, playing fields, etc. Work closely with Prince William County and VDOT to standardize the speed limit on Route 215.

Local Roads -- Existing local roads within the NBSD will continue to serve vehicular traffic generated from within and around the service district. In addition, existing local roads will become part of a larger grid whose function ultimately will be to accommodate a concentrated commercial core, clustered residential neighborhoods, access to businesses geared to the local population, disbursement of traffic, connectivity and a sense of place. Upgrades and improvements to these roads will be undertaken to address safety and connectivity, incorporate "complete streets"¹² concepts and respect rural and historic landscapes, view sheds, resources as well as existing residential neighborhoods. Efforts must be made to limit all such road footprints to two travel lanes and to use context-sensitive design on any upgrades. Vehicular travel lanes will incorporate traffic calming design elements to encourage slower driving speeds through residential and commercial areas.

¹² For a detailed discussion on complete streets, see <http://www.smartgrowthamerica.org/complete-streets>

New Roads -- New local roads in New Baltimore will be designed on a generally rectangular grid network with sidewalks and/or multi-use trails. These new roads will accommodate cars, buses, bicycles, small electric personal vehicles and pedestrians. They will be carefully aligned and located to provide maximum connectivity, better disperse traffic and function as the skeleton of a New Baltimore core, which will enable business opportunities, distinct neighborhoods and a sense of place.

Trails -- To achieve maximum neighborhood connectivity and to encourage healthy lifestyles, additional emphasis will be placed on establishing safe multi-purpose paths from neighborhoods to high activity destinations such as libraries, parks, schools, and established commercial and village areas. Both on-street and natural area trails are encouraged. For trails on existing roads, the established right-of-way should be utilized where practical. When ROW is not sufficient to build a new “complete street” where a connection is needed, every effort should be made to add a trail instead. Separate equestrian dirt trails are to be built in appropriate areas.

Whenever any of the above objectives conflict, increased safety in all of its forms (motorized vehicles, non-motorized vehicles and pedestrians) shall be considered the primary objective.

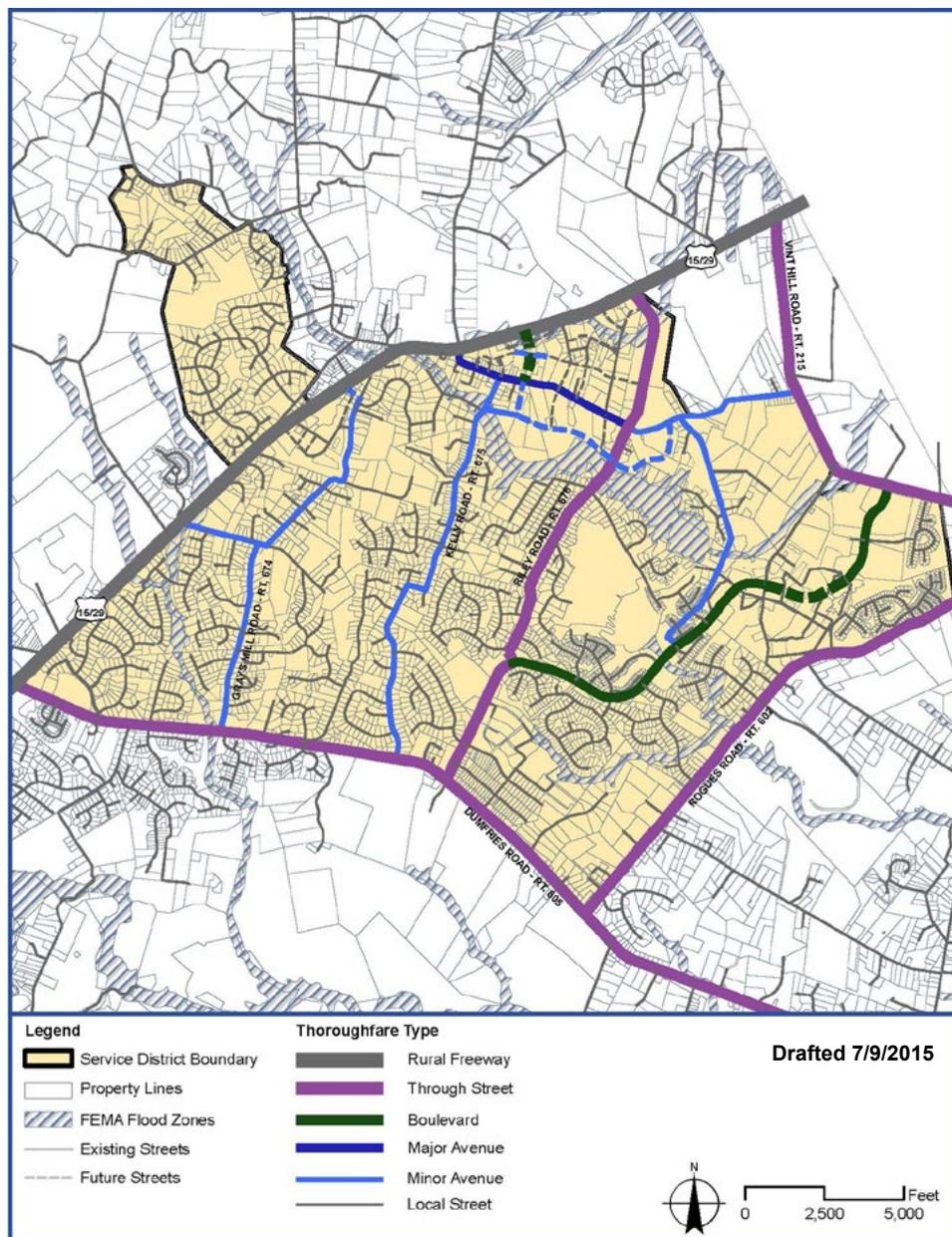
Policies

- Land development proposed in New Baltimore is expected to conform to the transportation road network. The exact location of new roads as shown is conceptual in nature and may be adjusted as needed to accommodate new development. However, it is important that these linkages be made as new development takes place.
- The necessary rights-of-way for any new road alignment or widening of existing roads identified in this plan are expected to be dedicated through rezoning, subdivision and site plan applications. New development will be expected to construct and/or provide financial contributions toward the phased construction of improved roads to which it needs access.
- Travel safety along Route 15/29 and Routes 600, 602, 605 and 676 should be improved and maintained.
- New roads resulting from proposed land developments must meet Virginia Department of Transportation standards for inclusion in the state highway system.
- Any town center located within the New Baltimore Service District will be organized on a grid of interconnected streets and pedestrian facilities and will include elements of neo-traditional design such as pocket parks, sidewalk sections that function as gathering places, maximum and varying building setbacks and pedestrian-scale massing.
- New developments must plan for a pedestrian/bicycle trail system in accordance with plan guidelines and VDOT standards.
- Methods should be identified for removing the liability and maintenance costs for public pathway systems from homeowners associations when those pathways are used by the larger public and not limited to the homeowners use.
- Bicycles and pedestrian features, including clearly marked sidewalks and paths and marked cross walks should be included in the construction and reconstruction of roads and bridges.
- Sidewalk and bike path linkages are important between new residential communities and mixed use (neighborhood centers), schools, recreational areas, and employment centers (e.g. Vint Hill).
- Sidewalks are needed on both sides of a roadway in new commercial centers, with pedestrian crossings clearly marked or with specialty paving.

Thoroughfare Type and Design Characteristics

All of the roads within New Baltimore have been given a thoroughfare type that defines their role and function within the overall network. (See Figure NB- 4.) Thoroughfare type is different than the functional classification, as thoroughfare type also considers surrounding context and physical operation. The thoroughfare type is then used to define the design criteria and the specific characteristics of the street. New Baltimore utilizes seven (7) different roadway classifications; each is described in detail, as follows:

Figure NB-4: Thoroughfare Types



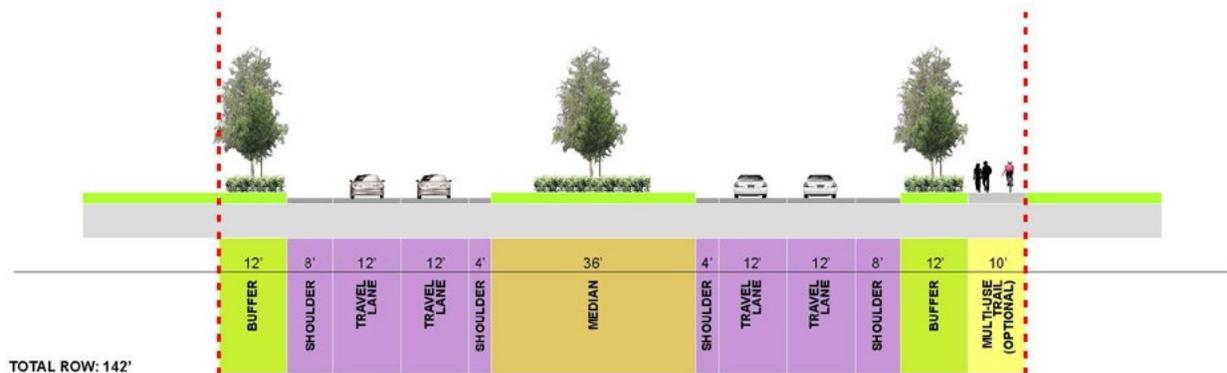
Rural Freeway

Lee Highway (Route 15/29) is the only Rural Freeway within New Baltimore; its primary purpose is to provide the high volumes of growing regional traffic efficient access through the County. Route 15/29 is designated by VDOT as a Corridor of Statewide Significance. (See additional discussion in the Gateway Corridor section.) It is designed to be a multi-lane facility with high-to-medium-speed (45 mph +), and have limited-access with at-grade intersections, developed in a context-sensitive manner. The current operating speed is much higher than proposed here, necessitating the design and use of creative approaches to reduce speeds. Landscaping is generally located on each side and in the median.

Inventory	
Existing Rural Freeways	Lee Highway (U.S. 15/29)
Future Rural Freeways	None
VDOT Functional Classification	Principal Arterial

Design Characteristics	
Number of Through Lanes	4
Desired Operating Speed	45-50, reduce to 35 within the Commercial Node
Median	Required with enhanced landscaping
Lane Width	12'
On-Street Parking	None
Bicycle / Pedestrian Facilities	Optional separated pathway on one side

Rural Freeway Cross Section:



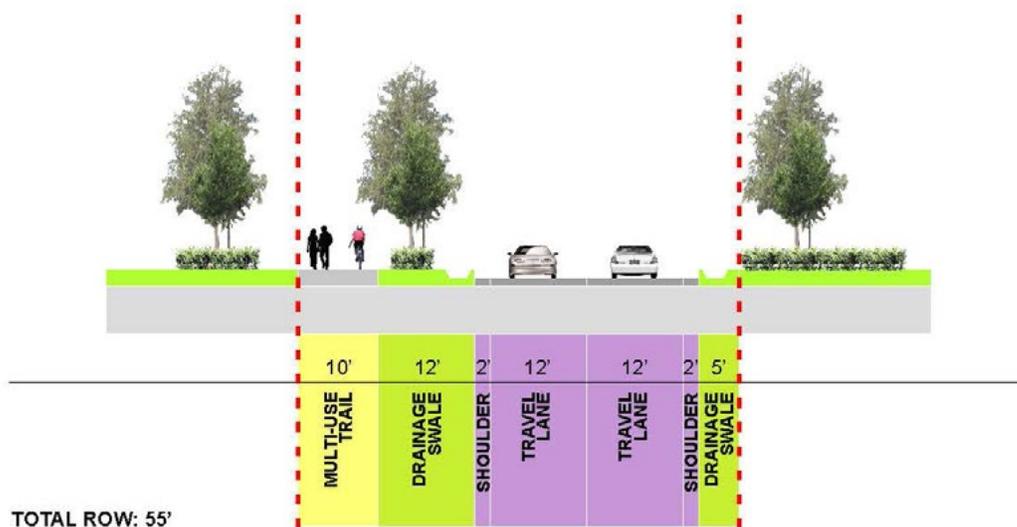
Through Street

Through Streets are designed both to carry traffic, to provide access to abutting property in rural areas and provide circulation around the edges and developed areas of New Baltimore. They are generally designed to operate at medium speeds (35-45 mph). The Through Streets are the primary streets used for movement of goods and emergency response routes. They also have regional significance, as they provide connections and alternative routes for people commuting to the employment areas in Prince William County and further east.

Inventory	
Existing Through Streets	Dumfries Road (Rt. 605), Rogues Road (Rt. 602), Riley Road (Rt. 676) ¹³ , and Vint Hill Road (Rt. 215)
Future Through Streets	None
VDOT Functional Classification	Major Collector

Design Characteristics:	
Number of Through Lanes	2
Desired Operating Speed	35 – 45
Median	None
Lane Width	12'
On-Street Parking	None
Bicycle / Pedestrian Facilities	10' Multiuse Path on one side

Through Street Cross Section:



13 It is uncertain at this time if the Bishop's Run project on Riley Road, north of Broad Run Church Road, will be constructed or whether the land will be placed in a conservation easement. This section assumes it will not be constructed. Should Bishop's Run be constructed, the road cross-section should be modified to reflect that approved with the construction plan, including on-street parking.

Boulevards

Boulevards are larger thoroughfares with landscaped medians, which serve the needs of through, local traffic, pedestrians and bicyclists. They are designed to be low-speed (35 mph or less) and walkable. They also provide needed (non-local) connections to through streets, and are needed for movement of goods and emergency response routes.

Brookside and Vint Hill Parkways have been designed as Boulevards. The initial phase includes two lanes that are undivided. However, the other aspects of Boulevard design, including pedestrian and bicycle facilities have been incorporated into the initial phase. The ultimate build out, to be completed if and when traffic volumes increase beyond the capacity of the existing two lane road section, is a four-lane divided roadway.

The Commercial Boulevard is anticipated to differ slightly from the residential version, where on-street parking is optional. Cross Creek, within the New Baltimore commercial Triangle area, is planned as a Commercial Boulevard.

Inventory	
Existing Boulevards	Brookside Parkway and Vint Hill Parkway
Future Boulevards	Cross Creek (within Triangle)
VDOT Functional Classification	Major Collector

Design Characteristics:	
Number of Through Lanes	2 - 4
Desired Operating Speed	30 – 35
Median	12' (with intermittent turn lanes)
Lane Width	11'- 12'
On-Street Parking	
Commercial	8' On-street/parallel
Residential	Optional
Bicycle / Pedestrian Facilities	
Commercial	Sidewalk both sides, 10' with street trees
Residential	Sidewalk one side (6' minimum) and 10' Multiuse Path on one side
Setbacks on Future Boulevards	
Commercial	0' – 20'
Residential	20' – 40'

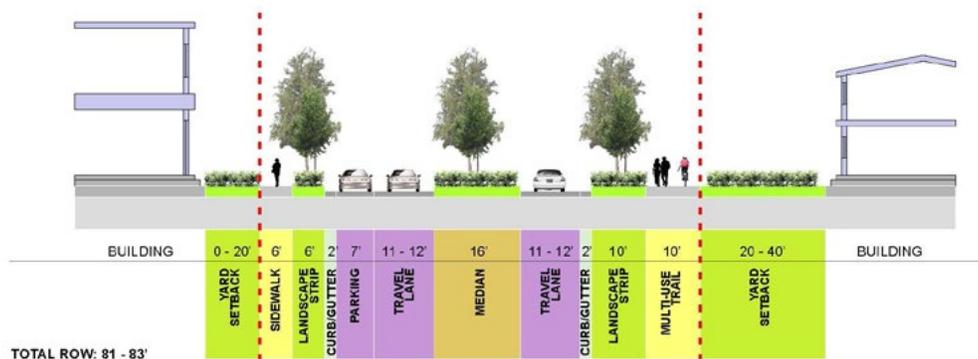
Major Avenue

Broad Run Church Road (Rt. 600) is the only Major Avenue within New Baltimore. It acts as a key transitional space that separates the mixed-use and commercial area of the Triangle and the residential areas to its south. The Major Avenue also provides a key linkage between Route 15/29 and the streets that lead into the residential sections of New Baltimore. The Major Avenue is to serve as both a local transit route and primary pedestrian and bicycle route. Its future design is as a low-to-medium speed (25 to 35 mph) road that is walkable. Goods movement is typically limited to local routes and deliveries.

Inventory	
Existing Major Avenues	Broad Run Church Road (Rt. 600)
Future Major Avenues	None
VDOT Functional Classification	Major Collector

Design Characteristics:	
Number of Through Lanes	2
Desired Operating Speed	25 – 35
Median	16', where possible
Lane Width	11'- 12'
On-Street Parking	
Commercial	7' On-street/parallel ¹⁴
Bicycle / Pedestrian Facilities	
Commercial	6' Sidewalk
Residential	10' Multiuse Path
Setbacks	
<i>Note: All buildings should front the street)</i>	
Commercial	0' – 20'
Residential	20' – 40'

Major Avenue Cross Section



¹⁴ Parking is not expected to be continuous along the commercial frontage, but located in scattered parking bays in appropriate locations to serve commercial uses.

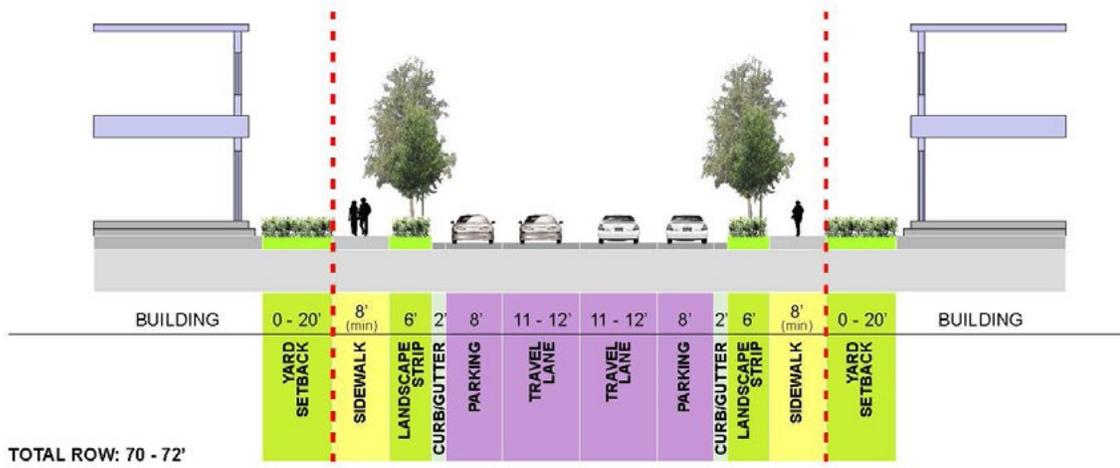
Minor Avenue

In New Baltimore, the Minor Avenues provide key linkages for the residents to be able to travel to the Freeway, Boulevards and Through Streets at the northern and southern edges of the service district. Minor Avenues are to serve as local transit routes and primary pedestrian and bicycle routes, with their primary function being access to land. They are designed to be a low-to-medium speed (25 to 35 mph) road that is walkable. Many existing Minor Avenues in the NBSD are posted at higher speeds and do a poor job of accommodating pedestrians, who use these roads heavily. In addition to upgrading these roads to better serve the community, landscaping and other traffic-calming elements should be planned going forward. Goods movement is typically limited to local routes and deliveries. Minor Avenues are two lanes, and may or may not include a median.

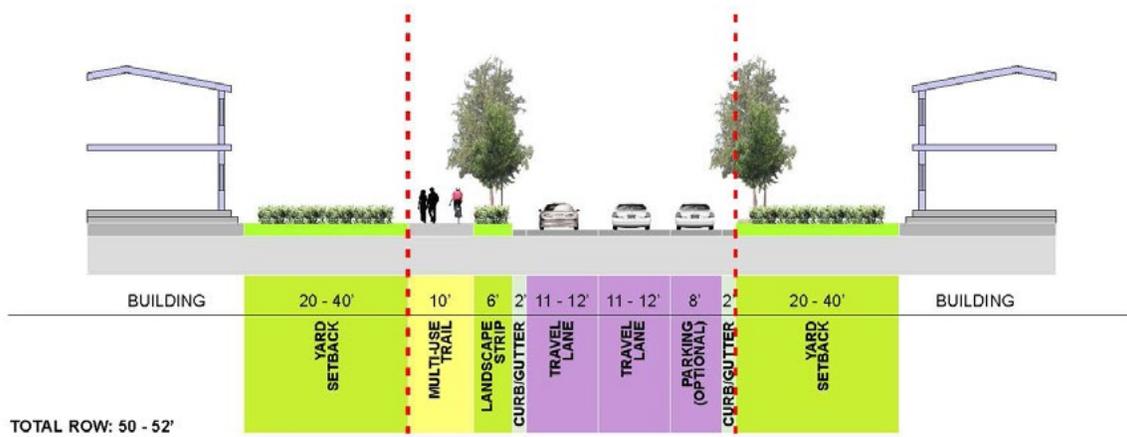
Inventory	
Existing Minor Avenues	Auburn Mill Road / Kelly Rd. (Rt. 675), Grays Mill Road (Rt. 674), Shepherdstown Road, Edington Drive/Pebble Run Road, and Kennedy Road
Future Minor Avenues	See Figure NB- 5 The Triangle
VDOT Functional Classification	Local

Design Characteristics:	
Number of Through Lanes	2
Desired Operating Speed	25 – 35
Median	Optional
Lane Width	11'- 12'
On-Street Parking	
Commercial	8' On-street/parallel
Residential	Optional
Bicycle / Pedestrian Facilities	
Commercial	Sidewalk both sides, 8' minimum
Residential	10' Multiuse Path on one side
Setbacks (new roads)	
Commercial	0' – 20'
Residential	20' – 40'

Commercial Minor Avenue Cross Section (Triangle)



Residential Minor Avenue Cross Section



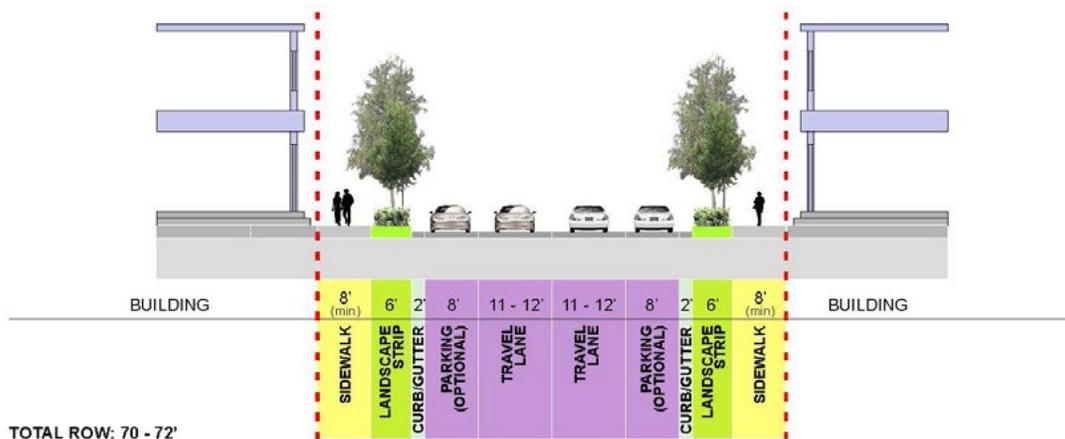
Local Streets

Local Streets are primarily subdivision streets used to serve the needs of their adjacent properties. They are designed to connect residential neighborhoods to each other; connect neighborhoods with the commercial and industrial areas; and to provide connections to the larger roadway network. Local Streets are two lanes, walkable, and operate at a low speed (25 mph). Goods movement is limited to local routes and deliveries.

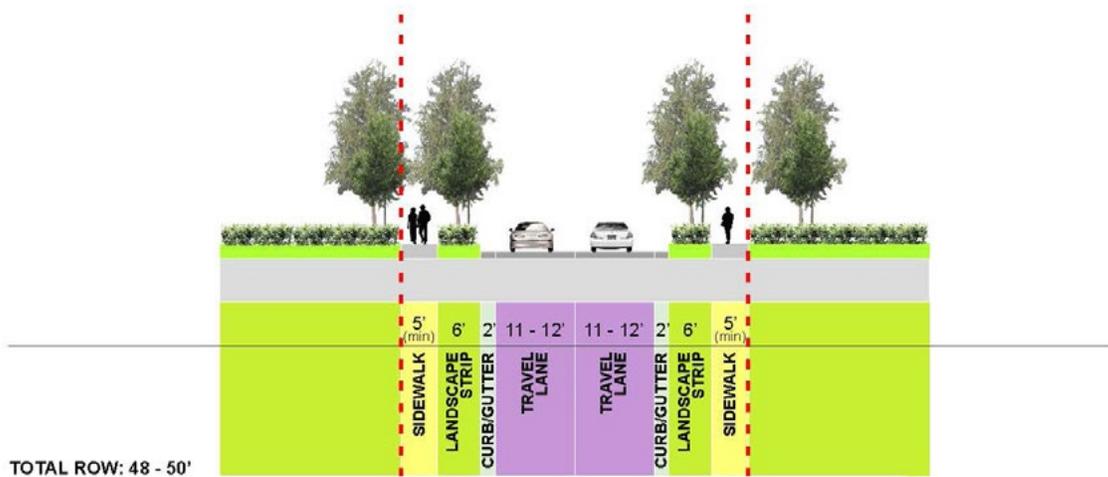
Inventory	
Existing Local Streets	All streets not classified otherwise
Future Local Streets	As needed to support development
VDOT Functional Classification	Local

Design Characteristics:	
Number of Through Lanes	2
Desired Operating Speed	25
Median	No
Lane Width	11'- 12'
On-Street Parking	
Commercial	Optional, typically striped
Residential	Optional, typically un-striped
Bicycle / Pedestrian Facilities	
Commercial	Sidewalk both sides, 8' minimum
Residential	Sidewalk both sides, 5' minimum

Commercial Local Street Cross Section



Residential Local Street Cross Section



Alleys

Few Alleys currently exist in the NBSD, but they have a role in both residential and commercial development, especially in areas where a more neo-traditional design is envisioned. Alleys provide physical access and accommodation for vehicles, and parking and loading; thus allowing streets to become safer places for pedestrians and bicycles. Alleys allow garages to be located at the rear of property. As exists historically in our towns and development areas, houses are closer to the street, with porches and sidewalks ... a place where one can relate to neighbors. The use of Alleys provides the opportunity to revive this tradition, as well as provide a place for utilities and trash pick-up out of public view and serve as an alternative circulation method.

The Triangle

The Triangle is the commercial area bounded by Route 15/29 on the north, Riley Road (Route 676) on the east and Broad Run Church Road (Route 600) on the south. It is envisioned to be a pedestrian friendly, commercially based mixed-use center easily accessible to all residents of New Baltimore. The Triangle is located in an area that can serve both local and drive-by retail shopping demands and provide opportunities as an employment center. Its' relationship to the Rt. 29 corridor makes it well suited to capture commuter traffic.

Development within the Triangle generally should follow mixed-use urban planning design principles. It is strongly encouraged that the development occurs with a neo-traditional mixture of commercial, business and office uses. The Triangle should be designed and built with the pedestrian in mind, complete with sidewalks, crosswalks, and pedestrian connections to surrounding neighborhoods. Reduced setbacks are encouraged where appropriate using flexibility in the Zoning Ordinance.

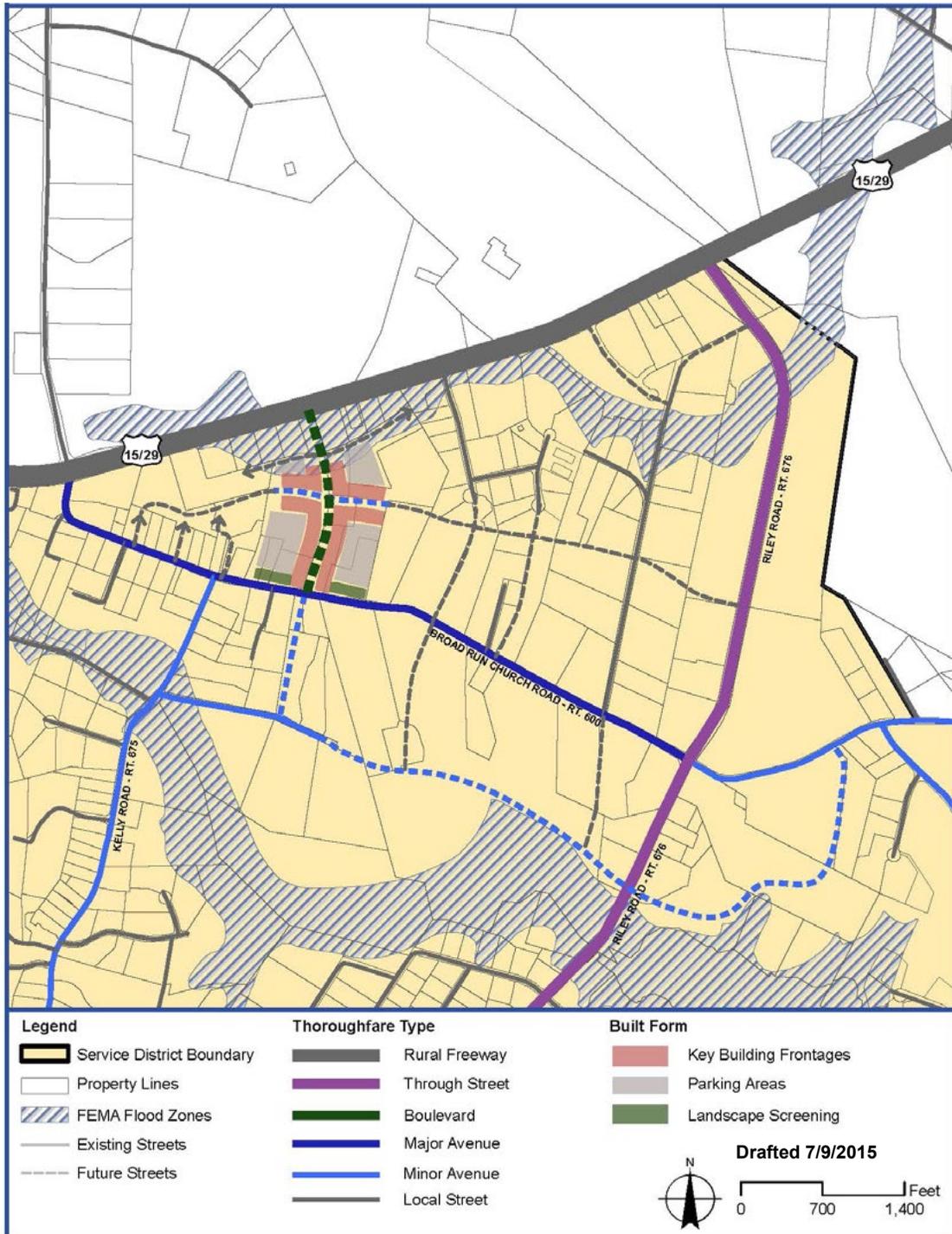
The design principles for the Triangle include:

- A generally rectilinear pattern of blocks and interconnecting streets and alleys, compatible with natural terrain and environmental features;
- Predominantly multi-story buildings, with buildings and spaces of human scale;
- Development oriented towards the street and designed to create a strong streetscape, with relegated parking behind the principle structures along with street parking;
- Buildings and building entrances placed directly behind the sidewalks or in proximity to the sidewalk;
- Shared parking and loading spaces, where possible, to minimize the areas of impervious surface and provide interconnection of parking areas;
- Sidewalks of adequate width to comfortably accommodate pedestrian movement and facilitate walkable shopping, including street furniture (benches, planters, lighting) and room for activities such as outdoor dining and cafes; and
- Streets planted on both sides with street trees, spaced at regular intervals.

These design principles are especially critical in developing the mixed-use center to be pedestrian and business friendly, sustainable, and successful.

Circulation and Built Form: As shown in Figure NB-5, buildings within the Triangle define the main north/south boulevard (as well as its entries at Route 29 and Route 600), carry onto the east/west roadway and front along the streets, with parking located behind. It is also envisioned that residential development on the south side of Route 600 will also front on the roadway. In a new development, access to these residential properties can be provided from an internal alley. It is important that both the commercial development on the north and the residential development on the south help to define the street. The cross-section of Broad Run Church Road (page 45) shows a desired setback on the residential side of 20-40 feet and 0-20 feet on the commercial side.

Figure NB-5: The Triangle - Circulation and Built Form



The hatched area within the Triangle is largely floodplain area, where development is largely prohibited. Most of the properties along Route 15/29 are smaller parcels, many of which are currently developed in the floodplain. As a result, redevelopment is considerably constrained. Approaches to managing the floodplain in a way that allows for property redevelopment as well as other incentives to encourage improvement in appearance and functionality should be implemented in conjunction with a Corridor Overlay District.

New roads created within the Triangle should be public roads, especially the boulevard. It is recognized that within commercial development there may be some issues, such as a desire by the owner/developer for enhanced maintenance and additional amenities that constrain fully implementing public, VDOT-maintained roads. Irrespective of public or private ownership, all roads delineated within the Triangle should be developed with the design principles outlined in this plan.

Gateway Corridor (Route 15/29)

Route 15/29 is the gateway into Fauquier County and the New Baltimore Service District from the Washington metropolitan area. As one crosses into Fauquier County from Prince William County, there is a distinct change in the character of the road and the adjoining landscape. Within Fauquier County, the adjoining lands are designated as rural agriculture. An expansive viewshed to the north includes rolling agricultural lands, some historic buildings and a panoramic view of Pond Mountain. Although it is not evident from any signage, the road and surrounding lands comprise the core of the Buckland Races Civil War Battlefield, which is rated among the top three percent of the most important battles of the Civil War. The terrain today is largely intact and recognizable from sketches of the battle. Approximately one mile further south, one begins to experience the small scale strip highway commercial area of New Baltimore on the south side of the road, while the north side retains its rural agricultural landscape. For most of the next five miles to the Town of Warrenton, the corridor marks the northern boundary of the New Baltimore Service District, with the exception of the “spout” of the New Baltimore “teapot,” the area that crosses Route 29 to the northwest and encompasses Snow Hill and beyond.

The Village of New Baltimore, a National Register Historic District, adjoins the corridor just east of Snow Hill. (See additional description on page 13.) The Village dates to the 1820s and maintains a fairly high degree of architectural integrity. It developed as a crossroads community along a major 19th –century Virginia turnpike and remains today as a testament to that phenomenon. The Village is a significant historic resource that requires recognition and protection with any road improvement planning on Route 15/29.

Due to significant population increases during the 2000-2010 decade, the Town of Warrenton and most of the New Baltimore Service District have been designated as an Urban Cluster and are now part of the Washington, DC urbanized area. With this designation, Route 15/29 (and any road project using federal money) comes under the jurisdiction of the National Capital Region Transportation Planning Board (TPB). For federal funding, road projects must be included in the TPB’s Constrained Long-Range Plan and Transportation Improvement Program.

History of the Road

Route 15/29 originated as a colonial era road and is documented in Historian Eugene Scheel's Map of Fauquier County 1776, which shows the portion of Route 15/29 between Warrenton and Prince William County as "Alexandria Road" or "Churchill's Road" in the same general location and alignment as it is today. In 1808, newly elected U.S. Congressman John Love formed the Fauquier and Alexandria Turnpike



Dr. S. M. Johnson Photo Gallery Along
Lee Highway (Mid-1920s) Bull Run
<http://www.fhwa.dot.gov/infrastructure/john08.cfm>

Company "for the purpose of making an artificial turnpike road first from Fauquier Court House to Buckland Farm or Buckland Town, and thence to the Little River Turnpike Road, at the most suitable point for affording a convenient way from Fauquier Court House to Alexandria."¹⁵ John Love's vision for a Warrenton to Alexandria turnpike was fully realized by 1823. The turnpike was a boon for both Buckland and a small mill village located five miles northeast of Warrenton, which became known as New Baltimore (now the historic Village of New Baltimore). The mill village originally known as Ball's Mill, or Ball's Store, was strategically located at the mid-18th century Alexandria Road where it intersected with two other roads leading to Thoroughfare Gap and onward into the

Shenandoah Valley. These two roads are at the current location of Georgetown Road and Beverley's Mill Road. The turnpike was originally constructed using a revolutionary paving process, invented by John Loudoun McAdam, which involved the use of three compacted layers of stone laid in a trough cut slightly below grade to create a relatively smooth durable surface capable of shedding water. Portions of this "macadamized" road survive to the present day within Buckland.

With the advent of the automobile, the turnpike was re-established as one of three national auto trails in 1914 and named Lee Highway, a name that continues today. In the late 1920s, Lee Highway was widened to 27 feet.¹⁶ Roadside development began to spring up and typically included gas stations, restaurants and small stores. In 1954, VDOT widened U.S. Route 15/29 to 4 lanes to accommodate increasing traffic. The two 1927 lanes became the northbound travel lanes and new southbound lanes were constructed north of the existing highway, separated by a landscaped median. This is the same road that we see and drive today.

¹⁵ Buckland National Register Nomination, http://www.dhr.virginia.gov/register/register_counties_cities.htm

¹⁶ "My Grandfather's Lee Highway," William Page Johnson, II, Winter, 2008 Newsletter of Historic Fairfax City, Inc. www.HistoricFairfax.org

Journey Through Hallowed Ground

The six mile stretch of Route 15/29 adjoining the New Baltimore Service District is part of the Journey Through Hallowed Ground National Scenic Byway, which extends from Gettysburg, PA to Monticello, near Charlottesville, VA, principally along Route 15. This designation, supported by the Fauquier County Board of Supervisors by resolution in 2008, was bestowed by the U.S. Secretary of Transportation in October 2009 and the byway is the primary touring route from which visitors can explore this scenic and historically rich landscape that, according to the late historian C. Vann Woodward, has “soaked up more of the blood, sweat and tears of American history than any other part of the country.”

The primary transportation goal of the Journey Through Hallowed Ground National Scenic Byway is to “Promote the creation and maintenance of transportation systems that employ context sensitive design and protect efficient, safe and enjoyable travel through the corridor for all modes and types of users while maintaining the character defining features of the corridor.”¹⁷

Overall Concepts and Design Principles

The Route 15/29 Corridor between Route 605 and the Prince William County line is primarily a 4-lane divided highway that serves local, regional and statewide traffic. It is designated by the Commonwealth of Virginia as a “Corridor of Statewide Significance”, defined as:

“An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.”¹⁸

The Route 29 Corridor Study, as adopted by the Commonwealth Transportation Board in December 2009, states:

“The Route 29 Corridor Study identified this area as a critical planning location based on significant existing and future travel demands as well as substantial historic, environmental and scenic resources. Further coordination and analysis is recommended to develop and gain broad consensus on solutions to address these issues.”¹⁹

The corridor has many competing interests and issues including relieving congestion, improving safety, preserving the agricultural land use and viewsheds, maintaining its historic integrity, defining entry into the New Baltimore commercial node, and serving as part of a statewide network.

With the southern boundary of the corridor located within the New Baltimore Service District, the corridor is facing continuing pressure from local traffic as well as an increase in regional through traffic. Increased traffic on side streets and connections will create more demand for traffic signalization which in turn will lower the overall throughput capacity of the road. The construction of driveways connected directly to Route 29 will also increase the congestion and raise the collision rate. For every commercial driveway per mile the free flow speed drops a ¼ mile per hour. Signalization closer than ½ mile will further increase congestion as well. Under ideal conditions signals should not be closer than two miles apart.

17 Quotes from Journey Through Hallowed Ground website <http://www.hallowedground.org>

18 Office of Intermodal Planning and Investment, Virginia Department of Transportation “VTrans2035: Virginia’s Long-Range Multi-Modal Transportation Plan”, March 2010, page 1-1.

19 Virginia Department of Transportation “Route 29 Corridor Study”, December 17, 2009, page 52.

In order to preserve capacity, improve safety, provide for commercial access, and preserve the historic nature of the corridor, access management techniques such as maximizing signal spacing, closing of unnecessary median openings, minimizing driveway connections and reverse frontage roads, and innovative continuous flow intersection designs are proposed for the corridor. Speed reductions are also desired for the corridor to improve the safety and allow greater landscaping within the right-of-way. The purpose of the proposed improvements is to maintain a four-lane divided highway, while improving its capacity, and to preserve the corridor's historic character while maintaining good access and improved safety.

Overall Roadway Concept

The Route 15/29 roadway sections between Route 605 and the Prince William County line are recommended to be designed as a rural freeway with limited median openings, traffic signals and driveways that meet VDOT's access management criteria. The concept of a 4-lane rural roadway utilizing context sensitive approaches would be consistent with the Prince William County goals for the Buckland area, located just north.²⁰ In the New Baltimore commercial area located between Riley Road and Broad Run Church Road, the roadway should create a transition into this higher land use activity area, where the drivers are aware of a sense of place and where lower speeds are appropriate.

Context Sensitive Solutions and Prudent and Feasible Alternatives

Context sensitive solutions (CSS) is an approach to develop and redesign transportation facilities that fit into their physical and human environment and preserve the scenic, aesthetic, and historic community and natural environment, while maintaining safety and mobility. CSS considers the total context within which a transportation improvement project will exist. The Route 15/29 corridor has been rated as "*the most threatened stretch*" of the 180-mile Journey Through Hallowed Ground Corridor. Therefore, recommended designs and improvements must involve context sensitive solutions that protect and consider viewsheds, battlefield areas and appropriate landscaping.

An extremely sensitive area in the corridor is the Buckland Races Battlefield located in the northern portion of the corridor and into Prince William County. In developing transportation improvements for the Battlefield area, one of the chief considerations is to avoid, minimize, or mitigate the adverse impacts to the historic battlefield environment.

The Village of New Baltimore is another key historic resource in the corridor. Its connections to Route 15/29 are located at Old Alexandria Turnpike, Georgetown Road and Beverly's Mill Road. The historical context of these "village gateways" needs to be incorporated in the planning for any new road improvements in this stretch of roadway.

²⁰ Prince William County 2008 Comprehensive Plan, Transportation Section, page Trans-24.

Reduction in Corridor Speeds

A key principle is to manage traffic by maintaining a consistent flow and appropriate design standards. A reduction in the speed of traffic in the corridor is important and would have several benefits. With lower speeds many of the design standards would change. For example, the required clear zone distances would be reduced and additional landscaping would be possible. The lower speeds would require shorter sight and stopping distances thus reducing the potential for rear-end collisions, which is especially problematic at the Vint Hill Road intersection with Route 15/29. The use of creative approaches could help to lower the overall speed of traffic, while maintaining a continuous flow of traffic.

Future Traffic Forecasts

The most recent (2013) traffic counts in the study corridor show approximately 45,600 average daily trips (ADT) along Route 15/29 south of Vint Hill Road and approximately 50,000 average daily trips north of Vint Hill Road. About 3% of the traffic is truck traffic. The traffic volumes along Route 15/29 have increased moderately over the most recent six-year period. In 2008 the average daily trips were recorded as 43,500 south of Vint Hill Road and 49,000 north of Vint Hill Road. Thus, the growth in traffic has been approximately 1% per year both south and north of Vint Hill Road. Based on recent travel demand modeling projections, the year 2035 average daily traffic volumes are projected to be approximately 52,500 vehicle trips per day south of Vint Hill Road and 55,500 north of Vint Hill Road, which represents a continued trend of approximately 1% per year in traffic growth.

Year	ADT South of Vint Hill Road	Growth %	ADT North of Vint Hill Road	Growth %
2008	43500		49000	
2013	45600	1.009%	50000	1.004%
2035	52500	1.006%	55500	1.005%

These future traffic forecasts are critical when determining the type and effectiveness of Route 29 corridor improvements. The forecasts developed through the County's travel demand modeling are significantly lower, but believed to be more realistic, than those presented in the VDOT Route 29 Corridor Study, which indicated that Route 29 could grow to 75,000 – 80,000 ADT by 2030.

Corridor Principles

In the identification and development of Route 15/29 transportation improvement concepts, certain principles and objectives should be considered. These principles include:

- a. Maintain or improve upon the existing levels of service and minimize future increases in travel delay.
- b. Improve safety and reduce the crash rate.
- c. Maintain the corridor as a four-lane rural freeway.
- d. Incorporate innovative at-grade intersections that encourage continuous flow where possible while reducing speed in the more urban portion of the roadway.

- e. Design transition areas and corridor improvements that promote an urban node for the New Baltimore commercial area.
- f. Lower the travel speeds to 45 miles per hour through innovative design features and where appropriate in the commercial node to 35 miles per hour.
- g. Plan for improvements that can be accomplished in the short-term.

Primary Road Recommendations

1. Specific Intersections

Intersection of Route 15/29 and Route 215 (Vint Hill Road)

The Route 29/Vint Hill Road intersection is an at grade signalized three-way intersection, with two southbound and two northbound through lanes, and a single lane intersecting from the east. The northbound approach of the intersection has poor sight distance due to the grade and queues that form during the peak periods of traffic. A significant number of rear-end collisions have occurred at this approach, necessitating the placement of rumble strips and cautionary signage. Significant back-ups occur in the southbound direction during the PM peak hour.

The Route 29/Vint Hill Road intersection is located in the Buckland Races historic battlefield area. (The land in the northeast quadrant is in easement through the American Battlefield Protection Program.) The current roadway grades have remained unchanged over the years, making visualization of the battlefield movement realistic. Due to its location in an historic area, proposed efforts to improve the intersection should be context sensitive, taking into consideration the potential impact on the viewshed and minimizing the footprint of the improvement. Continuous flow approaches should be explored to help address the issues of peak hour back-ups and rear-end collisions.

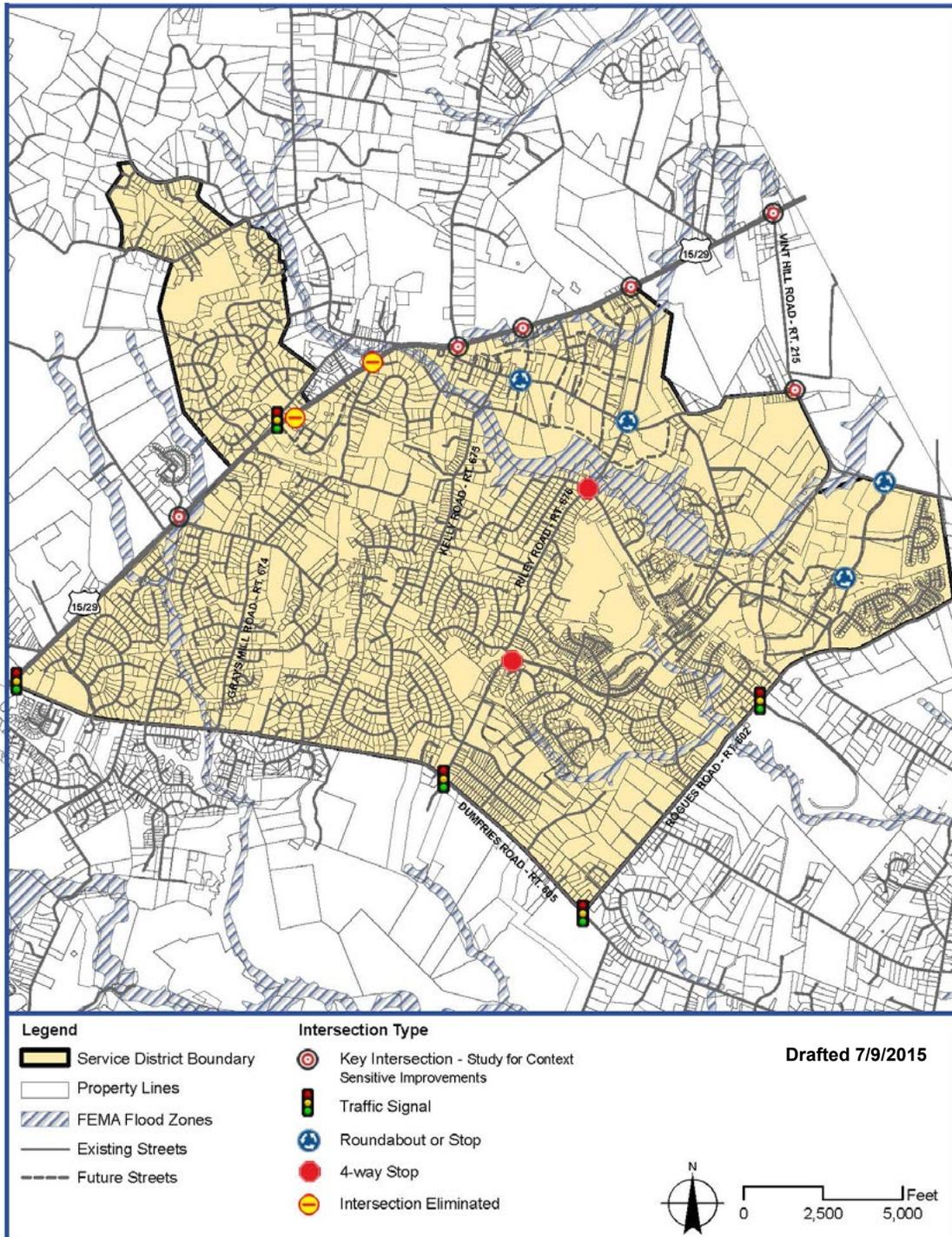
Intersection of Route 15/29 and Pilgrim's Rest Road East

Vehicles exiting Pilgrim's Rest Road (Route 625) onto Route 15/29 have historically used the break in traffic provided by the traffic signal at Route 215 to allow them opportunity to enter the roadway. Depending on the improvement at Route 215, such breaks could be significantly reduced during peak hours when traffic flow is the highest. Consideration of this issue needs to be included with the evaluation of improvements at the Route 15/29 intersection with Route 215.

Intersection of Route 15/29 and Riley Road

The Riley Road (Route 676) intersection represents the start of the commercial node associated with the New Baltimore Service District coming from the north. It is a key intersection along the corridor from two standpoints: 1) the transition point between rural and developed, defining the entry into the New Baltimore commercial area, and 2) the major connection to Route 15/29 for the residential development to the south. A context sensitive approach is appropriate in this location to help define the entry into a distinctly different section of the corridor, by slowing and calming traffic while maintaining a continuous flow.

Figure NB-6: Intersection Improvements Plan



Intersections of Route 15/29 and Cross Creek and Broad Run Church Road /Route 600

Cross Creek Boulevard is the planned new roadway connecting Route 15/29 to Broad Run Church Road (Route 600) through the commercial triangle area. The Triangle area is intended as a new commercial node away from direct access to Route 15/29, and this intersection is the portal into that new commercial area. The design of both the Cross Creek and Broad Run Church Road intersections needs to reflect this urban node and the design principles established here for the corridor. Evaluation and improvement to the Route 600 intersection is particularly necessary in the short-term to address traffic flow and safety issues.

Route 15/29 between Broad Run Church Road and Gray’s Mill Road

The driveways in the commercial area on the southeast side of Route 15/29 between Broad Run Church Road and Gray’s Mill Road are undefined and form large open access points. Poorly defined driveways create unexpected movements and affect safety. The following VDOT driveway spacing standards are recommended to be implemented as possible in this section of the corridor:

Centerline to Centerline Spacing in Feet:

Speed	Unsignalized Intersections/ Crossovers and Full Access Entrances	Right In/Right Out & Partial Entrances
35 to 45 MPH	1050 Feet	305 Feet
> 50 MPH	1320 Feet	495 Feet

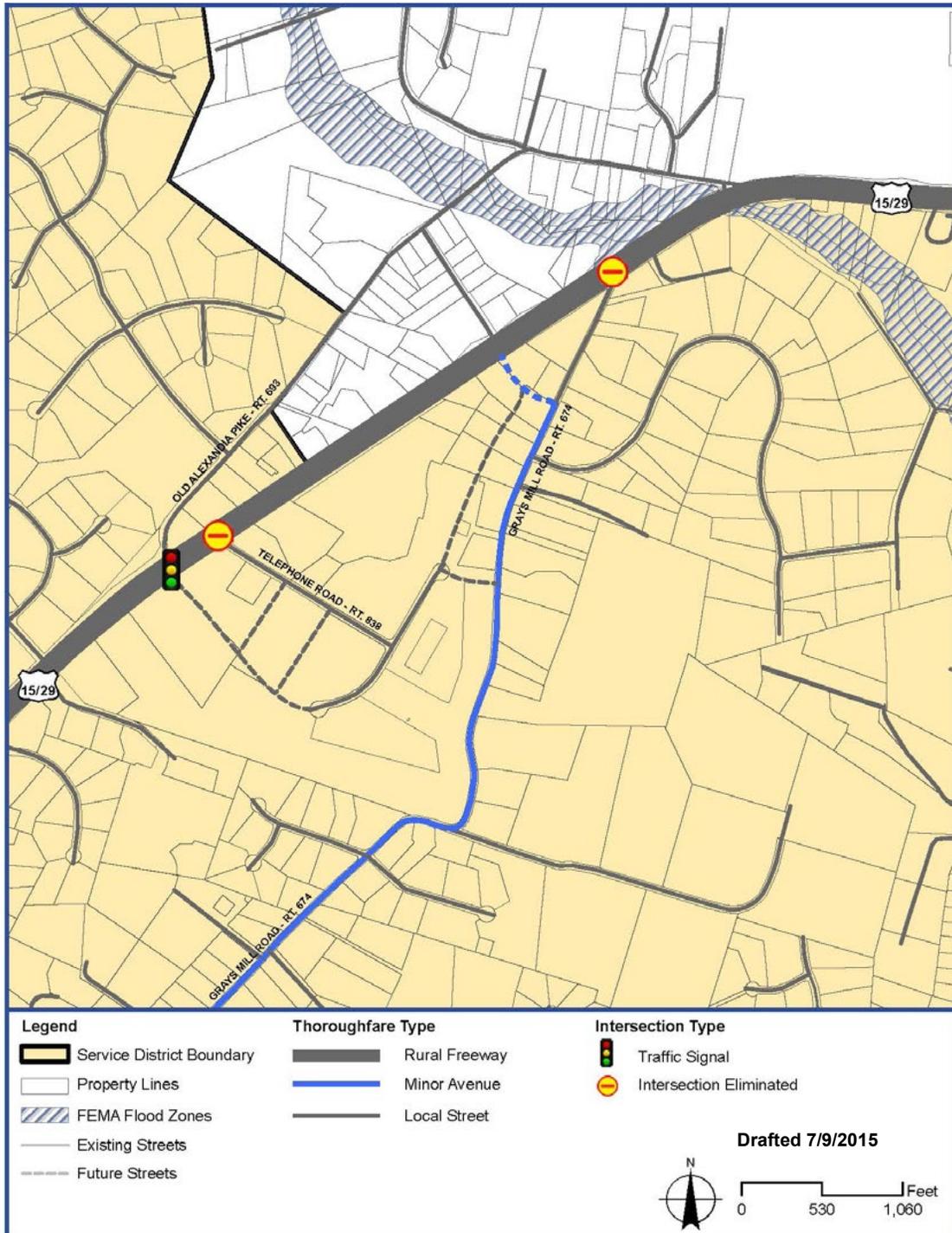
Area of Telephone Road and Old Alexandria Pike

Route 15/29 in the area of Telephone Road, Old Alexandria Pike (Route 693) and the entrance to the Pepsi Plant has three median crossovers in close proximity. The consolidation of the median openings would reduce the number of conflict points.

An integrated transportation network in the Mill Run Business Park and office park areas is shown on Figure NB- 7. There will be only two access points on Route 15/29 between the current intersection with Grays Mill Road and the western end of the Mill Run Business Park. One access point will be a signalized full intersection. (Whether the location is at Old Alexandria Turnpike or Telephone Road has yet to be determined, but will be finalized in 2015 with the current planning effort funded through VDOT’s Revenue Share Program.) The second access point will be a new right-in/right-out on Route 29. Elimination of all other access points will allow for better and safer traffic movement on Route 15/29. Two access points are shown on Grays Mill Road. This will allow residents in the neighborhoods along Grays Mill Road safe access to Route 15/29. The current intersection of Grays Mill Road and Route 29 will be relocated once the two new intersections on Route 15/29 are completed and road connections are made to Grays Mill Road. Residentially planned lots along Grays Mill Road will continue to be allowed individual access to Grays Mill Road.

Special attention needs to focus on bridge upgrade/replacement and essential improvements for Old Alexandria Pike as this historic road leading to the Village of New Baltimore is on both the Virginia Landmarks and National Register of Historic Places.

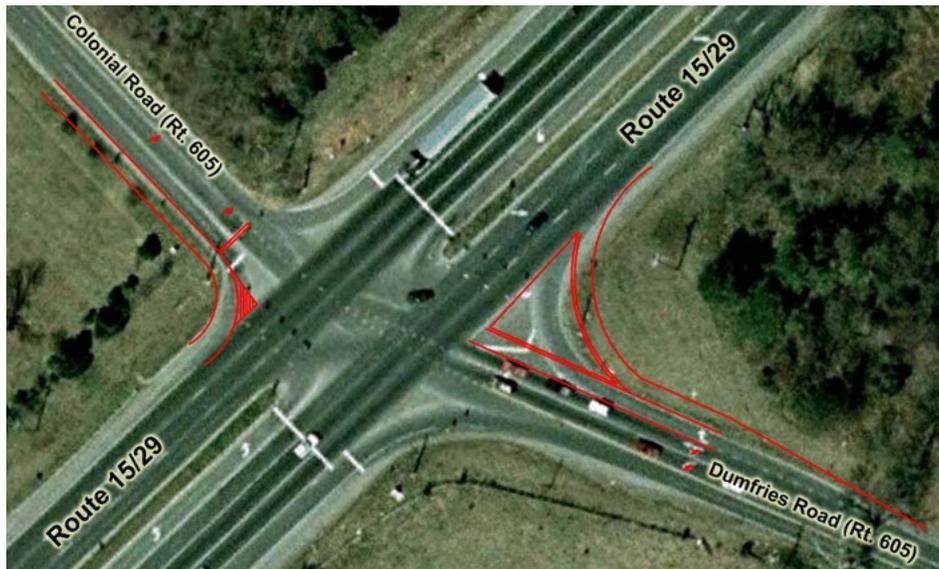
Figure NB-7: Area of Telephone Road and Old Alexandria Pike



Intersection of Route 15/29 and Dumfries Road

The intersection of Route 15/29 and Dumfries Road (Route 605) is currently operating at a Level of Service F during the AM and the PM Peak. With the growth of traffic in the future, the intersection will operate at a LOS F with even longer delays if the intersection is not improved. Currently the intersection is operating with split side-street phasing that results in increased lost time and lower capacity for the intersection. A grade-separated intersection had previously been considered for this intersection. An alternative approach was more recently evaluated to eliminate the need for such an impactful improvement.

For the Route 15/29 and Dumfries Road intersection, the recommendation is to add an additional lane to each of the minor street approaches. The additional lanes would eliminate the shared left and through lanes and create exclusive through and left turn lanes. The additional lanes will allow the split phasing to be eliminated and a more effective timing plan to be used at the intersection.



Intersection of Route 15/29 and Suffield Lane/Baldwin Street

The intersection of Route 15/29 and Suffield Lane/Baldwin Street is an unsignalized four-legged intersection. In order to maintain a continuous flow and preserve the concept of a rural freeway for Route 15/29, the addition of new signals should be avoided.

The recent build-out of Jamison's Farm has resulted in increased traffic using this intersection to and from the side streets. As traffic continues to increase on Route 29, safety for vehicles using this intersection becomes paramount. Installing acceleration lanes on Route 29 is one technique that could be used to improve safety and would be beneficial, especially given the speed of traffic flow along the corridor. As a comprehensive approach to access management and intersection improvement in the corridor is developed, as recommended in this Plan, consideration should be given to ensuring vehicle safety and retaining reasonable access.

2. Establish and implement a Corridor Overlay District for Route 15/29

A Corridor Overlay District can provide additional zoning tools to manage land use, access and aesthetics along Route 15/29. Overlay districts are created when 1) the major purpose of the specified highway is to carry through traffic, and 2) land development along that highway will likely have adverse access impacts on the level or quality of service, and/or impede the creation of a convenient, attractive and harmonious community. The following elements should be considered:

1. **Route 29 District Boundaries.** Recommend this boundary be measured from 1,000 to 1,500 feet on either side of the Route 29 centerline. This district is proposed to extend from the boundary with Prince William County to Route 605.
2. **General Performance Standards.** Land uses proposed are subject to the requirements contained in the underlying zoning as well as the performance standards identified for the overlay district. Examples of standards that should be applied along the Route 29 corridor are:
 - a. **Alternate Access.** All uses must have their street access designed so as to not impede traffic on a street intended to carry through traffic:
 - By the provision of shared entrances, inter-parcel travelways or onsite service drives connecting adjacent properties;
 - Through access from another public road other than that along which the district was established; and
 - Through the internal streets of a commercial, office or industrial development.
 - b. **Pedestrian Circulation.** Continued access of residential neighborhoods to shopping, recreation and other residential areas through sidewalks, bike paths, and other related pedestrian paths is strongly encouraged. Therefore, with the overlay, pedestrian circulation shall be provided and coordinated with adjacent properties, consistent with the adopted Comprehensive Plan.
 - c. **Special Landscaping and Screening Requirements.** Route 15/29 is a special gateway corridor into the County where aesthetics and landscape are important and valued attributes. This translates into concern over proximity of building, parking and loading to this rural freeway, the need for flexible setbacks and standards encouraging service drives, reverse frontages for nonresidential lots, as well as corridor guidelines for new landscaping and conserving existing tree stands and rural views.
 - d. **Building and Parking Setbacks.** An evaluation of the corridor should be made to determine appropriate setbacks for distinct areas of the corridor, including the commercial node, possible protection areas for existing stands of mature trees and proximity of existing development. The Corridor Overlay should incorporate the standards resulting from the evaluation.
 - e. **Incentives for Redevelopment in Commercial Node.** Incentives to encourage improvement and redevelopment in the Triangle/commercial node, such as flexibility with floodplain regulations, should be incorporated into the Overlay District.

3. U.S. 15/29 Access Management: Implement the VDOT Safety Improvement Plan for Crossovers

VDOT conducted a study focused on the entire length of this highway from our boundary with Culpeper County to Prince William County. The study identified existing and unsafe median cuts or crossovers that need to be closed in the future. Access along Route 15/29 needs to be restricted for safety, traffic management and to accommodate regional transportation. Future business and residential development will need to plan inter-parcel access, links to connecting public streets or other feasible options.

The closing of medians generally improves the safety and capacity of a corridor. Median closures reduce the number of conflict points and provide a more continuous flow that will not disrupt traffic. A typical multi-lane highway will have a capacity of 2,200 passenger cars per hour per lane. Currently the Route 15/29 Corridor is experiencing 1,200 to 1,300 vehicles per lane with a possible ultimate future growth to 1,600 to 1,800 vehicles per hour. Closing medians will preserve the existing capacity. However, to minimize the impact on businesses in the Route 15/29 Corridor, closing medians will have to be coordinated with innovative intersection designs and other means of continuing ready access. An evaluation of the VDOT study was made in the preparation of the intersection recommendations herein and can be found in ***Route 29 North Corridor Improvement Study, Phase II, June 2011***, prepared for Fauquier County by Dane Ismart in conjunction with MCV Associates.

4. Evaluate Roundabout or Traffic Signal on Route 215 at Vint Hill

With the completion of construction of Brookside/Vint Hill Parkway and the continued development of these two communities, evaluate the need for a roundabout or traffic signal at either the Rt. 652 (Kennedy Road) or Vint Hill Parkway intersections with Route 215. Consideration of a roundabout should take precedence over the installation of a traffic signal.

5. Initiate an Improvement Plan for the Rt. 215 Corridor from Vint Hill to the Route 15/29 Intersection

Route 215 should be retained as a two lane road in its current location. Traffic calming alternatives for the Route 215 intersections should be considered in lieu of more conventional turn lane movements and traffic signalization. In the context of this recognized battlefield area, improvements to facilitate preservation and public appreciation for Buckland Races battlefield sites within Fauquier County should be planned. For example, historic markers could be sited on this road, and the northernmost section through Buckland Farms could potentially be designated as a historic parkway.

The intersection of Routes 600 and 215 is experiencing a growing volume of traffic, necessitating the need in the future for turn lanes to accommodate the traffic movement. The intersection itself is quite tight with mature trees and historic landscape features located very close to the roadway. It should be evaluated for improvements in such a way as to maintain the historic character and minimize impacts.

Secondary Road Recommendations

The key community secondary roads will continue to be Route 600 (Broad Run Church Road), Route 602 (Rogues Road), Route 605 (Dumfries Road), and Brookside/Vint Hill Parkway.

Route 605 Improvements

- ***Safety improvements at the following intersections with Route 605: Fincham and Linden Courts, Marigold Lane.*** Due to topography, turning movements at these intersections are becoming more dangerous due to traffic volumes and speed. Attention needs to be provided for added turn lanes, shoulder improvements, consideration of other safety techniques (e.g., grade and line of sight improvements, slower speed limits posted, posted warning-no passing on the right, flashing lights); and
- ***Riley Road (Route 676): Evaluate full signalization with Route 605.*** This intersection was signalized with road improvements in 2009. Due to increased traffic volume, this flashing signal (yellow) may need to be converted to full signalization. If not warranted in the short-term, reevaluate with the completion of the Brookside/Vint Hill Parkway from Route 605 to Route 215.

Rogues Road (Route 602) Improvements

- ***Conduct Safety Study for the Route 602 corridor from the Prince William County line to Route 605.*** With the increased traffic from the schools and commuters, the narrow roadway, limited shoulders, horizontal and vertical curves pose increasing safety issues. Once the study is completed, implement short-term recommendations. Immediate improvements should be considered for the intersection with Academic Avenue to eliminate the early morning congestion issues. In accordance with the priority of this road within the adopted Secondary Six-Year Plan, continue to pursue funding for the design and construction of comprehensive roadway improvements.
- ***Develop and evaluate alternatives and select location for second entrance to schools.*** Currently, Academic Drive provides the only access to Kettle Run High School and Greenville Elementary School. At a minimum, a second means of access is warranted.
- ***Develop pedestrian linkages from neighborhoods to schools.*** The following projects are recommended to be designed and implemented:
 - Multi-purpose trail along the Route 602 frontage between Finch Lane to the signalized Grapewood/Academic Avenue intersection;
 - Multi-purpose trail connection from Brookside to Grapewood Drive;
 - Pedestrian crossings at Academic Avenue/Route 602 intersection; and
 - Multi-purpose trail extension to both Kettle Run High and Greenville Elementary schools.

Broad Run Church Road (Route 600)

This roadway has a 30-foot prescriptive right-of-way and needs long-term improvement since it supports traffic from U.S. 15/29, local neighborhoods and C. Hunter Ritchie Elementary School. As the Triangle area to the north develops, Broad Run Church Road will serve this area as well. Cross Creek Boulevard will provide a direct connection between Route 15/29 and Broad Run Church Road. With the narrow prescriptive right-of-way of Route 600, it is envisioned that the right-of-way will shift somewhat to the north on the commercial property as those properties develop. Adequate right-of-way should also be obtained on the south side in accordance with the cross-section as new residential development takes place.

The proposed cross-section for the development of the east end of this roadway between Routes 15/29 and 793 (Shepherdstown Road), as well as the desired setback for buildings fronting the street, is shown on page 8. The following elements are recommended for this roadway:

- Implement consistent, posted speed limits from its intersections with U.S.15/29, Riley Road and Rt. 215 (e.g., 25 or 30 miles per hour, with special attention around the area of C. Hunter Ritchie Elementary School).
- Parking is proposed along the north side of the roadway adjacent to commercial development. It is expected that this parking will occur in smaller sections, depending on the development proposed, and not be a continuous lane of parking the entire length.
- New developments with road frontage are expected to meet the cross-section design reflected in the Plan for the construction of their half section and provide for dedication of the right-of-way. It is envisioned that the center-line of the road will be shifted to the north as new commercial development takes place to better accommodate the provision of pockets of parking along the frontage of the commercial use. This will involve the need to relocate overhead power lines.
- Design and install two roundabouts, one at the new intersection of Route 600 and Cross Creek Boulevard and the second at the intersection of Routes 600 and 676. These improvements need to be timed with developments located to the north of these intersections.
- In the area east of the Route 600/793 intersection, the character of the roadway is recommended to be retained, with improvements made to increase safety. Such improvements need to:
 - Be context sensitive to the Buckland Races Battlefield;
 - Retain the traffic calming effect of the existing curves;
 - Address line of sight issues faced by property owners;
 - Consider pavement width and shoulder enhancements; and
 - Provide signed area where speeding has additional fines assessed.

Route 676 from its intersection with the Route 600 Roundabout to Brookside Parkway

- Evaluate and implement turn lane improvements as needed at all approaches to the Riley Road/Lake Drive intersection; study and, if warranted, implement a 4-way stop or other traffic calming approaches in this location; and
- As the development in Brookside comes closer to full occupancy, re-evaluate the traffic pattern at the Riley Road/Brookside Parkway intersection and consider modifications and/or enhanced signage as needed.

Shepherdstown Road (Route 793)

- Design and construct improvements to the Rt. 600/Rt. 793 intersection to include increased line of sight and turn lanes;
- Design a multi-purpose trail connection along Shepherdstown Road, connecting Lake Brittle, Vint Hill and Brookside to any planned Rt. 600 trail and C. Hunter Ritchie Elementary School; and
- As the traffic volume continues to grow, explore the need for shoulder widening, and the use of traffic calming, including landscaping and speed reduction, to maintain the safety of this road.

New Road Linkages

With the limited amount of connecting local roads in the service district as a whole, increasing pressure is placed on those few connecting roads. Review of the service district development pattern presents very limited future opportunities. Several local road linkages are recommended (see Figure NB-5: The Triangle – Circulation and Built Form) for further evaluation and implementation as new development takes place:

- Between Riley Road and Route 600, near the Route 600/676 intersection. This road linkage is recommended as an additional connection to handle property development in this area.
- Road Parallel to Route 600.

This parallel road, located north of South Run and south of Route 600, with connections to Route 600, will provide for a coordinated approach as new residential development takes place.

Vint Hill Public Street Network

The future of Vint Hill in attracting new business development is highly dependent on the construction of a public street network within the property. Current efforts are underway to design and build this network using VDOT Revenue Share funds, matched (50/50) by the Vint Hill Economic Development Authority. This street network includes:

- Phase 1: The following roads are included in the first phase:
 - Kennedy Road (Rt. 652) – Finch Lane to Rt. 602 (includes a multi-purpose trail and parallel parking adjacent to the County Park). This project design is from the end of state maintenance on Rt. 652 to Rt. 602;
 - Vint Hill Parkway Extension (2 lanes, curb and gutter section with sidewalk and roundabout at the Watson Road intersection) to the Kennedy Road/Brookside Parkway intersection;
 - Watson Road extension to the Vint Hill Parkway (curb and gutter section, including sidewalks);
- Phase 2: This phase is contingent upon future funding options and includes the following:
 - Bludau Drive from Aiken Drive to Vint Hill Parkway (curb and gutter section, including sidewalks and on-street parking).
 - Aiken Drive from Kennedy Road to Watson Road (curb and gutter section, including sidewalks and on-street parking); and
 - Two small connecting roads between Aiken Drive and Vint Hill Parkway.
- Future Phase: Enlarge Vint Hill and Brookside Parkways to four lanes when traffic conditions warrant. The design of the two-lane section of the Parkways allows these roads to be easily expanded to 4 lanes when the need arises.

Table NB-5: Five-Year Implementation

Road Classification	Priority Rank	General Project Description
A. Secondary Roads		
Rogues Road (Route 602)	1	<ol style="list-style-type: none"> 1. Academic Avenue Intersection: Improve signal timing and lengthen turn lanes on Rogues Road; 2. Complete improvement study for the corridor; and 3. Implement short-term safety improvements.
Vint Hill Public Street Network	2	<ol style="list-style-type: none"> 1. Complete the construction of the two-lane Parkway to Route 215; 2. Complete the rehabilitation of Kennedy Road and the extension of Watson Drive; and 3. Seek funding for the Phase 2 improvements (Aiken Drive and roads connecting Aiken to the Parkway). 4. Note: the Parkway is planned as a future 4-lane divided urban collector, when traffic warrants
Shepherdstown Road (Route 793)	3	<ol style="list-style-type: none"> 1. Design and construct improvements to the Route 600 intersection to increase line of sight and improve turning; 2. Explore traffic calming improvements and landscaping to help reduce the effective speed to 25-35 mph; and 3. Design and construct a multi-use trail on one side of the road, connecting to the Vint Hill/Brookside trails.
Riley Road (Route 676)	4	<ol style="list-style-type: none"> 1. Design and construct turn lane improvements at Lake Drive; 2. Implement a 4-way stop or other traffic calming approaches at the intersection with Broken Hills Road and Lake Drive; 3. Improve signage on approach to Brookside Parkway intersection; and 4. Evaluate the configuration of the Brookside Parkway intersection to improve traffic flow.
Broad Run Church Road (Route 600)	5	<ol style="list-style-type: none"> 1. Establish consistent speed limits associated with traffic calming objective (25 or 35 mph); 2. Implement a minor pavement and shoulder improvement program without the relocation of above ground utilities; and 3. Design and construct a roundabout at the intersection with Route 676.

Road Classification	Priority Rank	General Project Description
A. Secondary Roads		
Dumfries Road (Route 605)	6	<ol style="list-style-type: none"> From Fincham and Linden Courts to Marigold Lane: safety improvements (e.g., turn lanes, pavement and shoulder width improvements, grading/line of sight improvements); and Riley Road (Route 676) Intersection; Full signalization (as warranted)
B. Primary Roads		
Rural Freeway U.S. 15/29 Corridor Study ²¹ including key intersections: Vint Hill Road, Riley Road, Cross Creek Boulevard, Broad Run Church Road	1	<ol style="list-style-type: none"> In a coordinated effort with VDOT, the County and the community, evaluate the corridor and develop a comprehensive approach for access management and intersection improvements; and Ensure that the historic context of the area and the goals of this plan are considered as fundamental components of the road and intersection design.
Reconfiguration of Old Alexandria Pike/ Telephone Road and Route 15/29 Intersections	2	<ol style="list-style-type: none"> Using VDOT Revenue Share funds, design and engineer improvements to this intersection and the entrance to Mill Run Business Park, including evaluation of signalization.
Route 215 Corridor	3	<ol style="list-style-type: none"> Evaluate safety issues and initiate an improvement plan for the Route 215 corridor from Vint Hill to the U.S. 15/29 interchange. Maintain the historic Route 215 two-lane design. Consider traffic calming in the design of this road and its intersections; and Evaluate the intersection with Broad Run Church Road (Route 600) for improvements to accommodate turning movements. Ensure that the historic context of the road is considered as a fundamental component of the road design and any improvements.
Rt. 215/Vint Hill Parkway	4	<ol style="list-style-type: none"> Intersection improvements and control, as warranted.

²¹ This section will be updated as necessary with special studies commissioned by the Fauquier County Board of Supervisors for Route U.S. 15/29

Funding Sources

Possible funding sources for the improvements noted herein include VDOT Secondary Road funds, VDOT Revenue Share Grants, the New Baltimore Transportation Trust Fund and proffered contributions from rezoning applications, as appropriate. The County may want to consider the use of transportation impact fees in the future.

Plan Monitoring

The transportation plan should be monitored on a continuing basis as development and transportation activities occur in both Fauquier and Prince William Counties through the local and VDOT primary and secondary road planning process to ensure that key elements of this plan are implemented and not jeopardized. During this monitoring process, land/access actions beyond New Baltimore should be included to make sure actions do not impact plan needs within the Service District.

Long-Term Issues

The success of this transportation plan, in part, will be measured in its role of eliminating unnecessary traffic impacts on narrow two-lane residential streets and enhancement of Brookside Parkway and the Route 605 corridor, as well as access to Vint Hill, The Triangle, and existing and planned neighborhoods. All are dependent upon a much disciplined decision making process each year into the future. If key road links in this plan are never built, or are eliminated due to subdivision and other associated approvals, community benefits will be significantly reduced. This plan is essential to achieve future goals and objectives related to an access plan for the New Baltimore Service District.

Trails and Parks Plan

An integral component of community's quality of life is represented in its outdoor recreation opportunities. The freedom to move about one's community safely, without a vehicle and for the purpose of transportation or recreation, is something that fewer and fewer communities can claim, and yet is strongly desired. Not all members of the community have access to a vehicle. The County also recognizes that members of the community wish to enjoy the health and recreational opportunities that parks and trails would provide. In response to these needs, a Parks and Trails Plan has been developed for the New Baltimore Service District. Please refer to Figure NB-8: Public Facilities, Bicycle/Pedestrian Facilities and Parks Plan

What are Trails?

Trails are multi-use paths, separated from motorized vehicular traffic by an open space or barrier and located either within the highway right-of-way or within an independent right-of-way or easement. Trails are generally used by pedestrians, skaters, wheelchair users, joggers, hikers, people with baby strollers and a wide variety of other non-motorized users.

Trail Facilities

Several trails have been constructed within New Baltimore; generally these have occurred within the newer residential subdivisions. Additional trail facilities that coincide with the development of residential subdivisions are in various stages of design and construction. These trails provide opportunity for recreation and alternative transportation. In all cases these individual trails have been designed so that they will work as individual segments that will be connected within the overall network. Trails within future developments should be planned so that they too can connect and contribute to the overall network.

Due to the existing built environment of New Baltimore, it will be difficult to develop a complete network of trails through new development alone. Therefore it is envisioned that much of the future trail system will occur as a multi-use path alongside the significant roadways. These trails should be designed and built at the same time as when improvements are made to the existing roads, or new roads are constructed.

Park Facilities

Existing park facilities are located at P.B. Smith Elementary School, C. Hunter Ritchie Elementary School, Auburn Middle School, Vint Hill and Lake Brittle. The specific amenities found at these locations are outlined in the Fauquier County Parks, Recreation and Open Space Comprehensive Plan. Many smaller park facilities are located within the various subdivisions in New Baltimore. These facilities are typically owned and maintained by the individual Home Owners Associations. Additional parks and open spaces are encouraged to be planned within new neighborhoods and near schools.

The following is a list of goals, objectives and implementation strategies for obtaining, building and maintaining a complete network of trails, parks and open spaces for the New Baltimore Service District.

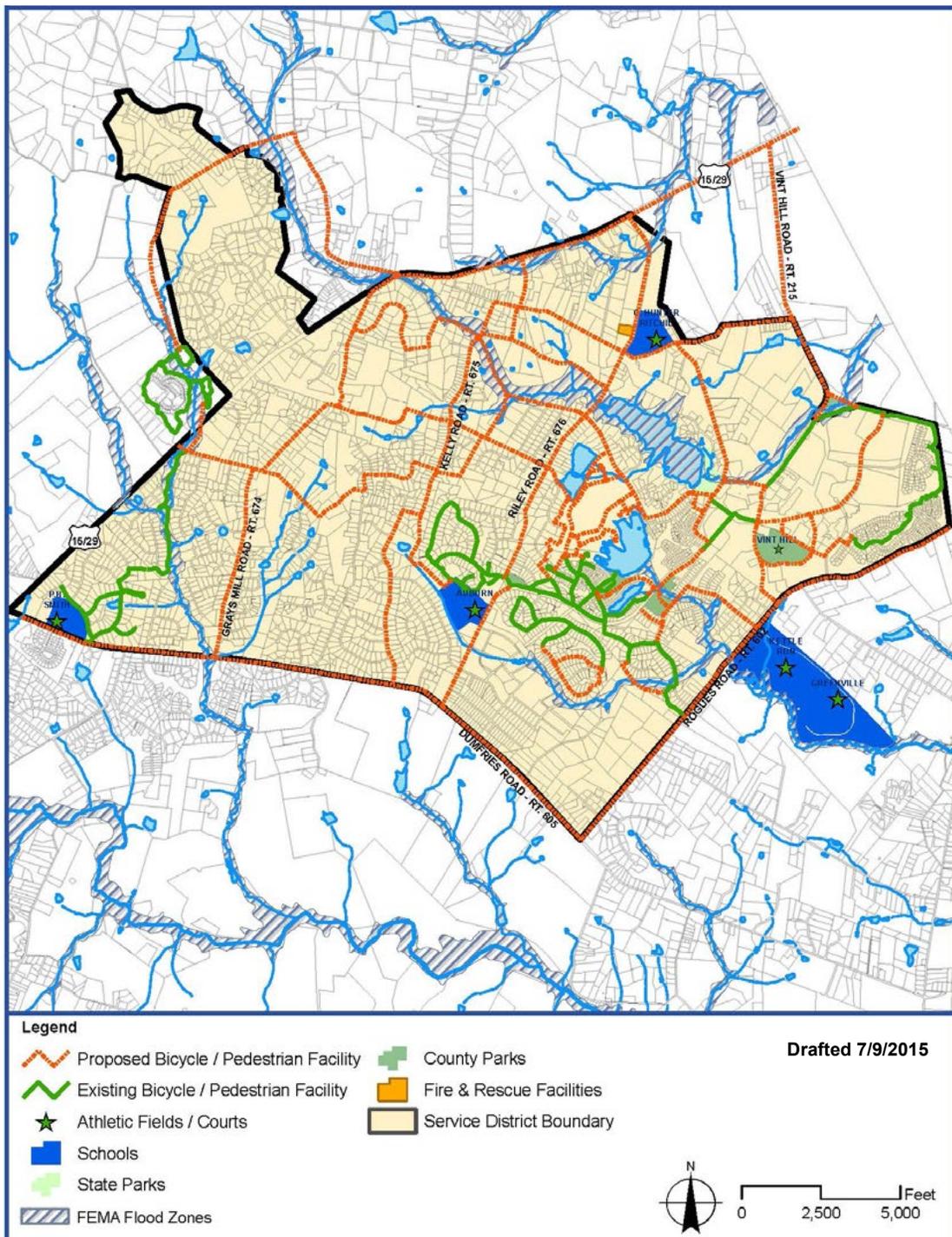
Goals

1. Provide a safe, convenient and aesthetically pleasing environment for all ages and abilities, through a network of trails and parks designed for movement by foot, bicycle or horseback, and multi-uses where possible.
2. Establish a complete network of trails in the district that connect public places, such as schools, fire/rescue stations, neighborhoods, shopping areas, parks, historic sites and battlefield areas. Major trails are needed along key boundary roads, including Dumfries and Rogues Roads. This network should also connect to pedestrian trail systems in neighboring areas, including the Center District and Prince William County.
3. Provide a wide range of recreational opportunities through the use of parks and trails.
4. Take advantage of existing natural and historic amenities such as river courses, ravines, floodplain and historically significant structures or places in the community by linking parks and trails to these cultural locations.

Objectives

1. Where feasible, co-locate parks and recreational facilities with school sites, community centers and public and private institutions.
2. Link parks with a network of trails to nearby neighborhoods, schools, commercial areas, community centers, and public/private institutions.
3. Build trails along existing and planned roadways and areas identified on Figure NB-8, and additionally identified in the “*Thoroughfare Type and Design Characteristics*” section of this chapter.
4. All public sidewalks and trails shall be consistently designed with the Americans with Disabilities Act trail guidelines, including County-constructed sidewalks and trails.
5. Reserve land located in floodplain for open space uses where practical.
6. Work with the Parks & Recreation and GIS Departments to establish an inventory of built and proffered trails in the New Baltimore Service District. This action will better-define progress toward implementing a trail network in the service district.
7. Define trail standards in the *Fauquier County Design Standards Manual*.

Figure NB-8: Public Facilities, Bicycle/Pedestrian Facilities & Parks Plan



Implementation Strategies

1. Construct trails with new road construction resulting from new development, or along with VDOT improvements to existing roads where such trails are identified in this plan.
2. Establish trails through voluntary easements or right-of-way acquisition.
3. Create a Trails Fund, which includes a “fee-in lieu” program to allow contribution to a trails fund for the coordinated and targeted construction of trails within the Service District, in place of the construction of short segments of trail by a developer.
4. Acquire parkland, open space and trail/sidewalk dedications in conjunction with land development applications.
5. Develop pedestrian-friendly communities by linking pathways and trails in private development to trails located alongside VDOT-maintained roadways.
6. Work with the County’s Parks & Recreation Department and homeowner’s associations to define who will maintain the trails.
7. Require public access to all trails and sidewalks that are not maintained through either VDOT or the County.
8. Perform a detailed study with additional public involvement that makes priority recommendations and develops a phasing strategy for pedestrian, bicycle and equestrian routes to connect important destinations throughout the community. The study should build on the existing trail and sidewalk network, while considering the full range of options available. Funding sources, such as grants (federal, state, etc.), donations from community groups and the capital budget should also be explored in this study.
9. Support and expand the Safe Routes to Schools programs.
10. Create an educational program that focuses on proper trail usage and safety.