



MIDLAND

SERVICE DISTRICT PLAN

Fauquier County Board of Supervisors
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Midland Village Service District Plan

Introduction & Background

This plan and its associated goals, objectives and actions provide guidance for future growth and development within Midland.

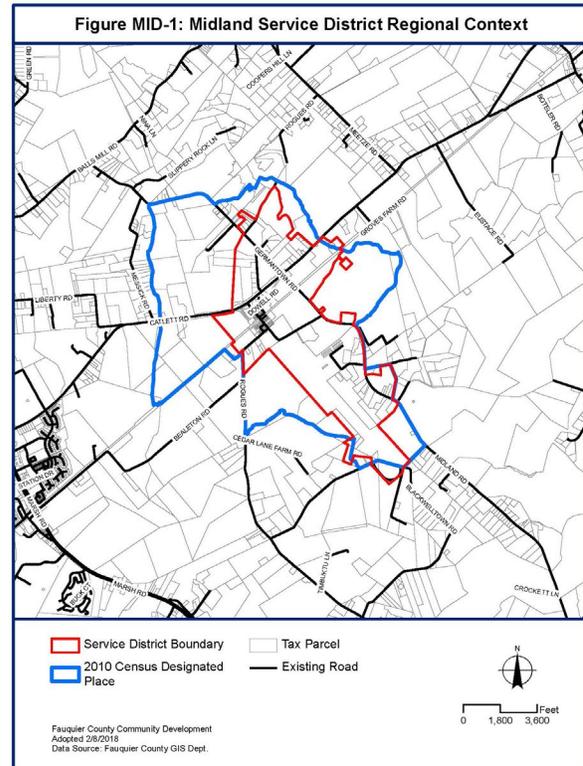
The Midland Village Service District Plan is part of Fauquier County's overall Comprehensive Plan. Service District designations reflect the historical development patterns of the County during the past 200 years. They include incorporated towns like Warrenton, towns that are not incorporated like Marshall, as well as villages, such as Midland. To maintain a compact and efficient pattern of development and to protect the County's rural landscape, the County's Service District framework is envisioned to absorb the bulk of the County's growth.

The Midland Village Service District Plan was last revised in 2002. An update, the result of two years of work by citizens and staff, was finalized in 2009 but never adopted. A review and revision are now warranted, particularly as the County's policy on the provision of public sewer in the area continues to evolve. The Plan recommends strategies to build upon the core component for limited future growth as was recommended in the 2009 draft. It has been updated to address the eight years in between, but the majority of the principles and goals established at that time still apply.

Previous plans have called for significant growth and development in Midland. The estimated build-out population in the 1994 Comprehensive Plan was 1,400 residents, with 87 acres reserved for commercial uses and 684 for industrial uses. The service district boundaries covered an area totaling approximately 700 acres. The 2002 Plan would have required more public sewer service than possible, so the current plan scales the anticipated growth and development of Midland down to a level that can be achieved through a realistic level of service. In 2002, the Plan was revised to reduce the population at build-out to approximately 1,120 people. This iteration anticipates a build-out population of 800.

Existing Characteristics

Midland, as designated by the Census, in 2010 had 180 people living in 112 housing units. It should be noted that nearly 40 percent of those housing units were identified as vacant at that time. In 2015, the American Community Survey estimated that the population had increased to 210 people living in 154 housing units; however, over 45 percent of those units were identified as vacant and in various states of disrepair. According to the estimates, the occupied housing units increased modestly from 69 to 83, an



average of less than three new homes per year. The poor soils in the area, which are not conducive to conventional septic and drainfield designs, is a large factor in inhibiting growth and development within Midland.

The Village of Midland is located on Route 28 approximately midway between Bealeton and the Village of Calverton. The Warrenton-Fauquier Airport is located within its bounds and has played an increasing role in shaping the development of the village. Route 28 bisects the village providing a clear delineation between the residential development to the north and the predominantly industrial and agricultural uses to the south. The exception to this pattern is the denser development on either side of the rail tracks in the vicinity of the old depot where the railroad company at the time created and sold individual small lots. These exist today in a grid network of streets surrounding the intersection of the railroad and Midland Road. The lots that have been developed in this area are predominantly residential.

Historic maps of the area demonstrate the various layers of history represented throughout the Midland Village Service District, from prehistoric camp sites to mid-20th century dairy farms. European explorer John Smith explored the Chesapeake Bay area in 1608 and mapped the presence of the Mannahoac Indians in Fauquier County. These early inhabitants were slowly pushed west by European settlers who migrated from the Tidewater during the early 18th century.



1755 Jefferson and Fry Map showing location of "German town." A map of the most inhabited part of Virginia containing the whole province of Maryland: with part of Pennsylvania, New Jersey and North Carolina. Library of Congress Online Collections.

In 1722, twelve German families moved from the mining settlement of Germanna on the Rapidan River onto a 1,805 acre tract of land in Fauquier County and established a small farming community which became known as Germantown, just north of present-day Midland. These early settlers built dwellings and a grist mill along Licking Run and constructed the German Rolling Road that allowed them to transport cash crops, including tobacco, to the port of Falmouth on the Rappahannock River. Each Germantown landowner donated acres to form a community glebe in which they constructed a church and school. Future Chief Justice John Marshall was born in Germantown in 1755. A historic highway marker located along present-day Meetze Road in the vicinity of Crockett Park describes this early settlement.

The great majority of railroad towns in northern Virginia evolved from pre-existing villages, crossroads or settlements. The village of Midland, however, was a specific creation of the railroad company. In 1873, the Washington City, Virginia Midland and Great Southern Rail Road Company purchased two tracts of land from Elizabeth and Hannah Beale along both sides of the existing rail line to create a railroad town, despite there being existing railroad towns in the vicinity along the same rail line—notably Rappahannock Station (renamed Remington in 1890), Bealeton, Warrenton Junction (later called Calverton), and Catlett. The company named the new town Midland due to its location on the rail line midway between Alexandria and Orange, Virginia. This site was enhanced by its location at the point where the old Carolina Road (Rogues Road) crossed the railroad right-of-way. Midland is the only community in Fauquier County that was established in this manner.

Following acquisition of the Beale property, the railroad company divided the land into multiple, small narrow lots and then sold the lots to individual owners. (The highest numbered lot is recorded as Lot 146 in the County deeds.) It is likely that in most cases, lots were purchased and consolidated at an early stage to form larger parcels. A number of the purchasers resided on larger tracts surrounding the new village.



1877 map showing the location of Midland along the Midland and Great Southern Railroad. Frank A. Gray's New Topographical Map of Virginia and West Virginia: Philadelphia: O.W. Gray and Son

In the 1880s, a group of Germans from the Shenandoah Valley settled in Midland and founded the first Dunkard Church east of the Blue Ridge (Midland Church of the Brethren and cemetery, ca. 1883). It was likely the first house of worship in Midland. The Methodist Episcopal Church was organized in Midland in 1882; however, the present Methodist church building was built in 1893. Its associated cemetery was established at the same time. In 1905, the Odd Fellows Hall was constructed in Midland at a time when membership in fraternal organizations was at its zenith in the United States. No other buildings associated with the International Order of Odd Fellows (IOOF) were located in nearby village communities. The presence of these two churches, the Midland Church (now non-extant), as well as the Hall, confirms that Midland was a central community meeting place.

By the beginning of the 20th century, the area around Midland was noted for its dairy farms, which benefitted from the location of Midland as a central point from which to ship farm products by rail. Most of the residents were associated in one way or another with agricultural cultivation and use of the surrounding farm land.

Environmental Resources

The United States Geological Survey lists 25 physiographic provinces within the Lower 48 States. Midland lies within the Piedmont Provinces. Further diversifying and complicating the region's geology is a series of basins known as the Triassic Basins. A sizeable portion of one of these Triassic Basins, known as the Culpeper Basin, lies within Fauquier County. Although the Culpeper Basin is not recognized as an official separate physiographic province, it does provide a greater level of specificity to the region encompassing Midland than the Piedmont Province. The Culpeper Basin is characterized by a nearly flat sediment-filled basin interspersed by a system of intrusions consisting of weather-resistant dikes.

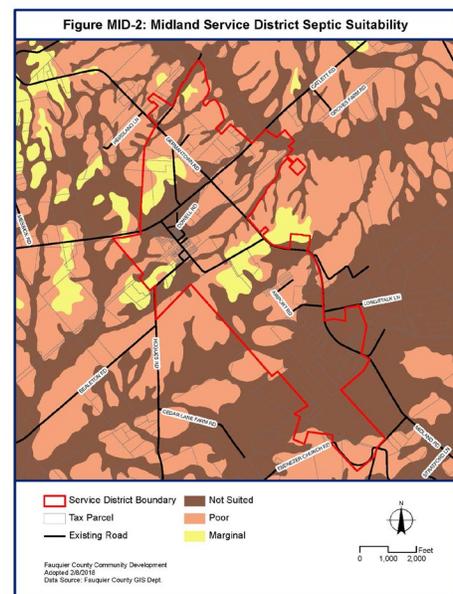
Deriving their characteristics from underlying bedrock and local climatic conditions, soils should be an integral component of the planning process, since they affect erosion characteristics, structural support for building foundations, and infiltration of sewer septic systems; in addition, soils form the basis for agricultural production, construction and economic development. Map Mid-2 illustrates soil conditions that generally are not suitable for drainfields. The community has had a historic and continuing problem with failing drainfields for homes and businesses, as also experienced by neighboring Calverton. Catlett and Calverton have been the subject of several environmental and engineering studies to solve the problem. The proposed extension of public sewer from Remington is necessary in order to ensure the long term viability of Midland.

These failing drainfields have in turn led to water quality concerns. Traditionally, water quality issues are separated into two categories based upon where the concern originated: point and non-point source. Point source might be wastewater and contaminants from a factory being pumped into a nearby stream. Point sources that discharge into water often have a direct affect upon surface water quality. Since the passage of the Clean Water Act (CWA), point sources have been permitted, monitored and remediated, dramatically reducing such pollution. Now, the extent of non-point sources is becoming more apparent. The source problem for a non-point contaminant often is not a single entity, such as a factory, but the multitude of small or chronic households and other dispersed activities occurring throughout the watershed. When taken as a whole, these activities may even exceed the contaminants that came from any one point-source discharge. Non-point sources can be more difficult to correct, requiring assessment and location of multiple smaller sources and remedying numerous situations rather than simply applying one solution. Failing drainfields, which release bacteria such as *E. coli* into water, are just one example.

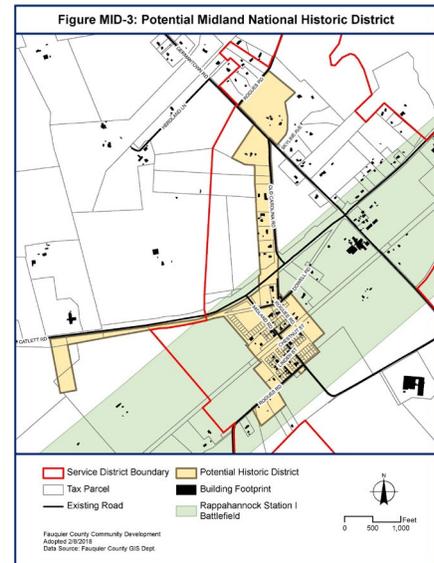
Historic Resources

The Midland Historic District was determined eligible for listing in the National Register of Historic Places in 2011. The district core with the highest concentration of historic buildings is located south of Route 28 (Catlett Road), along both sides of the railroad tracks. The district then extends from the core with two “arms,” the first reaching north along the Old Carolina Road and the other west along Catlett Road, to include resources that are visually connected to the village and significant to the district’s context. The Midland Historic District is significant under Criterion A in the area of transportation with its setting retaining active railroad tracks and road traces, in the area of religious history for its active congregations and cemeteries, including a non-denominational community burial ground (the Midland Cemetery, ca. 1905), and in the area of commerce for its remarkably well-preserved collection of historic stores. The district is significant under Criterion C for the well-preserved architectural resources that tell the story of the village’s growth and development dating from its beginnings in 1873 and continuing its role as a commercial and social center to 1960, the year the depot was moved from its original location.

At least 50 percent of the surviving historic resources date between 1880 and 1910. Most are constructed of wood frame. The earliest dwellings are I-houses, a particular house type popular during that period. Various decorative architectural features are shown on porches, roof lines, and window and door treatments, which are indicative of popular late 19th and early 20th century architectural styles, including Italianate, Queen Anne, and Craftsman. Although there are no surviving railroad structures, Midland continues to retain the houses, stores, and other commercial buildings that have characterized the community since the early 20th century. Due in part to the re-routing of Route 28 in 2000, many of the older structures within the village still stand.



Some noted historic houses in the Midland Historic District include: the Berry House at 5471 Midland Road (ca. 1880), constructed and owned by David Berry, a local carpenter; the John E. Dowell House at 10528 Carolina Road (ca. 1910); the Samuel Huntsberger House at 10528 Dowell Road (ca. 1910); the John Pilcher House at 5465 Midland Road (ca. 1880), a three-bay I-house; the Will Cowne House at 10551 Rogues Road (ca. 1880); and Graceland or the Gowan House at 5308 Germantown Road (ca. 1910). The bungalow at 10632 Rogues Road was built ca. 1920 and is known as the Helm House. There are several dwellings in Midland that date from the 1940s and 1950s and are contemporary with the substantial 1957 remodeling of the 1883 United Church of the Brethren building. According to the Longerbeams, long-time Midland residents, the railroad depot was ultimately moved from its original site near the tracks to 10558 Rogues Road and then converted into a dwelling ca. 1960.



1937 Aerial Map: Midland Area

Other historic resources within the Midland Village Service District include the site of John Marshall’s birthplace, the Rappahannock Station I Battlefield, and on the southernmost part of the service district, historic properties associated with Blackwelltown, a traditional African American community established during the 19th century. There may be other historic resources present that have yet to be identified as the area has not been comprehensively surveyed. For example, it is assumed that there are 18th century archaeological sites associated with Germantown but their locations are still unknown.

Utilities

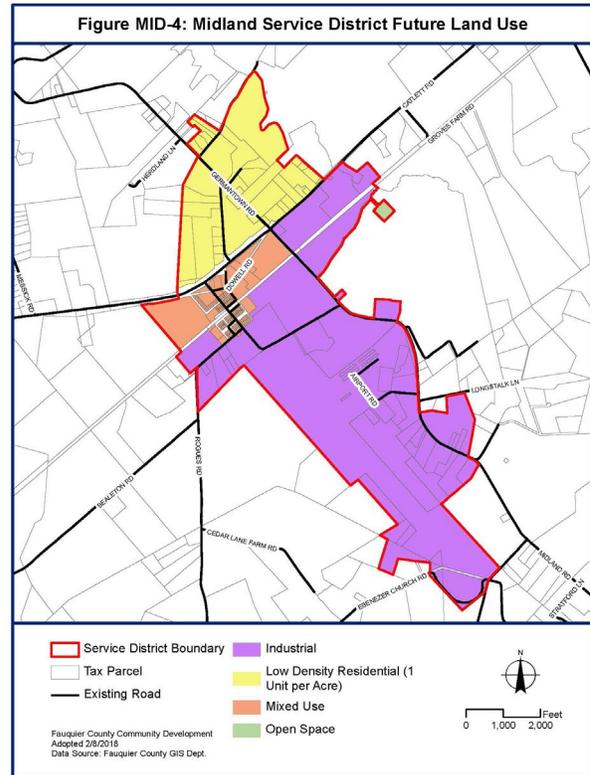
The Midland Village Service District is not currently served by public sewer. There is some limited water available for uses associated with the Warrenton-Fauquier Airport. In the County’s Fiscal Year 2018 Capital Improvement Program, a significant expenditure in 2018 and 2019 is identified for projects in Midland addressing water and sewer issues to help stimulate economic development in the area. It is ultimately planned that an extension of the sewer line will be made from Bealeton to provide service to Midland and allow the waste to be treated at the Remington Plant.

Land Use

A variety of land uses are appropriate and necessary for the realization of the community. Figure MID-4 represents the Land Use Plan for the Village of Midland identifying the four distinct land uses that are appropriate within the service district. Detailed descriptions of appropriate development within the land uses are provided below.

Mixed Use

The center of the historic community is located south of Route 28, at the intersection of Midland Road and the railroad. Designated ‘Mixed Use,’ the land use envisioned here is not only the traditional vertical mixing of uses within a single structure, but also a horizontal mixing of uses within the same vicinity. Here the residential and commercial uses should be mixed in a manner consistent with the historic development patterns. In the historic center area, which is zoned Commercial – Neighborhood (C-1), a dense mix of uses should be encouraged to sustain the Village of Midland. New residential development in this area is unlikely given the underlying zoning, so in order to preserve the existing residential development in the historic center, new commercial development should not have adverse impacts on nearby residences and also be designed in a “traditional neighborhood design” (TND) manner to aid in ensuring an integrated pattern of development. Measures to accomplish this would be the inclusion of sidewalks and/or pedestrian accommodations to link to surrounding residences. Additionally, structures should have a shallow setback from the street without parking in front other than on-street parallel parking. Public open spaces, pocket parks or playgrounds and walking paths should be encouraged.



Additional commercial use along Route 28 is to be expected, particularly within the lands zoned Commercial – Highway (C-2). This commercial development should serve not only the passing commuter traffic on Route 28, but have a focus on the surrounding residential development within the Mixed Use area as well as the residential development to the north across Route 28. Care should be taken to discourage strip center type commercial development, but rather to encourage a higher quality architectural style that helps to transition from the surrounding rural lands to the service district. This architecture should be compatible with the existing structures to the south to ensure a consistent feel within the Mixed Use area.

Surrounding the historic center is Residential-1 (R-1) zoned land that is anticipated to develop with infill residential development. This development should conform to principles of “traditional neighborhood design” (TND) that already exist. These are envisioned as narrower, tree-lined streets with parallel parking along at least one side of the street. Sidewalks do not presently exist, but should be added as development and redevelopment occur. Homes should address the street with front walks that meet the sidewalk and, in many cases, front porches or stoops. These homes should ideally have a variety of shallow setbacks from the street, should vary in size and style from one story cottages to two full stories within each block, and should sit on lots of varying size within each block as well. If they have garages, the garage doors should not be facing the street unless the garages are pulled back substantially from the front plane of the houses, and

ideally pulled back behind the houses altogether. The curb cuts for driveways should be limited in width to one car and only widen once level with the setback of the house. Shared curb cuts are an appropriate option. Public open spaces, pocket parks, playgrounds and walking paths should be encouraged to the greatest extent feasible.



Midland United Methodist Church

The existing residential development in the historic center and immediately adjacent is situated on holdings of land of approximately a quarter of an acre. The residential land surrounding that is largely undeveloped, but should ideally be developed at a density of one to three units per acre, with larger lots on the periphery and smaller lots closer to the historic center. Three units per acre is more density than the by-right zoning permits, however, proposals with strict design controls could be considered. Where greater density is desired, such a request should come to the County in the form of an application for rezoning.

The submission should include a detailed Code of Development that assures all development will be constructed in accordance with strict architectural standards embracing TND principles and the characteristics of the existing neighborhoods.



Midland's Historic Center from Midland Road

The buildings in the Mixed Use area, whether commercial, residential or both, are envisioned to have small side and front yards. The expected shapes and massing of the buildings should mirror the existing development and project an “in-town” feel and image. The primary entryways and doors should face the street. Two-story buildings should be encouraged, though one-story buildings can also be appropriate to create a varied massing. It is anticipated that while the individual residential lots will be much smaller, ultimately the Mixed Use area will have a residential density of one unit per acre.

Low Density Residential (1 unit per acre)

Residential development north of Route 28 should be developed at a much lower density than in the Mixed Use area with a maximum of one unit per acre. While the Mixed Use is anticipated to have a similar residential density, it will also have non-residential uses adding to the intensity of development. The Low Density Residential development should have a sufficient density to indicate a transition from the surrounding rural lands, however, be more suburban in their development pattern than the denser Mixed Use development pattern found within the historic core. Homes can be set back further from the roads and represent a more suburban community. There should still be bicycle and pedestrian connections throughout the Residential Land Use.

Industrial

The approximately 780 acres earmarked for industrial development and containing the Warrenton-Fauquier Airport, represent the economic development focus of the Midland Village Service District. Unlike other service districts which are intended to have a balance of land uses that are inherent in the concept of a traditional town, Midland is slated to be a key economic driver in the county with its predominant industrial land use. The Board of Supervisors has approved a significant expenditure of funding for capital improvements for water and sewer to encourage non-residential growth and development.

Industrial development envisioned for Midland ranges from agricultural produce processing facilities to transportation logistics firms to aircraft related industries to expansion of the existing Smith-Midland precast concrete facility. Midland is ideally situated to accommodate industrial development that can take advantage of its improving water and sewer infrastructure, along with easy access to Route 28. Industrial land along Route 28 should be appropriately buffered and screened from view of travelers of that road. The railroad and Germantown Road help to provide a buffer between the Industrial Land Use and the neighboring Mixed Use; however, additional screening should be considered on the industrial side to mitigate impact on the adjoining residential or commercial properties.

Open Space

John Marshall’s birthplace is the only identified Open Space within the Midland Village Service District, however, as noted previously, pocket parks and public open spaces are encouraged within the Mixed Use area.

Build-out Potential

It is important to note that the build-out potential of Midland is constrained primarily by the timing of a sewage connection to the Remington Waste Water Treatment Plant rather than the identified future land use. These land uses represent potential appropriate developments, but may be difficult to realize without public sewer availability.

Table MID-1: Summary of Future Land Use Acreages and Residential Build-out Potential

Land Use	Acreage	Potential Residential Units	Existing Residential Units
Industrial	780	0	4
Mixed Use	92	92	21
Low Density Residential	249	249	31
Open Space	6	0	0
Total	1127	341	56

Goal 1: Fauquier County should recognize and celebrate Midland’s history.

Objective 1.1: Fauquier County should promote Midland’s history.

Action 1.1.1: Encourage infill development consistent with architectural scale, height, massing and design of the existing historic buildings and street layout.

Action 1.1.2: Include Midland’s historic area in economic and tourism marketing efforts by the County’s Department of Economic Development.

Action 1.1.3: Consider establishment of a Germantown-Midland Heritage Area that recognizes the community’s distinctive cultural resources such as pre-historic sites, as well as sites associated with early colonial settlements, railroad, Civil War, and farming histories.

Action 1.1.4: Recommend archaeological study during development plan review as warranted to help protect and avoid destruction of significant archaeological sites.

Comprehensive Plan Guiding Principle A continues in Policy 4 to direct the County to “Safeguard the environment with water and air quality and natural resource management.”

Goal 2: Fauquier County should achieve and maintain a clean and healthy natural environment in the Midland Village Service District.

Objective 2.1: Protect the water quality.

Action 2.1.1: Address failing septic systems that pollute the groundwater.

Action 2.1.2: Ensure that industrial development prevents contaminants from leaking or running off their sites and entering the ground water.

Objective 2.2: Protect the air quality.

Action 2.2.1: Ensure that development, particularly industrial, prevents contaminants from impacting air quality.

Comprehensive Plan Guiding Principle B, Policy 1 identifies the need to support special places such as Midland through individualized plans such as this one.

Goal 3: Fauquier County should recognize Midland’s status as both a working agricultural community and the “industrial capital” of the County and preserve its village feel.

Objective 3.1: Balance Midland’s industrial development potential with its agricultural history.

Action 3.1.1: Ensure that clean industrial uses are developed south of Route 28 to allow non-industrial uses, including limited residential development, to thrive north of Route 28.

Action 3.1.2: Promote a Bealeton Bypass in order to help Midland’s industrial development and to minimize industrial vehicular traffic on the local road network. This should be constructed with one terminus in the Midland Village Service District as identified in the Transportation Chapter of the Fauquier County Comprehensive Plan.

Objective 3.2: Promote a village feel throughout the service district.

Action 3.2.1: Evaluate development proposals for consistency with the Midland Land Use Map (Figure MID-4).

Action 3.2.2: Continue the existing grid network of streets within the Mixed Use portion of Midland to encourage connectivity and walkability.

Action 3.2.3: Provide bicycle and pedestrian accommodations to the greatest extent feasible throughout Midland.

Action 3.2.4: Work with the Virginia Department of Transportation to ensure that the design of future improvements to Route 28 will not degrade the character of Midland.

Action 3.2.5: Use traffic calming measures such as reduced speeds, traffic lights, landscaped median on Route 28, and the like to ensure that Midland is safe for its residents and travelers.

Action 3.2.6: Use “gateway” open space elements at the southern and northern entrances along Route 28 to define entrances to the village, based on enhancements to the natural floodplain areas adjacent to Marsh Run creek on the southwest and Licking Run creek on the northeast.

Action 3.2.7: Ensure that commercial development along Route 28 is not of a “strip development” nature.

Action 3.2.8: Ensure that access management techniques such as reverse frontage lots and parallel secondary roads along with inter-parcel access and parking lot connectors are utilized to minimize driveway and commercial entrance impact on Route 28.

Action 3.2.9: Evaluate the need and benefit of a park-and-ride lot to aid in the reduction of commuter traffic on Route 28.

Action 3.2.10: Monitor the function and performance of Route 28 through Midland to determine appropriate potential secondary road improvements.

Action 3.2.11: Consider development of a Midland architectural design pattern book to be used by staff and applicants to ensure new development is compatible with the existing architecture and setting.

Objective 3.3: Integrate the airport into the fabric of the District.

Action 3.3.1: Consider formation of an airport-citizen committee to resolve potential conflicts regarding the operations of the airport.

Action 3.3.2: Consider utilization of increased tax revenues from developing properties in the vicinity of the airport for improvements and support of the Midland Village Service District Plan.



*Warrenton-Fauquier
Airport Sign*