

Catlett, Calverton and Midland Village Service District Plan



*Fauquier County, Virginia
Department of Community Development
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Catlett, Calverton, Midland Village Service District Plan

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1. Introduction

1a. Settlements, Villages, and Towns

As reflected in Chapter Seven of the Comprehensive Plan, Fauquier has over 40 villages and settlements in addition to its 9 service districts with Bealeton, Catlett, Calverton, Marshall, Midland, New Baltimore, Opal, Remington, and Warrenton as their central communities. The incorporated Towns of Remington, The Plains and Warrenton plan and regulate development within their corporate limits and work with the County in adjacent areas.

Fauquier County and other jurisdictions throughout Virginia possess a variety of long established communities, each of which are molded by geography, history and the environment unique to their specific locations. However, all share certain essential features. For example, initially the more rural hamlet and village settlements supported rural farming with labor, and basic commercial and educational services. The numbers of people involved in this support activity were not large, which thus limited settlement size and spatial frequency.

Close study of traditional settlements and villages in Fauquier County reveals a second common design feature. These settlements invariably seek to "contain" their segment of road by means of slight curves, the artful placement of buildings, overhead tree canopy and, in some cases, the construction of stone walls to limit views. Not surprisingly, structures in these communities are conveniently located close to the road.

The settlements and villages of Fauquier County continue that traditional design form which allows neighbors both space and the ability to walk and visit within their neighborhoods. Residents want to preserve the unique characteristics of their locale and to build upon the existing historical pattern. Fauquier County intends to continue its historical, traditional patterned, mixed use community development "updated" to accommodate the automobile.

In this effort, Fauquier communities differ markedly from contemporary suburban development elsewhere. Suburban development is characterized by an evident lack of place. A typical cul-de-sac built today might be located anywhere in the Washington, D.C., area. Furthermore, conventional suburban development patterns cannot compare with the visual coherence or efficiency of traditional community patterns.

For example, a person without access to a car cannot easily live in the suburbs. As each development is fenced off from its neighbors, from commercial and employment uses, even the most mundane errands require a motor vehicle. As urban development spreads nationwide and in northern Virginia, studies continue to demonstrate that percentage increases in vehicle miles traveled by residents outpaces population growth approximately 6 to 1.

Service Districts are well defined within Chapter Six of this Comprehensive Plan. Suffice it to say that service districts are the designated growth areas planned for the most intense development in terms of use and density. To plan and support modest growth in this district designation, adequate public facilities and infrastructure, including library services, schools, public water and sewer are critical ingredients. Service Districts can include residential communities exceeding 2,500 residents and a mix of commercial, industrial and employment land

use activities. Bealeton, Marshall, New Baltimore, Opal, Remington and Warrenton designated Service Districts.

With the planning for Catlett, Calverton and Midland, another category has emerged. That category is the *Village Service District*. This designation is for a much smaller-scaled community, which may need public sewer and/or water, and may share other basic public infrastructure and services with adjoining communities, such as schools, fire and rescue, library and parks. Public infrastructure and service investments for these individual districts will be restricted and are not intended to support the population densities and business communities envisioned for the Service District classification. Village Service Districts may have a population up to approximately 2,500 at full build-out.

1b. Historical Resources

Catlett, Calverton, Midland and surrounding preserved farmlands are all eligible to be listed on the National Register of Historic Places. The 2001 Plan for all three village districts recommended that the County pursue historic nominations for Catlett, Calverton, and Midland. Catlett was the first of the three villages to be designated a Virginia Landmark (2007) and a National Register Historic District (2008), two of the highest historic designations available for Virginia communities. Calverton and Midland are also potential candidates for the same honorific designations, but the necessary studies will require funding through time.

There are many benefits to being fully listed on the National Register that include: 1) helps to maintain rural village charm; 2) encourages local government to establish a heritage area; 3) provides more community grant opportunities. A notable benefit of being listed on the National Register is that buildings determined to be “contributing” are eligible for tax credits through the state as part of a rehabilitation program. Additionally, Federal tax credits are available for commercial properties that undergo rehabilitation in accordance with the U.S. Department of Interior standards.

The Fauquier County Department of Community Development can provide staff assistance to owners who are interested in the available tax credit programs. The Fauquier County Board of Supervisors should consider offering a local tax abatement program in an effort to provide property owners incentives for retention and rehabilitation of historic resources, including buildings, landscapes and protected archaeological sites for future generations to enjoy. The local zoning ordinances should be revisited for these three villages to see if light commercial uses could be placed in residential structures for the purpose of providing additional income to property owners and residents while helping to maintain rural charm.

As fuel and commodity prices increase, more residents in the D.C. Metro area are foregoing vacations for “stay-cations,” opting to travel fewer miles for recreation and tourism. Catlett, Calverton and Midland attract suburbanites and city dwellers to the genuine, working farms, airport, historic churches and “old-towns” that are fast becoming historic destinations. Local residents and business owners can reap economic benefits from sensitively designed tourism programs that promote driving tours, historical maps and brochures, places to dine, stay and recreate in and around these three intact railroad villages.

Visitors to the Journey Through Hallowed Ground National Heritage Area, extending from Gettysburg to Charlottesville, and including all of Fauquier County, will also be drawn to see these intact railroad towns to understand the story they tell about agricultural development and the Civil War. The heritage area will also help to strengthen the community's pride of place.

1c. Goals for Village Service Districts

The following goals were identified by the full CCM citizens committee in the spring of 2000 and reconfirmed by the citizens' committee of 2008:

Quality of Life and Community Character

- *Maintain* and enhance the sense of community and small town character.
- Achieve a *moderate amount* of population growth and land development so as to maintain and enhance the economic and social vitality of the community.
- Achieve a pedestrian-friendly core area of the village with a mix of land uses, a strong sense of place, and human-scale streetscapes, buildings and public open spaces.

Natural Environment

- Achieve and maintain a clean, healthy natural environment, including ground quality, surface water quality and air quality.
- Preserve the quality and functional benefit of significant natural features including streams, floodplains, ponds, vegetation and wildlife.

Agriculture

- Maintain agriculture as a major land use and economic base activity in the area surrounding each village.
- Ensure that agriculture and other land uses are mutually compatible.
- Maintain sufficient land in agriculture and other compatible open space land uses around the village to provide a clear physical demarcation between the village and its surroundings.

Historic Resources

- Ensure that new development is compatible in visual character and design to historic development patterns.
- Identify, document, and map, historic resources in collaboration with local community organizations and schools.

- Establish a Germantown-Midland Heritage Area that recognizes the community's distinctive cultural resources such as pre-historic fossils, American Indian settlements, early colonial settlements, railroad, American Civil War, and farming histories.
- Pursue National Register nominations for Calverton and Midland.
- Coordinate heritage tourism programs that provide residents with economic opportunities that preserve the community's history.
- Work with the local community to develop special programs and incentives for preservation of buildings and resources such as: 1) Virginia Landmarks and National Register designations; 2) density bonuses for lots that retain historic buildings; 3) codes that allow small office buildings that are consistent with the community's historic character; 4) adaptive use ordinances that allow property owners to choose commercial or residential uses for historic buildings; 5) parking, setback, and other code modifications for properties where a historic building is preserved.

Residential Land Use

- Achieve a mix of residential dwelling types and densities, all with convenient pedestrian linkages to commercial and public uses in the core of the village.
- Create new neighborhoods that have the qualities of the historic neighborhoods, with pleasant streets for walking, and convenient pedestrian access to schools and shopping.

Commercial Land Use

- Achieve a range of neighborhood commercial uses to serve the daily needs of the local market.
- Locate new commercial development within or near the core of the village and in clusters at key points on the major roadways within convenient walking distance of the core.
- Prevent "strip" commercial uses along Route 28 and other major roadways.
- Achieve economic viability by creating the kind of infrastructure that will attract desirable business and light industry.

Industrial Land Use

- Achieve the development of clean industries near the airport.
- Provide buffers between industrial uses and other uses.
- Concentrate industrial uses in appropriate locations.

Transportation System

Pedestrians, Cyclists and Equestrians

- Design all roads within the village with a priority to pedestrian use, so that all such roads are safe, pleasant and convenient for motor vehicles, pedestrians and cyclists.
- Provide a system of multi-use trails for walking, biking and equestrian uses that connect the major land uses within the village and connect each village to its neighboring villages.

Motor Vehicles

- Develop and maintain a safe and efficient road network for motor vehicle travel within the village.
- Develop and maintain a safe and efficient road network for motor vehicle travel through and around the village.
- Ensure that “through” traffic in the Route 28 corridor does not disrupt the pedestrian environment of the core of the village.
- Provide safe and efficient motor vehicle access to the commercial and industrial land uses.

Rail Service

- Provide commuter rail service to at least one village, with a rail station and parking area in the core of the village, connected by pedestrian linkages to other parts of the village.

Utilities

- Provide central, public water and sewer to all properties within the priority utility service area.
- Size the capacity and service area of the sewer and water systems to accommodate the desired, planned amount of residential, commercial, and industrial development.

Public Facilities and Services

- Provide key, basic public facilities and services within the village, including post office, fire and rescue, schools and parks.

2. Catlett Village Service District Plan



2a. Background

The Village of Catlett is located on Route 28, about three miles from the Prince William County line and two and a half miles east of the Village of Calverton (See Map CCM-1). Catlett was named for John Catlett, who took out the first land grant near there in 1715. The name of the village was changed in 1853 from Colvin's Station (after the Colvin family). The railroad through the village was built in 1852 as the Orange & Alexandria, later to become the Virginia Midland, then the Southern Railroad and now Norfolk Southern. Much of historic Catlett is wedged between Old Catlett Road and the railroad, and along Route 28, Elk Run and Old Dumfries Roads. Catlett's history continues to be a living history since a considerable amount of farming is still practiced in the region.

Catlett has an established history, development scale and community character, which residents wish to incorporate into their village planning documents. New business and residential subdivisions and "in-fill" development need to build upon the historic neighborhood patterns, architecture and pedestrian scales that exemplify the existing village character which residents want to preserve. Examples of some of the prominent historic sites, buildings and landmarks, which illustrate the key elements as the community building blocks include the following:

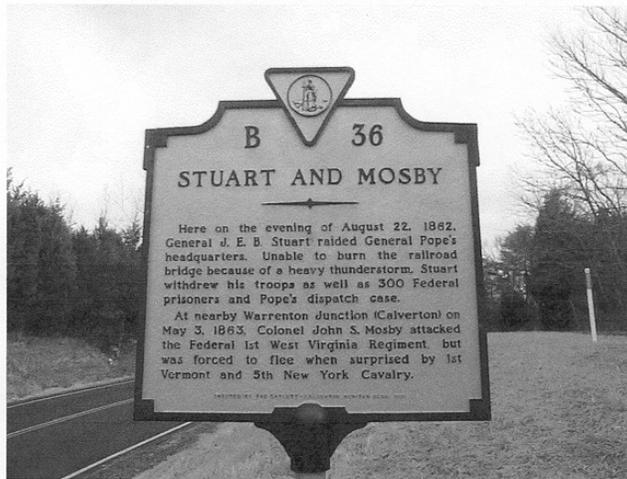
- Route 28 Cedar Run Bridge including Civil War Historic Marker

*Catlett, Calverton & Midland Village
Service District Plan*

- Old Catlett Road: Oak Shade Baptist Church and Cemetery & Neighborhood
- Old Dumfries Road Neighborhood & the Trinity United Methodist Church
- Elk Run Road: Wright's Manufacturing and Golden Rule Travel Company
- Route 28: Post Office, Fauquier Bank, Food Rite & Other Businesses
- Cedar Run Volunteer Rescue Squad & Catlett Volunteer Fire Company No. 7



ROUTE 28 CEDAR RUN BRIDGE



**CIVIL WAR MARKER JUST NORTH
OF THE CEDAR RUN BRIDGE**



Village of Catlett Along Route 28

2b. Existing Characteristics

Population: The Village of Catlett in 1990 had 152 residents, and in 2000 had an estimated population of 344. It is estimated that the population has remained relatively the same from 2000 through 2008.

Constraints: Catlett's growth over the past 30 years has been exceptionally limited; the principal constraining factor has been local soils, which are not conducive to conventional septic and drainfield designs. Map CCM-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. Both communities have been the subject of several environmental and engineering studies to solve the established problem. A cost effective solution public sewer collection and treatment system needs to be designed, funded and constructed.

Much of Catlett is served by public water through the Fauquier County Water & Sanitation Authority (WSA). The treated well water is piped to, and stored at, a water tower on Old Dumfries Road. The public water system serves 63 residential and business customers, and has a capacity of 60,000 gallons per day.

Previous Plans. Catlett's build-out population in the 1994 Comprehensive Plan was an estimated 3,900 - 5,200 residents, along with 86 ± acres reserved for commercial uses and 143 ± acres for industrial uses. The service district boundaries covered an area totaling approximately 800 acres. The 2000 Plan reduced the population at build-out to around 900 people.

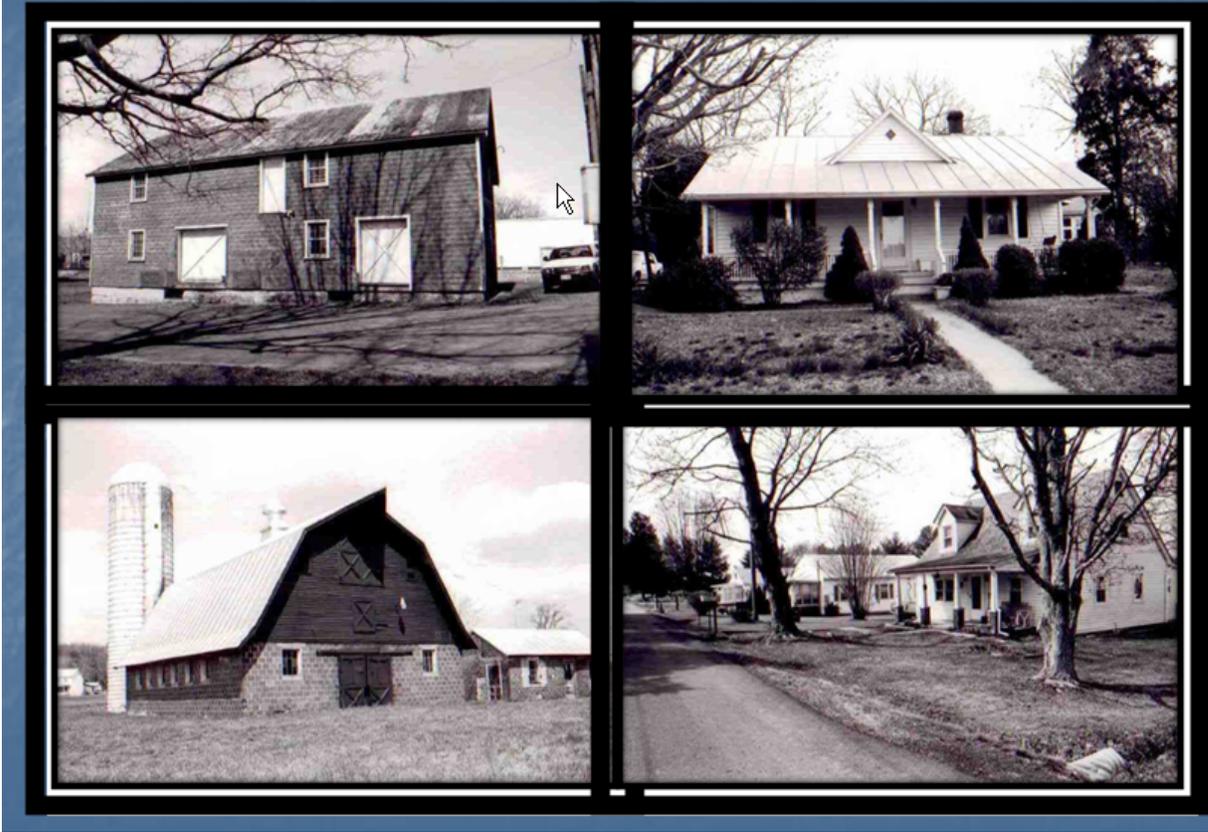
2c. Historic Resources

Catlett has the typical rural village core, which was located close to the railroad depot for supplies, and is further served by radiating roads linking the community with area farms along Route 28, Old Dumfries Road and Elk Run Road. While the businesses located along Elk Run Road are close to the road and rail lines, Catlett's neighborhoods are generally centered around local churches; for example, Oak Shade Baptist Church and Trinity United Methodist Church. Local residents are strongly committed to this village-style, people-friendly scale, with modest business development and services for the surrounding rural area and travelers using Route 28.

This village community has a concentrated area of vernacular historic buildings, which have architectural integrity and have not been diminished or compromised by the intrusion of new development. The village also was a site of Civil War skirmishes with General J.E.B. Stuart's forces destroying a supply train of General John Pope in 1862, and a variety of comparable railroad interdictions conducted by Col. John S. Mosby.

The Catlett National Register Historic District was designated in 2008. It includes the intersection of Catlett Road, Old Catlett Road, Elk Run Road, and the railroad tracks, because the most historic buildings are located here. Buildings and churches along Tenerife Road, Catlett School Road, and Prospect Avenue are also included in the boundaries. The rural areas surrounding Catlett were not included, however even though there are a number of historic farmsteads and other resources worthy of preservation. The district is made up of approximately 118 acres, 76 properties and over 130 resources that have been designated as "contributing" to the period of significance from 1855-1958. Map CCM-3 shows the boundary of the historic district and the contributing buildings documented in 2007.

Catlett National Register Historic District



Example Structures in Historic District

As discussed earlier, the Catlett National Register District is honorific at the local level and tax credit opportunities abound for property owners at the state and federal level. But having obtained National Register status is not the end of the story for Catlett or any other historic area. Property owners, residents and businesses have the opportunity to view the register district as an asset worth protecting for future generations. Continuing to have local pride for historic resources will spawn good stewardship practices. To help Catlett maintain its historic roots while allowing for modest growth over time, these implementation steps are recommended.

Implementation Strategies:

- Designate a larger Historic Area delineation which encourages “infill” residential and business development to be designed consistent with the platting, as well as the architectural form and character of this core portion of the village; adopt design guidelines for new development within this area.
- Create walkable streets using sidewalks and bike paths. Integrate bike path design for any future Route 28 and village street improvements with walking tours related to these historic properties, the Civil War and the business community.
- Actively work with the Virginia Department of Transportation to assure that future Route 28 improvements planned through time do not negatively impact community historic resources and the village character of Catlett.
- Include Catlett in County economic and tourism marketing efforts.

*Catlett, Calverton & Midland Village
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Circa 1872 Methodist church in Catlett Historic District

2d. Village Land Use Plan & Phasing

Village Vision Years 2008-2050

- Catlett will remain a good place for people to live and work. It will be a place with a strong sense of community and a distinct visual identity; a clean village in which its citizens take great pride. It will be a place with greater job opportunities and more people, but will retain its essential village character.
- The historic section of Catlett will retain the existing historic structures, and will have tree lined streets, a rail station with commuter rail service, convenient access to a park and ride lot, and small shops and restaurants. The core of the village will be pedestrian friendly, with commercial development that reinforces the mix of uses and pleasant pedestrian environment.
- The village will have a mix of residential types, including apartments, townhouses and single family dwellings, all with convenient pedestrian linkages to the commercial areas. It will have school(s), churches, public recreation facilities, a medical complex, open space, a doctor's office, paved streets and sidewalks, and a local park, all linked to each other and other parts of the village by hiking and bike trails.
- Clean, flex-industrial uses will provide a strong employment base for the village. However, Catlett is not intended to be in competition with Midland, which is scheduled to be predominantly a non-residential community.
- Agriculture will remain a major land use and side roads and wide shoulders on main roads will provide for safe movement of farm equipment.
- Route 28 will remain a 2 lane, rural road along its current alignment.
- Commercial uses will be developed in convenient and well designed clusters, with safe and pleasant pedestrian connections to other parts of the village.
- Water service will be available throughout the defined service district of the village, with public sewer service phased to discrete areas.

*Catlett, Calverton & Midland Village
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Volunteer Fire Company, Historic Homes and Businesses

Land Use Plan. Map CCM-4 represents the Land Use Plan for the Village of Catlett. The core of the community is located at the intersection of Route 28, Old Dumfries and Elk Run Roads. Here the residential and commercial uses will be mixed in a manner consistent with the historic development patterns of streets interconnected in a grid layout. Residential development in this area would represent approximately 60 percent of the total acreage in gross density of 1 dwelling unit per acre. In the core area of mixed uses, apartments above commercial properties and townhouses are encouraged in the long-term development of Catlett, including a commuter rail/VRE stop. Additional commercial use along Route 28 is encouraged in the area where the existing grocery store, bank and gas/convenience mart are already located, while a modest industrial area for flex-industrial and warehousing is designated east of the Southern Railroad on Elk Run Road.

With Cedar Run and the extensive floodplain areas surrounding the Village of Catlett, it is recommended that the floodplain become an established open space with park development linked to the neighborhoods with paths. Moreover, the floodplain establishes a natural boundary of the service district. Map CCM-5 presents one illustration of how this community could look as it matures. This illustrative plan continues the established traditional neighborhood design (TND) of the community.

*Catlett, Calverton & Midland Village
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In 2008, Catlett had approximately 118 dwelling units, according to tax assessment records. Table CCM-1 presents a land use summary for all categories.

Plan Phasing: The plan outlined in this section is dependent upon the implementation of a cost effective public sewer system. If such a system, or related public sewer alternative, as generally outlined in this plan element is not implemented, then the proposed land use design for the village needs to be altered significantly, and the Village Service District status removed; this applies to all the village service districts. Depending upon the delivery of a public sewer system of a hopeful 150,000 gpd of treatment capacity, Catlett could grow to 300 residential units and provide a strong commercial base. (See Public Sewer Utilities Section.)

While it is difficult to specify phasing of capacities without an understanding of what the state permitted type and capacity of public sewer system will be, the Phase 1 objective is to remediate existing homes and businesses with failing drainfields. No connections would be allowed outside the Phase 1 area unless there is an established drainfield failure of an existing structure. Phase 2 is to provide for a modicum of infill development within the same geography as shown on Map CCM-6. The implementation of subsequent phases of sewer service will remain a possibility, so long as Phases 1 and 2 are completed. Any change of phasing or expansion of the service area would require an amendment to the Comprehensive Plan.



Business, Farming and Railroad form Heart of Catlett

Should the Fauquier County Board of Supervisors determine a way to treat effluent via a land application system for Catlett and Calverton, a parcel that has the soils for this potential has been identified. This parcel is shown on Map CCM-6 and discussed in the Utility Element of this Plan.

A build-out analysis based on the land use designation and the zoning was performed by County staff in 2008. The anticipated sewer treatment demand under the land use plan is between 550,000 and 1,000,000 gpd. Under current wastewater treatment constraints, Catlett will not be able to fully realize the densities in the land use plan. However, the citizens of Catlett are hopeful that new technology will provide more cost-effective public treatment solutions.

As of the 2008 update of this plan, the Board of Supervisors has invested in multiple engineering studies but has not chosen a solution to provide public sewer service to Catlett or Calverton.

Implementation Strategy:

The citizens of Catlett, Calverton and Midland support a petition by the Board of Supervisors to the Virginia Assembly for an exception from state regulations that would allow treatment of wastewater via a new facility.

**TABLE CCM-1
Catlett Service District – Planned Land Use by Acre**

Category	Acreage
Residential (1 unit/acre)	360
Office	27
Industrial	33
Mixed use (up to 1 d.u./acre for residential)	203



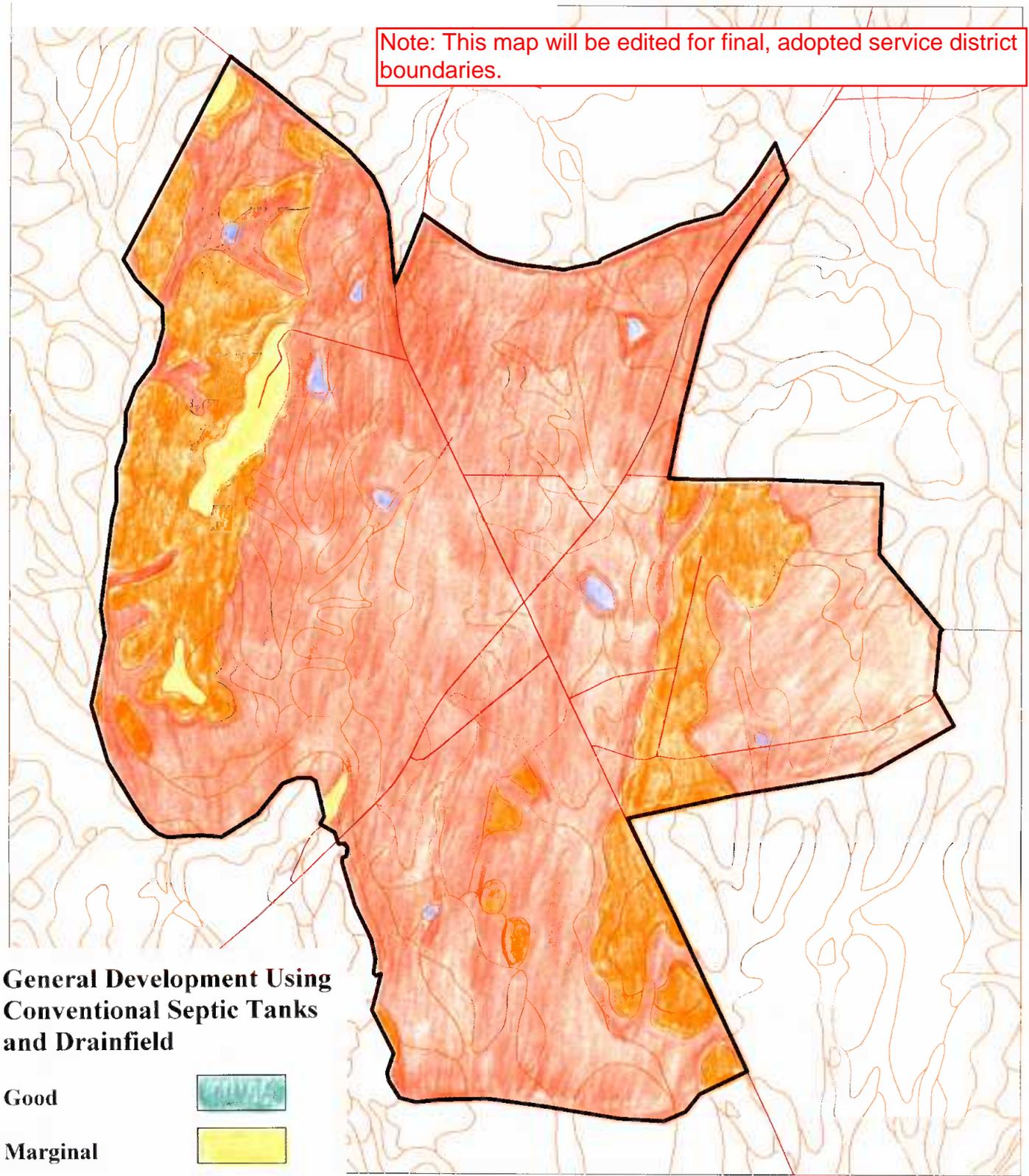
Catlett Places of Worship

Map CCM-1

Create and Insert a Vicinity map of Catlett,
Midland, and Calverton to be inserted here.

Map CCM-2: Catlett Soil Conditions for Drainfields

Note: This map will be edited for final, adopted service district boundaries.



General Development Using Conventional Septic Tanks and Drainfield

- Good 
- Marginal 
- Poor 
- Not Suited 



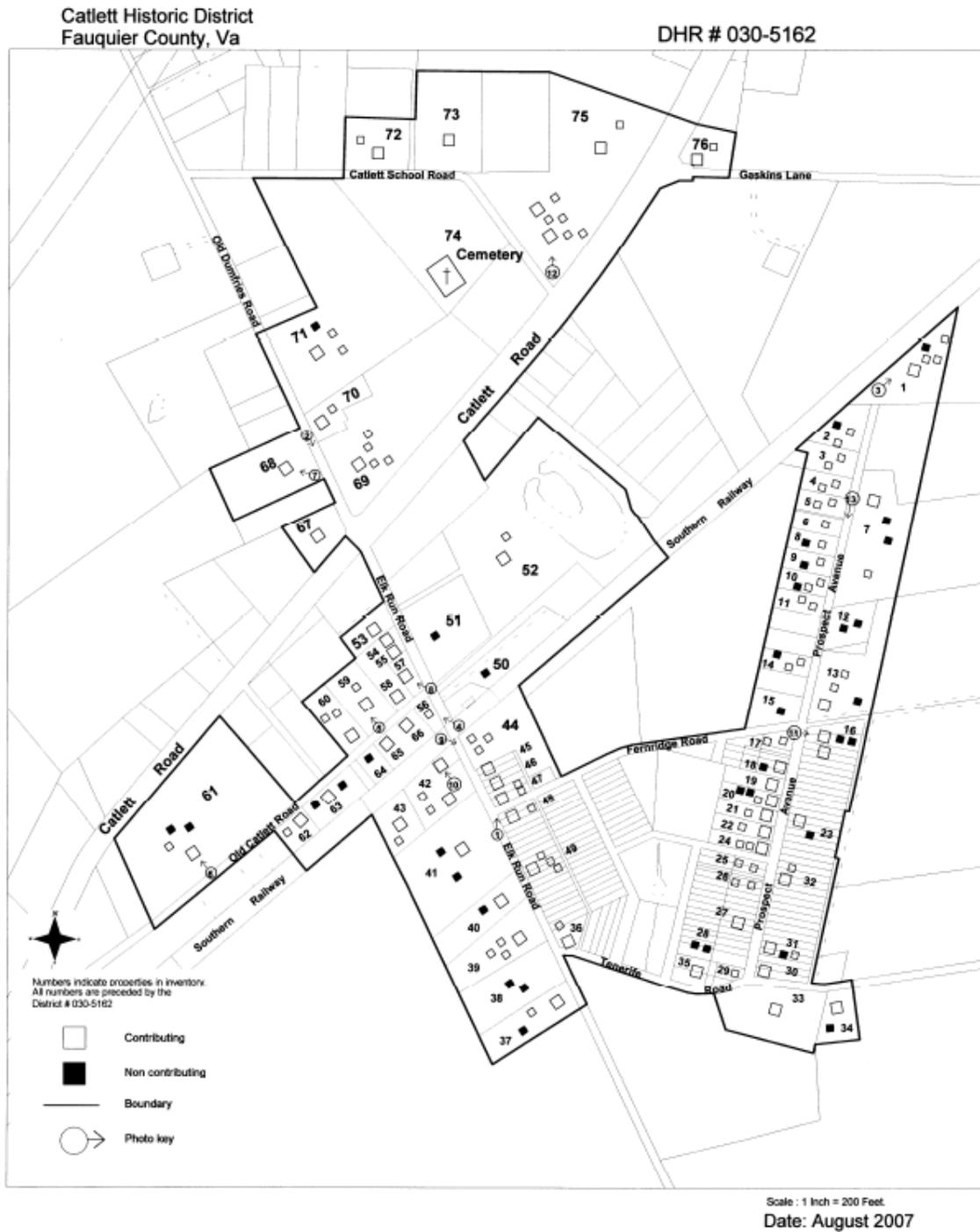
Fauquier County
Geographic Information Systems

Scale : 1 Inch = 1500 Feet.
Date Printed : 09/25/2008

This map does not meet surveying accuracy standards.

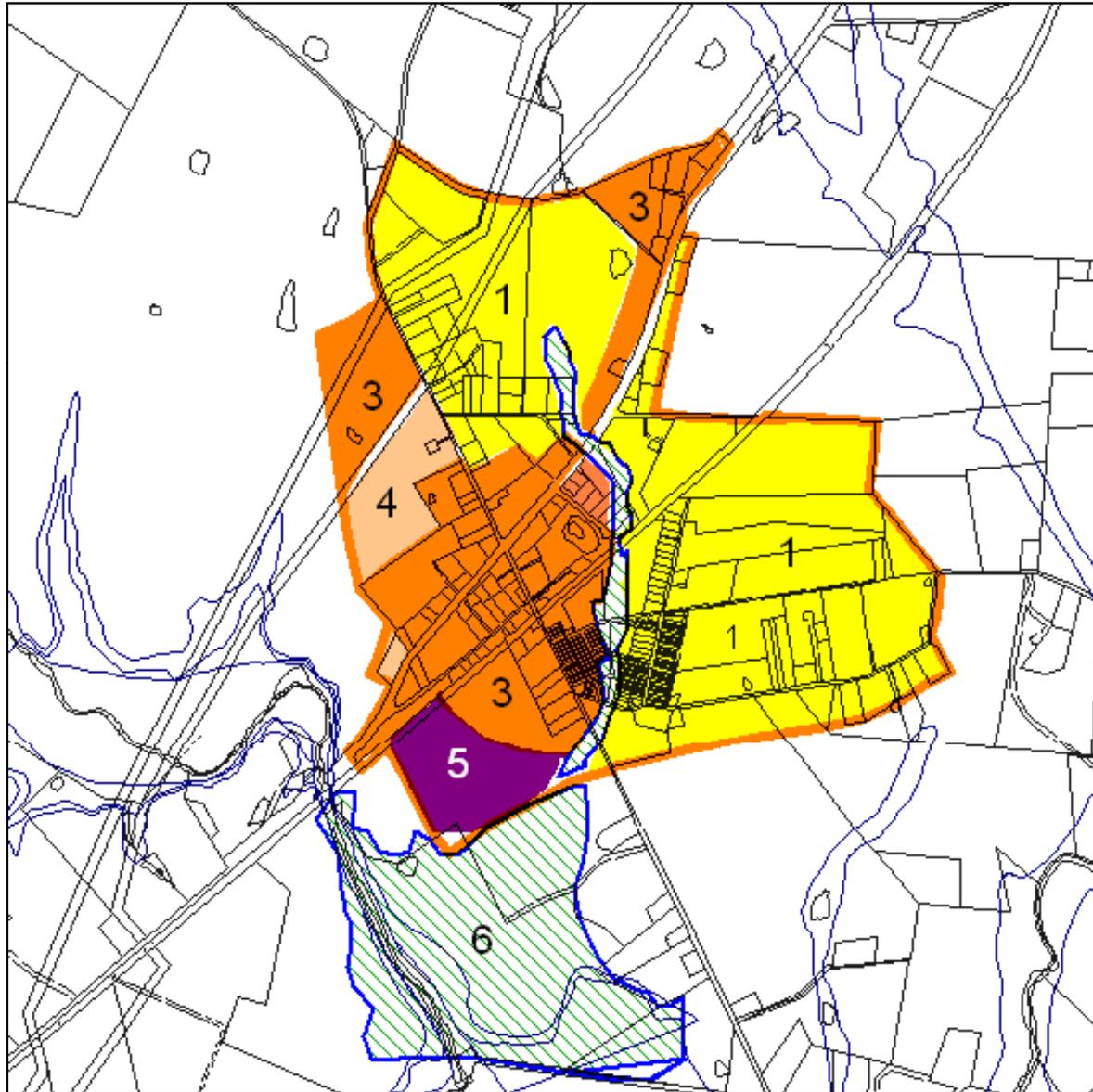
Catlett, Calverton & Midland Village
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Map CCM-3: Catlett National Register Historic District



This plan also recognizes previously identified historic resources not shown here, including: Cedar Run Bridge, Oak Shade Baptist Church, Catlett School, Terry House, Jehoash Presbyterian Church, and Weavers Store.

Map CCM-4: Catlett Future Land Use



-  Proposed boundary adjustment
-  1-Low Density Residential:
-  ~~2-Commercial Highway~~
-  3-Mixed Use:
-  4-Office
-  5-Industrial
-  6- Park/Open Space/Stream Buffer

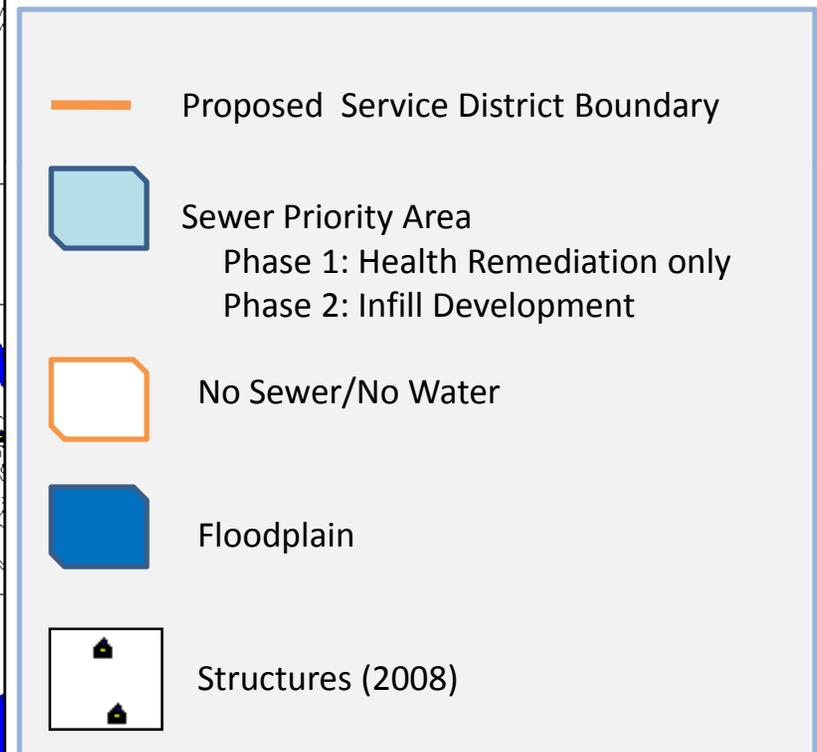
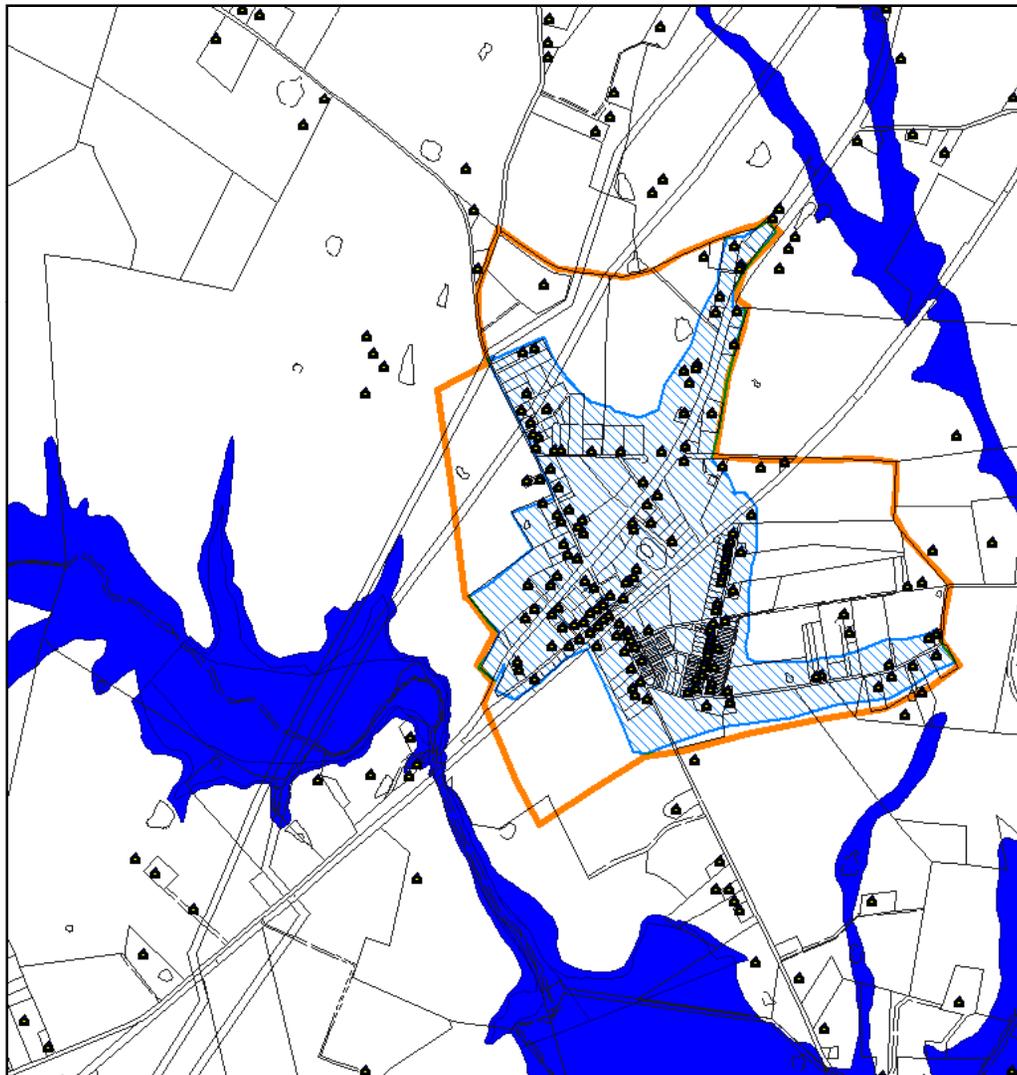
*LDR and MU categories up to 1 d.u. per acre, unless TDR program used

**MAP CCM-5
CATLETT ILLUSTRATIVE PLAN**

(Note: This illustrative will need to be revised to omit any roads or areas of development that might be changed as part of the update to the future land use map.)



Map CCM-6: Catlett Sewer Priority Area



3. Calverton Village Service District Plan

Calverton 2009-2050



3a. Background

The Village of Calverton is located on Route 28, midway between the Village of Catlett, two and one half miles east, and the Village of Midland to the west (See Map CCM-1). In former times, this community provided a variety of services to the surrounding farms, and a rail depot for dispatch of farm products to eastern markets. Calverton's roads, Route 603 -- Bastable Mill Road and Route 616 -- Casanova Road/Bristersburg Road, reference this service function since these radiate out from the village to the nearby farms.

Calverton has an established history, development scale and community character relating to the agricultural economy, which residents wish to preserve. New business, churches and residential subdivisions, as well as "infill" development should seek to retain the historic patterns of scale, massing and building placement which presently define the look of the village. Examples of this

look are represented in the photos included in this plan.

3b. Existing Characteristics.

Population. The Village of Calverton in 1990 had 152 residents and is estimated to have grown to a population of 225 in the year 2000. The population remained nearly through 2008, as the community had an estimated 81 dwelling units according to tax assessment records.

Constraints. Calverton's growth over the past 30 years has been limited, principally by local soils that do not "perk" well, and consequently are not suitable for conventional septic drainfields. Map CCM-7 illustrates the location of these poorly draining soils. Like Catlett, Calverton's existing homes experience poorly functioning or failing drainfields that have been the subject of a variety of soil studies and engineering reports through time.

Calverton is not served by public water through the Fauquier County Water and Sanitation Authority. Homes and businesses are served through their individual wells. Fauquier County completed *Water and Wastewater Master Plan (Camp Dresser & McKee)* in March of 1997. The study indicated that if public supplies were to be provided in the future that the first step would be to conduct a groundwater investigation. The second step would be the test well drilling and requisite water quality and yield analyses, and then the final step would be the design and construction of the necessary pumping and treatment facilities. No action or pursuit of this alternative has occurred to date.

3c. Historic Resources

Calverton has a classic rural village core close to the railroad depot. This core is located along Old Calverton Road, a street that was subsequently replaced by the current Route 28 to the north. Casanova, Bastable and Bristersburg Roads radiate out from this core and link the core with those farms that used the depot to ship their milk and other products to market and receive goods not obtainable in the village.

A preliminary Historic Resources Survey was completed for the County through the Virginia Department of Historic Resources. This survey, which includes Calverton, supplements previously gathered information, with a special emphasis on structures built before 1950, and on more modest "vernacular" buildings that were formerly not recognized for their important community contribution.

The historic area of Calverton, generally depicted in Map CCM-8, may qualify for nomination to the National Register and the Virginia Landmarks Register. Preliminary information forms have been completed indicating the area that would qualify for district classification. Additional work must be done in order to prepare a formal application justifying why this core is eligible for inclusion. No land use or other regulatory rules apply if a structure is placed on the National Register as a Historic District. However, certain rehabilitation and structural improvements on such buildings would qualify for tax abatement and other incentives.

Goal: Identify and protect the historic landscapes and buildings in Calverton for future generations.

Implementation Strategies:

- Encourage the community organizations to complete final forms to qualify the designated district for inclusion on the National and State Registers.
- Designate a larger Historic Area delineation in order to “frame” the historic core with residential and commercial development that is consistent with the building placement, scale and character of the core.
- Integrate pedestrian and bike-path design for any future Route 28 and village street improvements in order to facilitate tours of the village featuring its historic past, the Civil War and future park amenities.
- Actively work with the Virginia Department of Transportation to assure that future Route 28 improvements do not negatively impact community historic resources, or community character.
- Include Calverton and its Historic Area in County economic and tourism marketing efforts.

Calverton's Gateway on Route 28



3d. Village Land Use Plan & Phasing

Village Vision. *The Citizen Planning Committee developed the following description for the ideal future for the Village of Calverton in the year 2050:*

- Calverton will have a community strong identity, focused on a central park, with a fountain, and place for community meetings. It will be a small town with efficient utilities, surrounded by open space and preserved wildlife.
- Trails (bike/horse/walking) will link elements within Calverton, as well as to Catlett and Midland. Calverton will be a small, clean, harmonious, modern community in an old fashion setting. It will remain a rural, farm based village with as little impact from through-traffic (i.e. , large trucks) as possible, and will experience only modest amounts of growth.
- Calverton will be a small rural village, centered within an agricultural community, consisting of single-family dwellings, agricultural support businesses and other businesses that depend on the local community as a primary revenue stream. Public facilities will focus on the needs of the community; there will be no high density development. Employment centers and recreation will be within walking distance to some people, while others will be served by public transportation.
- It will be a livable community with well planned neighborhoods that are served by public water and sewer, and open space and green area for all to enjoy. It will have an open, neat, orderly, balanced mixture of residential, commercial, and light industry with open space, and public facilities for recreation, transportation and education.
- Cedar Run and Owl Run will be clean streams with parkland along the floodplains, connected by trails.
- The Calverton Service District will serve as a community center for southern Fauquier. Residents will be able to shop locally, rather than going to the larger towns and cities to the east.
- Commercial and light industrial businesses will be in the District as well as some residential growth.
- Transportation will be by way of a two-lane Route 28, with traffic lights at dangerous intersections. A Virginia Rail Express station will become the hub of the community. Areas outside of the Service District will remain open space and preserved for agriculture. Businesses and industry will be located nearby to minimize commuting. Schools will be within the community to minimize busing.
- The existing churches in Calverton will be preserved.

Land Use Plan.

Plan Boundaries. Map CCM-9 represents the Land Use Plan for Calverton. The core of the community is located at the intersection of Routes 616, 603 and 28, and the existing railroad right-of-way. Land uses within the wedges generated by these corridors would include commercial, and mixed commercial/residential uses. Immediately south of this core would be a major park, located within the 100 year floodplain of Owl Run. Two land bays in the southwestern quadrant of the Service District would be reserved for light industrial uses, while single family, low density residential would be located on the perimeter of the district core at three locations. Land located north of Route 28, to the east of Calverton would be reserved for a hi-tech office/industrial use and provide well-paying jobs for residents. One development bay to the north of Calverton's village core would be reserved for a new school site, which can serve as a middle school in the future for Catlett, Calverton, and Midland. This new school would be separated from the existing H.M. Pearson School by an active recreational park. Land zoned for Rural Agriculture uses will remain outside the district and be retained for agricultural uses. Table CCM-2 presents a land use summary for all categories. Map CCM-10 represents one illustration of how the community could look as it matures.

Any further development of Calverton will require public sewer service. A build-out analysis was performed by County staff in 2008 which showed that the 2002 Calverton land use plan required between 800,000 and 1,000,000 gpd of public sewer service. This needed public sewer treatment capacity is impossible under existing state regulations and financial resources. As a result, the plan will likely not be built-out according to the land use designations or even the current zoning designations. The 2002 service district boundary and residential densities for the land use designations were brought down to a more realistic level of sewer service capacity, approximately 150,000 gpd. With this amount of service, Calverton could grow to 300 units and provide around 72,000 gallons per day to commercial and industrial uses. Additional growth is possible, but limited by the amount of public utilities available.

Phase 1 and Phase 2 of the proposed sewer system in Calverton are shown on Map CCM-11. While it is difficult to discuss the parameters of phasing without a decision regarding state permitted capacity, Phase 1 is intended to provide approximately 35,000 gallons per day of public sewer service to existing dwellings and commercial uses in Calverton that are experiencing failing drainfields. Phase 2 is for modest infill development between these existing uses for up to a total of 150,000 gpd. Phase 2, or subsequent sewer facility and collection system expansion, would need to be funded by future development consistent with the Calverton Village Service District Plan. Altering the boundaries of Phase 1 or Phase 2 would require an amendment to the Comprehensive Plan. If after these phases public sewer capacity is available, a Phase 3 area could be established. The sources of possible public sewer are discussed in the Utility Section of this Plan.

Map CCM-11 also shows two satellite service areas serving H.M. Pearson Elementary and Southeastern Schools for health remediation of inadequate sewage systems. The same map further shows a potential sewer remediation district designation opposite H.M. Pearson School. This remediation district would be available for existing dwellings with no other practical on-site recourse, and that must have a connection with public sewer. This residential community is to

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remain outside the service district and retain the land use designation of “Rural” and be serviced after the larger community of Calverton is serviced.



Example structures

**Table CCM-2
Calverton Service District - Planned Land Use by Acre**

Category	Acreage
Residential (1 unit/acre)	206
Office & High Tech	45
Institutional	47
Industrial	158
Mixed Use (up to 1 unit/acre for residential)	200
Park/Open Space/Floodplain	110



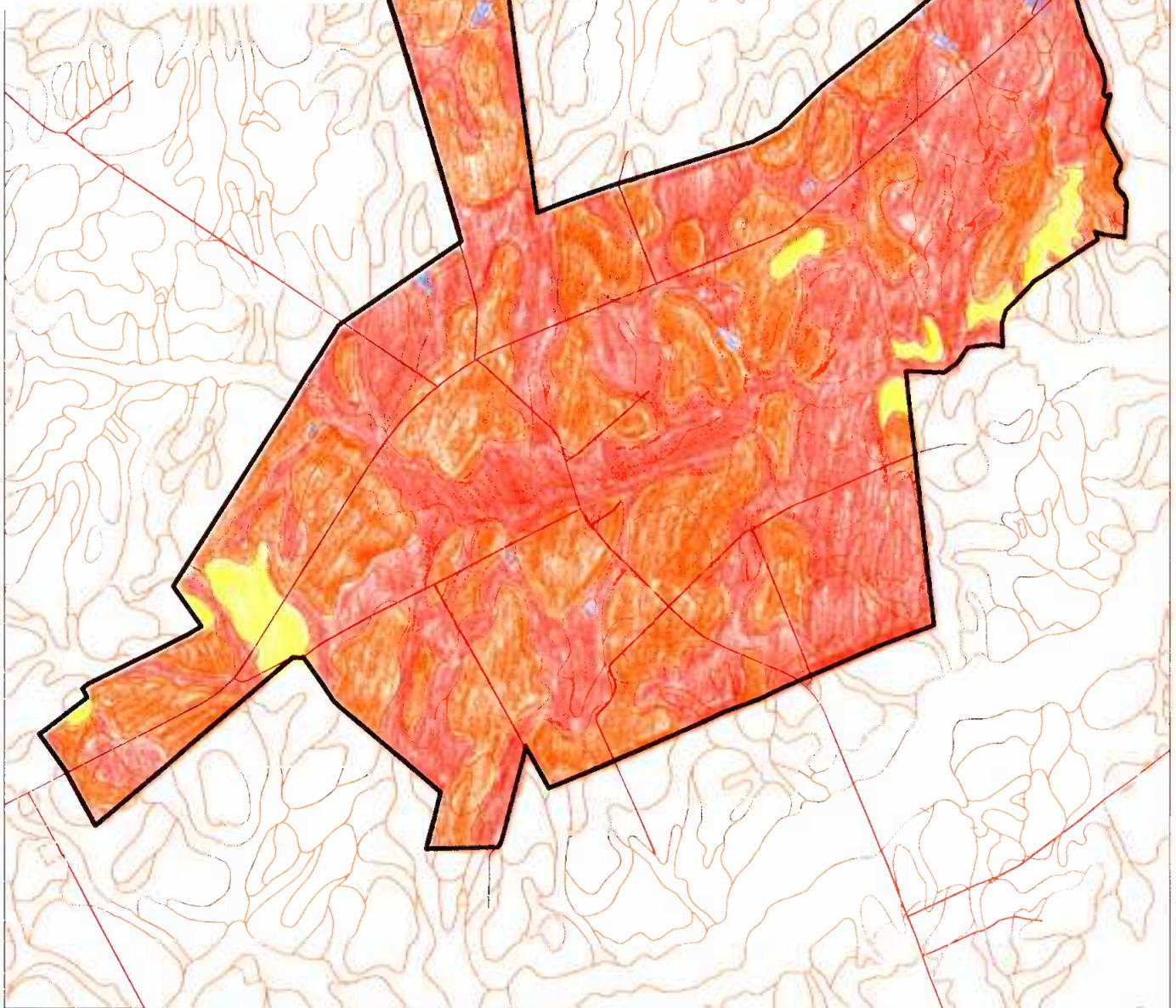
Rural Calverton

General Development Using Conventional Septic Tanks and Drainfield

Map CCM-7: Calverton Soil Conditions for Drainfields

Note: This map will be edited for final, adopted service district boundaries.

- Good 
- Marginal 
- Poor 
- Not Suited 



Color Aerial Imagery Copyright
2002 Commonwealth of Virginia



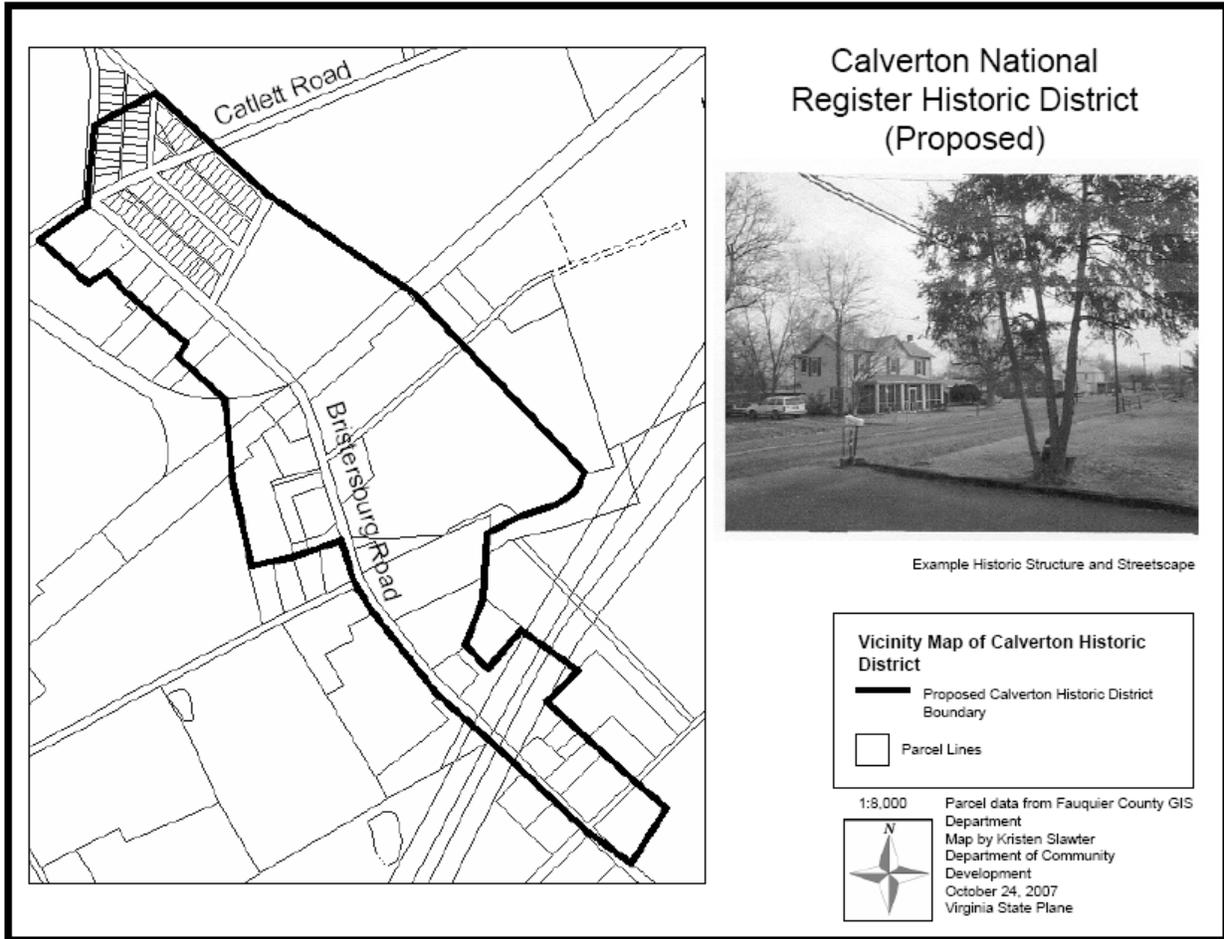
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Date Printed : 09/26/2008



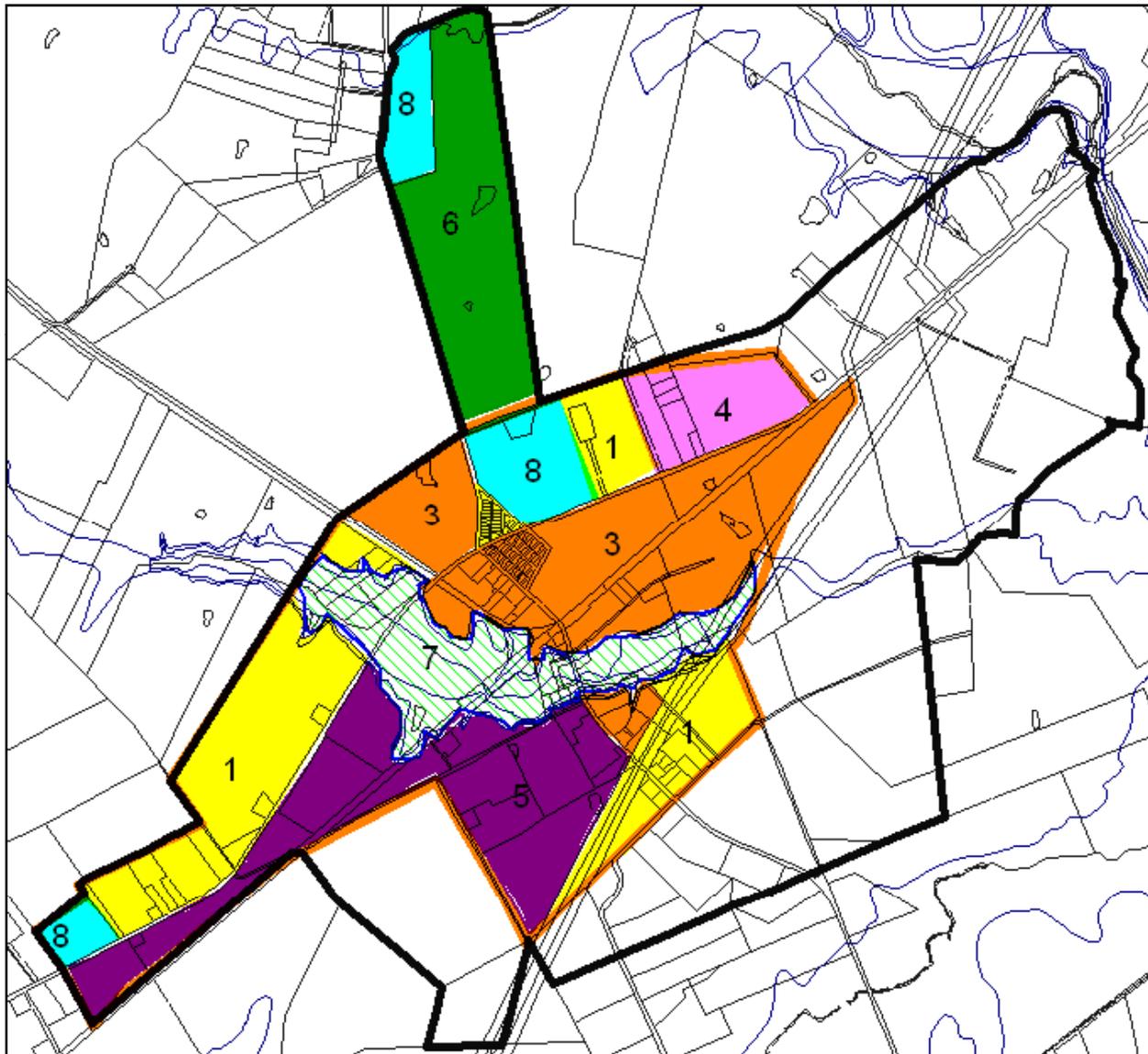
Fauquier County
Geographic Information Systems

This map does not meet
surveying accuracy standards.

**Map CCM-8
Calverton Historic District**



Map CCM-9: Calverton Future Land Use



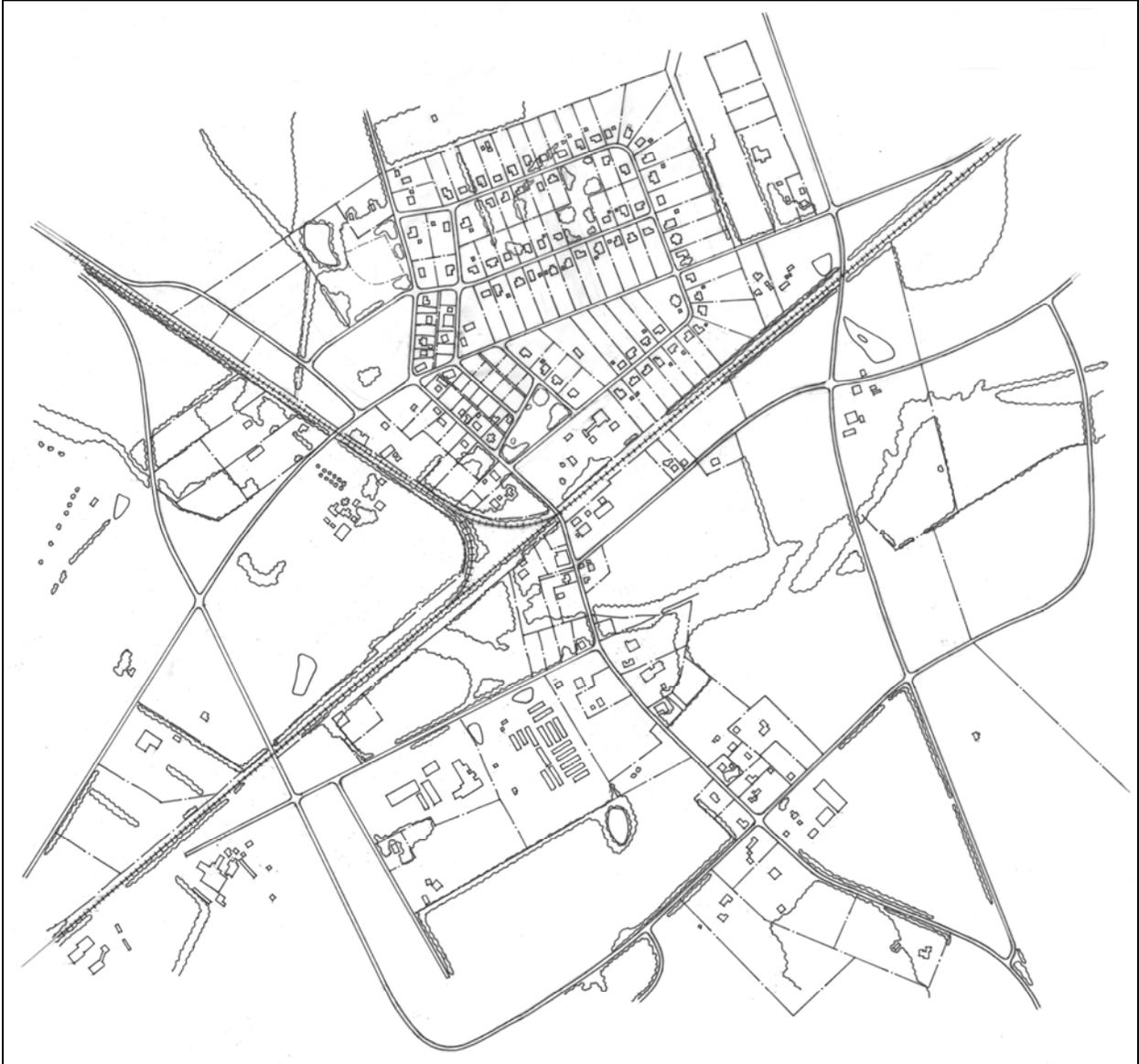
- Adopted boundary
- Proposed boundary adjustment

- 1-Low Density Residential:
- 2-Commercial
- 3-Mixed Use:
- 4-Office & High Tech
- 5-Industrial
- 6-Park/Open Space
- 7-Park/Open Space/Floodplain
- 8-School

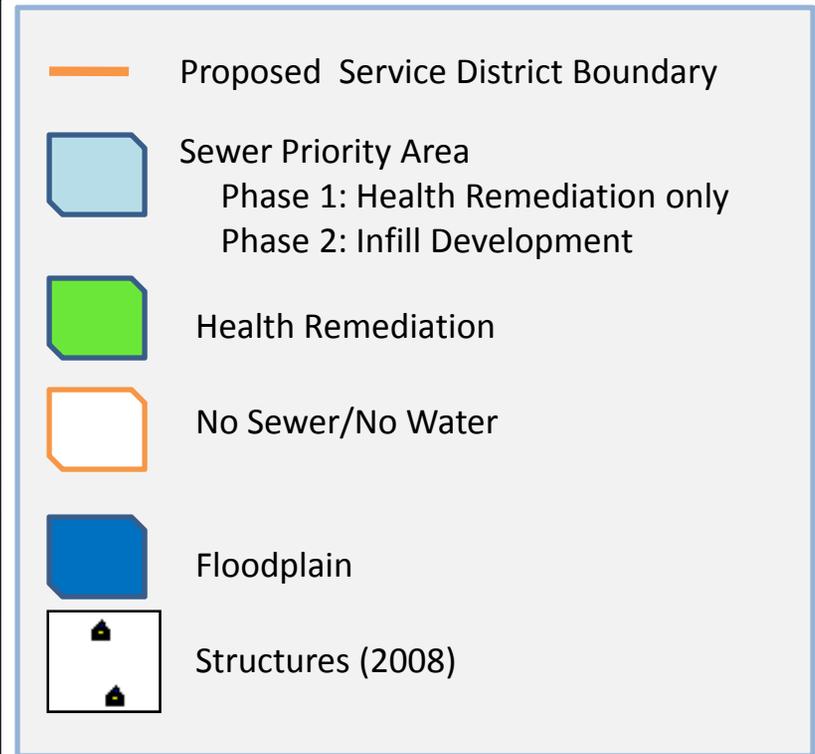
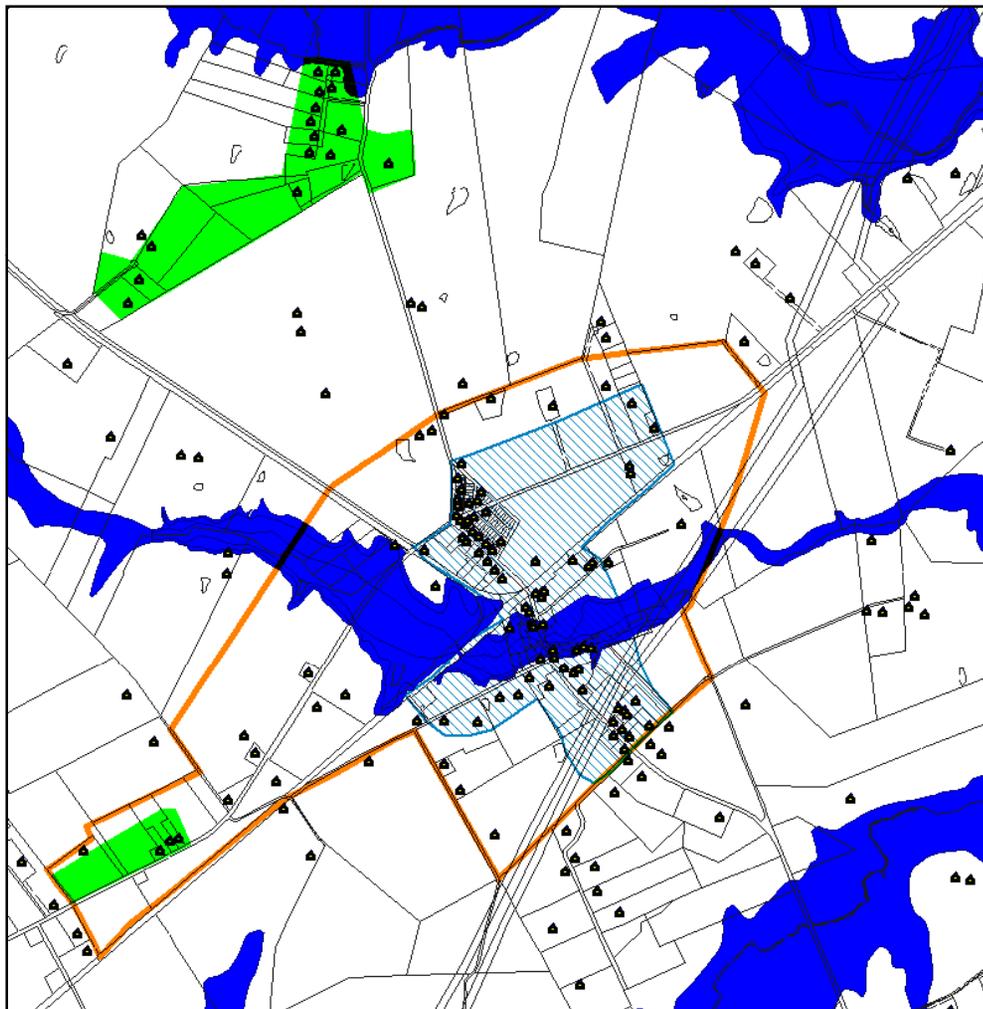
*Low Density Residential and Mixed Use categories up to 1 d.u. per acre, unless TDR program is used

**MAP CCM-10
CALVERTON ILLUSTRATIVE PLAN**

(Note: This illustrative will need to be revised to omit any roads or areas of development that might be changed as part of the update to the future land use map.)



Map CCM-11: Calverton Sewer Service Priority Area



4. Midland Village Service District Plan 2009-2050



4a. Background

The Midland Service District is located on Route 28, in the southeastern portion of the County about three miles west of the Calverton Service District and two miles east of the Bealeton Service District (See Map CCM-1). Midland was at one time a railroad stop on the Orange & Alexandria (later to become the Virginia Midland then the Southern Railroad, now Norfolk Southern). Much of the historic fabric of Midland is located near the railroad, and the influence of the rail stop is reflected in the existing lot patterns which include a traditional “grid” plan of small blocks (200 feet x 200 feet) and narrow lots (50 feet x 100 feet), within walking distance of the old rail stop.

Midland has no public water service, and like Catlett and Calverton faces severe growth constraints due to the lack of public sewer, and growing health problems caused by failing drainfields and the general unsuitability of the soils to support such systems. Most of the houses with failing drainfields are along Route 28 and a large area south of Route 28.

Midland is the location of the Warrenton-Fauquier AirpoRoute. Due to this relationship, Midland is planned for a significant amount of industrial and warehouse uses. The area is currently more industrial than residential in terms of land use activity. In recent years, the acquisition of the airport by the County and its refurbishment has heightened interest in industrial growth for Midland. This significant airport improvement also should result in a prudent County planning effort to limit residential development below the airplane flight paths. As shown in Table CCM-3, the Midland Service District contains slightly more than 1,000 acres (exclusive of floodplain and infrastructure), about two-thirds of which are zoned for industrial uses.



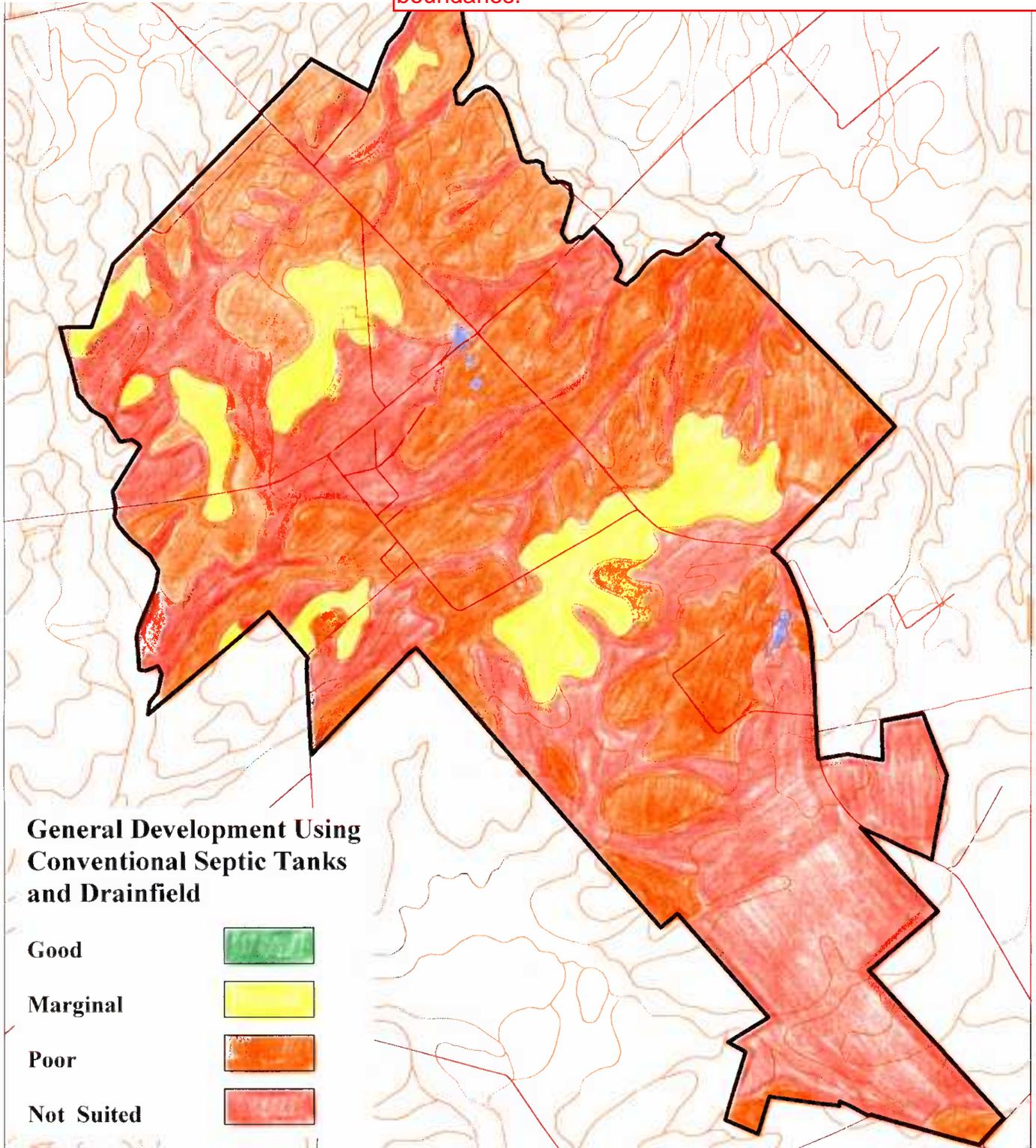
Downtown Midland

4b. Existing Characteristics

Population. The Village of Midland in 1990 had 152 residents, and in 2000 had an estimated population of 188. The population has remained the same from 2000 through 2008.

Constraints. Like its neighboring villages of Catlett and Calverton, Midland's growth over the past 30 years has been exceptionally limited, mainly due to limitations of the soils to support septic drainfield systems and the lack of public water and sewer service. Map CCM-12 illustrates the soil constraints in the area.

Note: This map will be edited for final, adopted service district boundaries.



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Scale : 1 Inch = 1666 Feet.
Date Printed : 09/26/2008



Fauquier County
Geographic Information Systems

This map does not meet
surveying accuracy standards.

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Like its neighboring communities, Midland has suffered from failing septic systems. A cost effective solution for public sewer collection and treatment is needed. Further, sewer service to this area would likely enhance employment and economic growth as much as it would small-scale residential growth, due to the existing industrial zoning, the existence of several industries, and the airpoRoute

Previous Plans. Midland’s build-out population in the 1994 Comprehensive Plan was an estimated 1,400 residents, along 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 2008 plan brings the anticipated growth and development of Midland down to a level that can be achieved through a realistic level of service.



Historic Crossroads in Midland

4c. Historic Resources

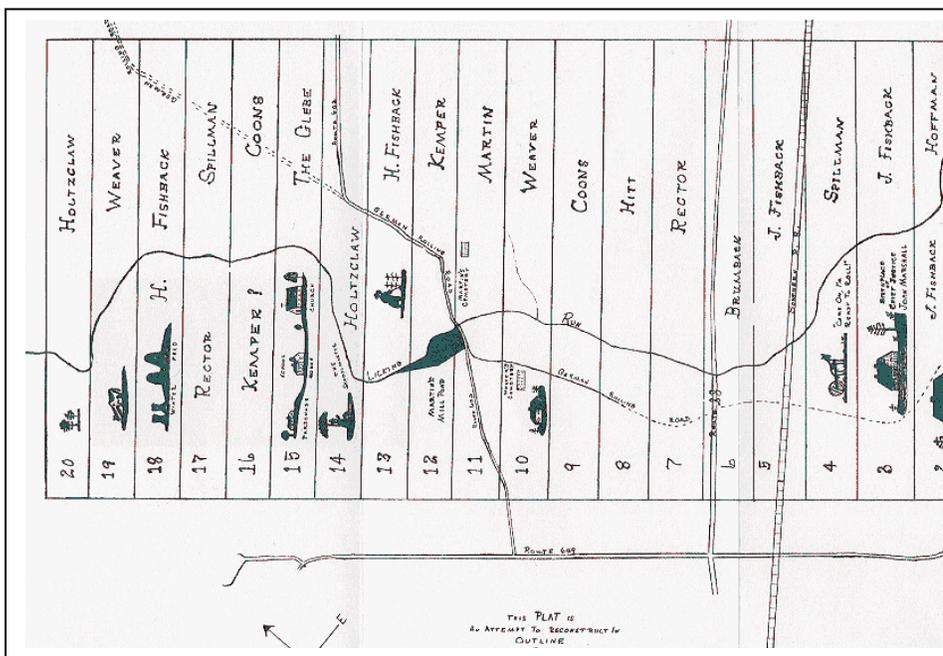
Midland is a tight-knit community--a charming example of rural life, something that few can experience in these times given its proximity to large suburbs and cities to the east. It has a rich array of cultural resources ranging from the pre-European Indian settlement sites, 18th century Germantown settlement site, John Marshall birthplace, and railroad community. Residents are interested in documenting these histories to increase local awareness about Midland’s unique historic attributes and to develop cultural heritage tourism opportunities.

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Historic maps of the area demonstrate the various layers of history present in the community, both above and below ground. Both Pre-historic fossils and Native American artifacts have been found in the area.

European explorer John Smith sailed the Chesapeake Bay in 1608 and mapped the presence of the Manahaouc Indians in Fauquier County. These early residents were slowly pushed west or died of infectious diseases brought here by the Europeans. Settlers moved in from the tidewater into the Piedmont in the early 1700s, including twelve German families that moved from a settlement, Germanna, on the Rapidan River, onto a 1,805 acre tract of land in what is now Fauquier County and formed a small farming community, Germantown. (Map CCM-13). These settlers built a grist mill and saw mill along Licking Run and grew tobacco that they rolled down a "rolling road" from Germantown to the port at Falmouth on the Rappahannock. There is a traveler's account from 1748 stating that the town looked like a town in Germany except for the buildings being further apart. Recent archaeological discoveries at Jamestown, Virginia and nearby at Elk Run, have garnered high levels of community support for strategic historic research and preservation efforts in Germantown that will unveil the town's hidden past buried in the soil.

Map CCM-13: Germantown Settlement



Outline of the German Town of 1729, reconstructed by Woodford B. Hackley (1961).

© Memorial Foundation of the Germanna Colonies in Virginia, Inc.

(<http://www.germanna.org/map1.html>)

The railroad's influence is seen daily with the passing of each freight train. Narrow lots visible on County parcel maps tell the story of Midland's 19th century ambition to become a booming railroad town.

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In 1873, Eliza & Hannah Beale deeded land to the Washington City and Midland Virginia Southern Railroad Company. This railroad company planned the town of Midland. It was called the Virginia Midland Railroad Village. Evidence of this village are the very small parcels that still remain. The village has a grid network of streets and lots which are a valued element in contemporary neo-traditional planning. Residents want to maintain that neighborhood and business scale, which has been focused with its churches, community meeting buildings, railroad location and past service to the agricultural community. This is the only type of railroad town with these origins in Fauquier County and the remaining buildings present today in Midland represent this unique history. Midland is eligible to be listed on the National Register of Historic Places. Exhibit 11 shows a sample of some, but not all, of the historic resources of Midland that warrant additional study and attention.

Midland welcomes new development that can incorporate features of its existing pattern of development and also respect its architectural and cultural resources. Architectural guidelines found within this plan should be referred to when evaluating a new development proposal. These guidelines will help Midland maintain its unique sense of place.



Open Space and Active Farming in Midland

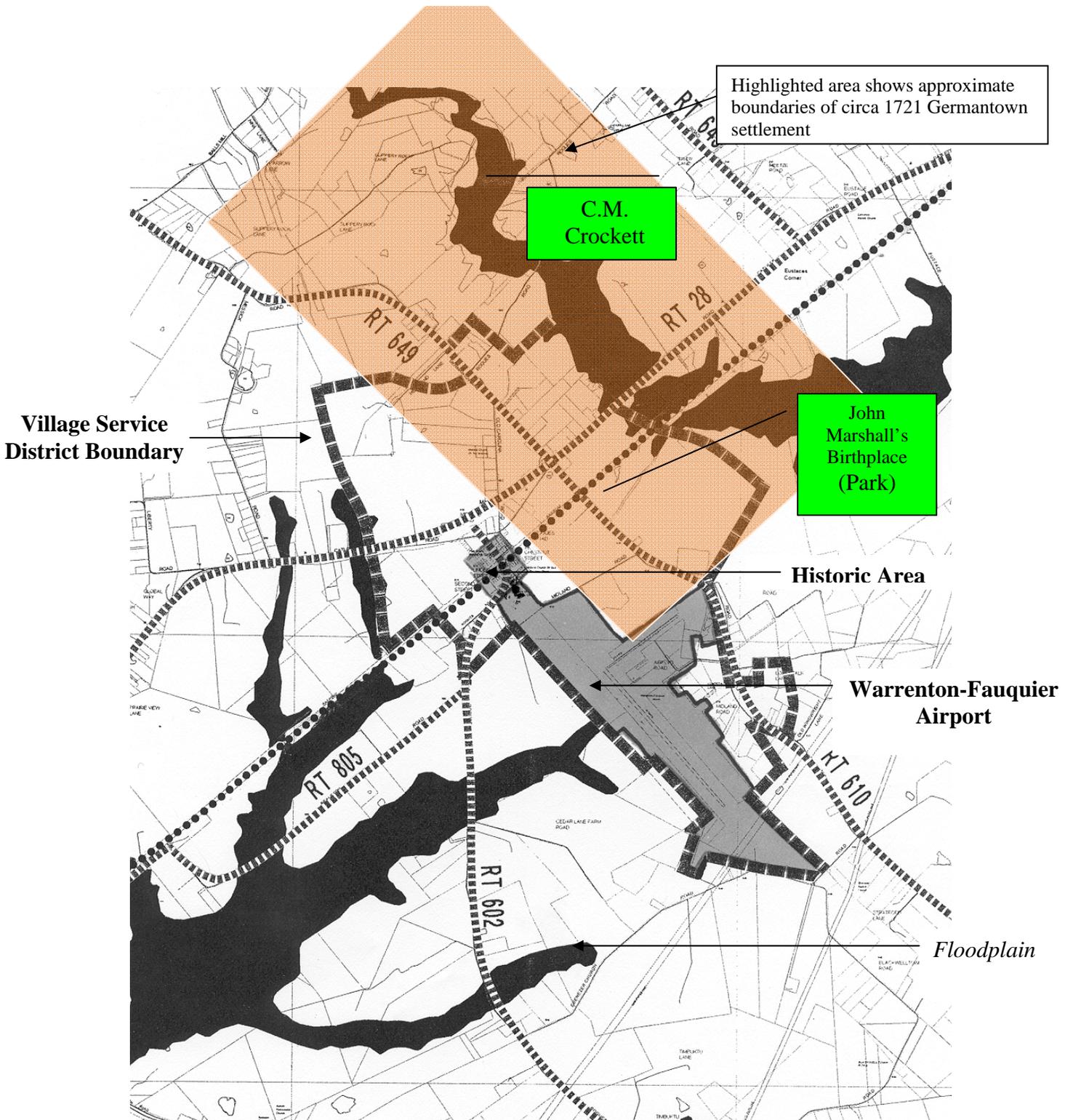
Examples of some of the prominent historic sites, buildings and community landmarks include the following:

- John Marshall's Birthplace
- Armstrong's Store
- George H. Robinson's Store
- Post Office Building
- Learning Tree Building
- Midland United Methodist Church
- Odd Fellows' Hall
- Midland School

Implementation Strategies:

- Designate the historic core of Midland, as reflected by the platted grid lot plan, as a historic area, and thereby encourage infill development consistent with the lot pattern as well as the architectural scale of the existing buildings and street layout.
- Integrate a bike path design for any future Route 28 and village street improvements. Note that a sidewalk already exists from the intersection of Route 610/602 (Midland United Methodist Church) to just beyond Linden Street's intersection with Midland Street.
- Actively work with the Virginia Department of Transportation to ensure that the design of future improvements to Route 28 will permit that portion of the road that goes through the heart of Midland to ultimately function as a true "main street" for the village, with a boulevard design that is comfortable for pedestrians as well as motor vehicles.
- Include Midland's historic area in economic and tourism marketing efforts by the County Economic Development office.

Map CCM-14: Midland Historic Resources



Note: This Map will be updated to reflect service district boundaries once approved.

4d. Village Land Use Plan & Phasing

Village Vision

- Midland will be the “industrial capital” of Fauquier County, with industrial uses such as warehousing and distribution uses located south of Route 28. Agricultural uses will be preserved, along with residential and historic buildings, all in balance with industry. The community’s rural charm will be sustained and enhanced.
- Midland will be a working agricultural community with open land and its “village feel” preserved.
- Limited residential uses will be developed north of Route 28, with supporting retail and commercial.
- New residential development will be high quality, and will focus on the neighborhood – walking and biking - vs. driving cars.
- Commercial development will occur close to the village-core and residential uses north of Route 28.
- All land around the airport will be industrial and commercial - not residential. Defined areas will be dedicated for commercial/industrial uses that preserve open space.
- A limited access freeway will be built south of the railroad, which will serve through traffic, industrial uses and allow the area north of Route 28 to remain rural and allow Route 28 to serve local traffic as a 2-lane road along its existing alignment. Access along Route 610 from the airport to Route 28 will be improved, and a second route will be provided out to Route 17.
- A commuter rail station will provide rapid rail service.
- Sewer service is provided within the district.
- Midland will absorb a limited amount of population growth during the next few decades.
- Residential growth will occur slowly and be limited. Residents will enjoy living in a true “village” in size, density and character. As growth occurs, special efforts should be made to create and reinforce the village character, especially the “human scale,” pedestrian convenience, historic character and “connectedness” of both the business and residential areas.
- Long-term effort will be placed on its industrial zoning and employment potential.

railroad, while residential and recreational uses are planned for the area north and west of Route 28. A large park is located to the north of Route 28 and encompasses an area associated with the Midland Airport noise zone.

Development will be arranged in a traditional pattern, with a continuation and enlargement of the existing grid lot layout established a century ago. The grid will be extended north and south between Route 28 and the rail line, but also across Route 28, to form a walkable, compact and pleasing residential neighborhood.

Entrances to the village will be defined by “gateway” open space elements at the southern and northern entrances along Route 28, based on enhancements to the natural floodplain areas adjacent to Marsh Run creek on the southwest and Licking Run creek on the northeast.

Sewer Priority Areas

The lack of public sewer has stagnated development in Midland for sometime. The airport has a small public sewer system large enough to service itself and a few businesses on its fringe, operating at its maximum capacity of about 8,800 gallons per day.

The residents and businesses of Midland have waited patiently for public sewer service for decades. Midland residents and businesses within the sewer priority areas will be given priority over new development for the reasons that most drainfields are taxed to their limits due to poor soils that do not perk well. Map CCM-17 shows the Midland Sewer Priority Area, which has a phasing element similar to the Catlett and Calverton sewer plans. Existing homes and businesses with failing drainfields are to be serviced first. After this phase, remaining sewer service could be allocated to the airport and to foster industrial development. Residential infill development will also be eligible, but should follow the existing pattern of development. The objective is to provide approximately 100,000 gpd of public sewer service to Midland with the aforementioned priorities. Information on the service options are presented in the Utility Section of this Plan.

Transportation Planning

Midland is a rural working village where farming, the railroad, airport and arterial road Route 28 merge. Traffic to and from the airport will likely increase as the airport develops and becomes more popular. Finding ways to manage these transportation systems so that they have the least impact on local residents and farmers is a challenge, but necessary for these transportation systems to co-exist.

An example problem at times is how air traffic can disrupt livestock activities on nearby farms. Another strong community issue is the fate of mature trees in the historic neighborhood located at the north end of the airport runway, as an airport air traffic controller system may require significant trimming or removal of trees above forty-five feet. This fact raises the question of how important landscaping is with respect to maintaining the integrity of a National Register eligible district.

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Implementation Strategy: Form an airport-citizen committee that would meet regularly to discuss and resolve problems like these and keep up community relations with various agencies.

The airport is a relatively new use to the Midland community, which will help grow skilled jobs in the area and also provide a strong tax base for the County, which in turn will help fund public services such as public schools, fire/rescue stations and the like.

Implementation Strategy: As the airport grows into a profitable operation, portions of this tax revenue should be secured for improvements to the Midland community, such as public sewer improvements, cultural resource documentation and preservation, agricultural tourism promotions, and purchase of development rights program for Midland farmers.



Airport is Adjacent to Downtown Midland and Active Railroad

Midland is not a stranger to the automobile, for fast moving commuter traffic flows heavily through Route 28 and Germantown Road in Midland. The residents want speeds monitored and managed better.

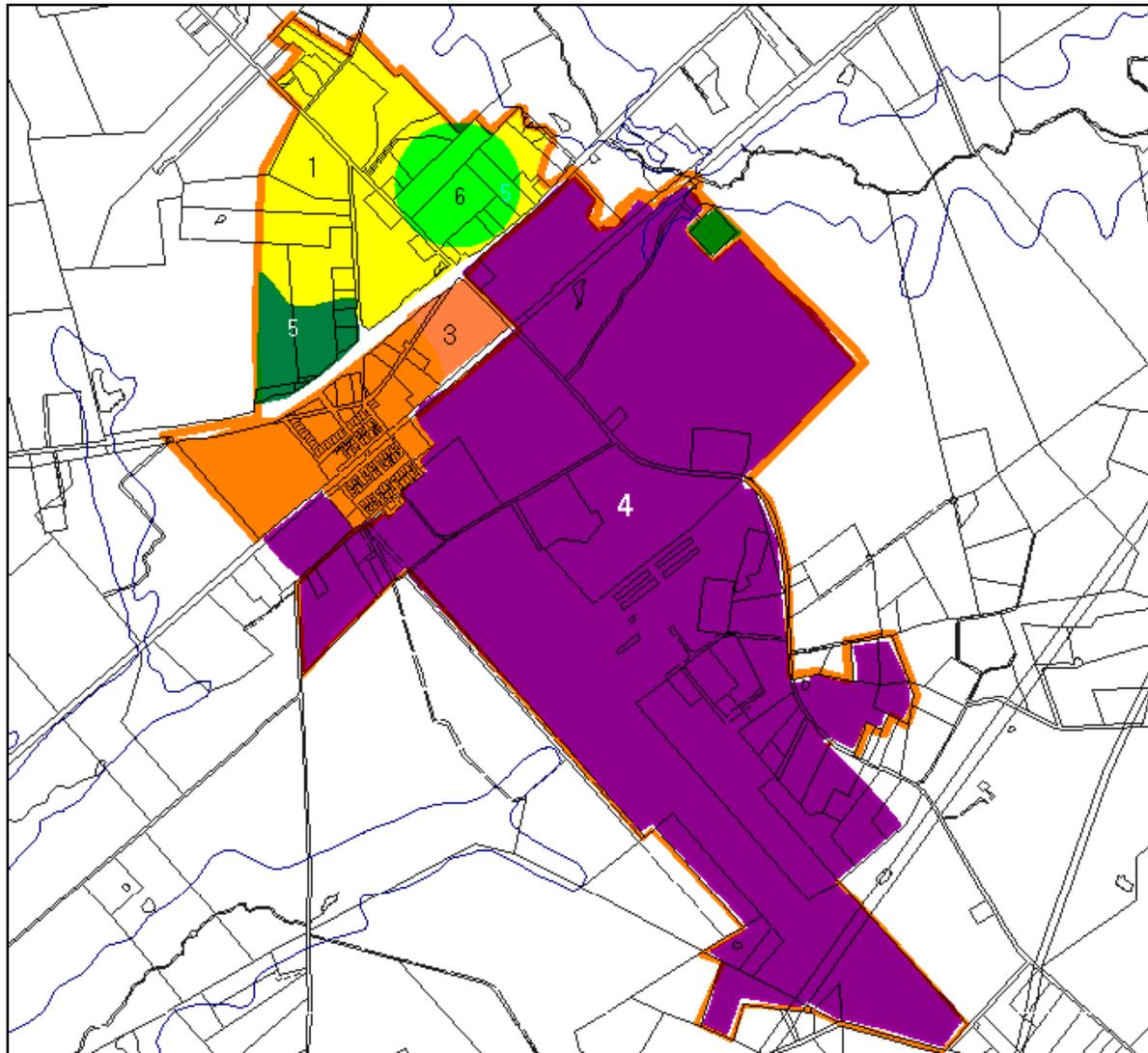
Implementation Strategy: Use traffic calming measures such as reduced speeds, traffic lights, landscaped median on Route 28, and the like to ensure that the village of Midland is safe for its residents and travelers.

Finally, this Plan recommends that the County pursue multi-jurisdictional cooperation amongst citizens, the railroad, airport committee, and VDOT. Coordinating efforts amongst these groups could lead to greater funding partnerships and help meet the goals of this Midland Plan.

**TABLE CCM-3
Midland Service District - Planned Land Use by Acre**

Category	Acreage
Residential (up to 1 unit/acre)	155
Industrial	470
Airport	375
Mixed Use (up to 1 unit per acre for residential)	115

Map CCM-15: Midland Future Land Use



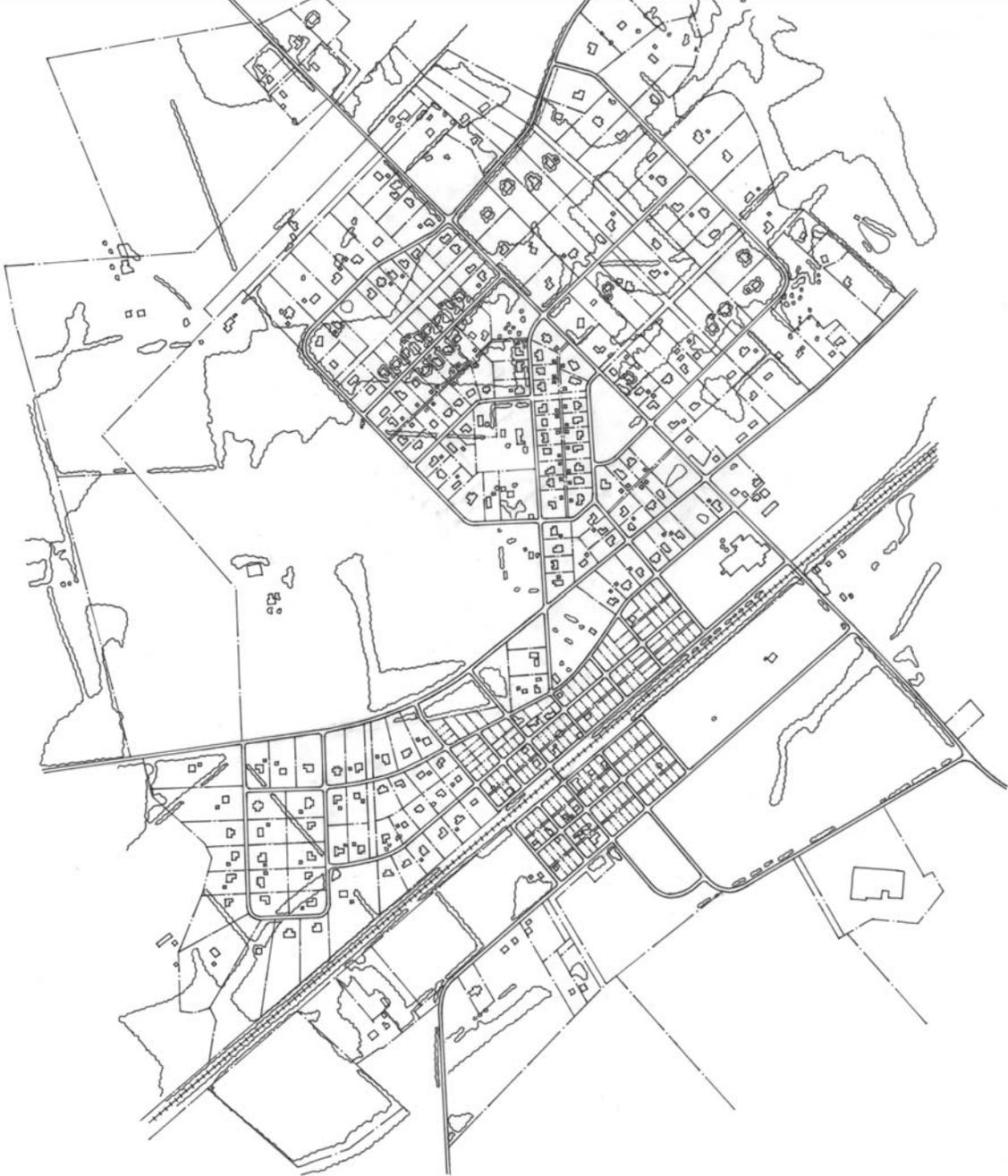
-  1-Low Density Residential:
-  2-Commercial Highway
-  3-Mixed Use:
-  4-Industrial
-  5-Park/Open Space
-  6-School

-  Proposed boundary

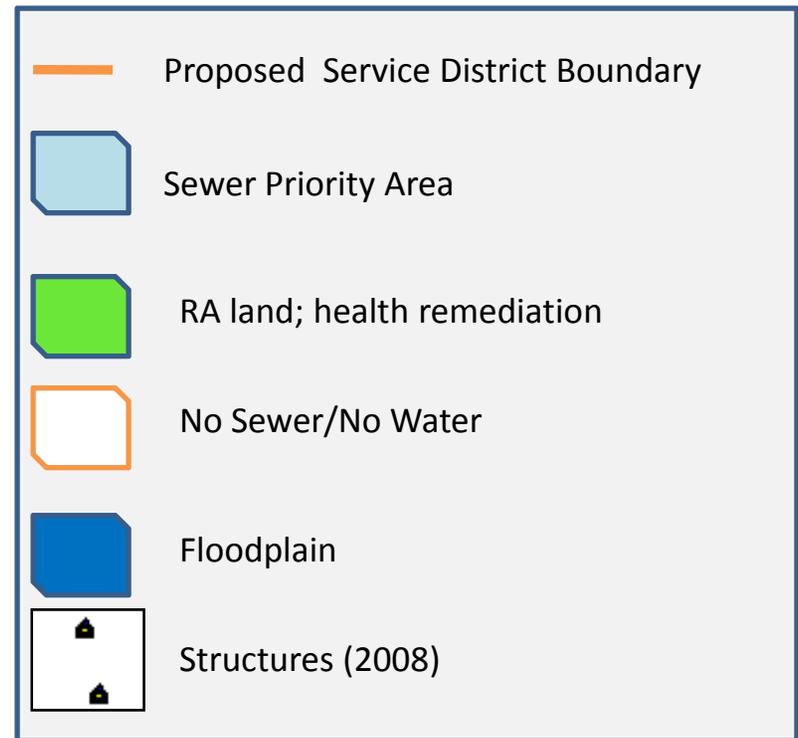
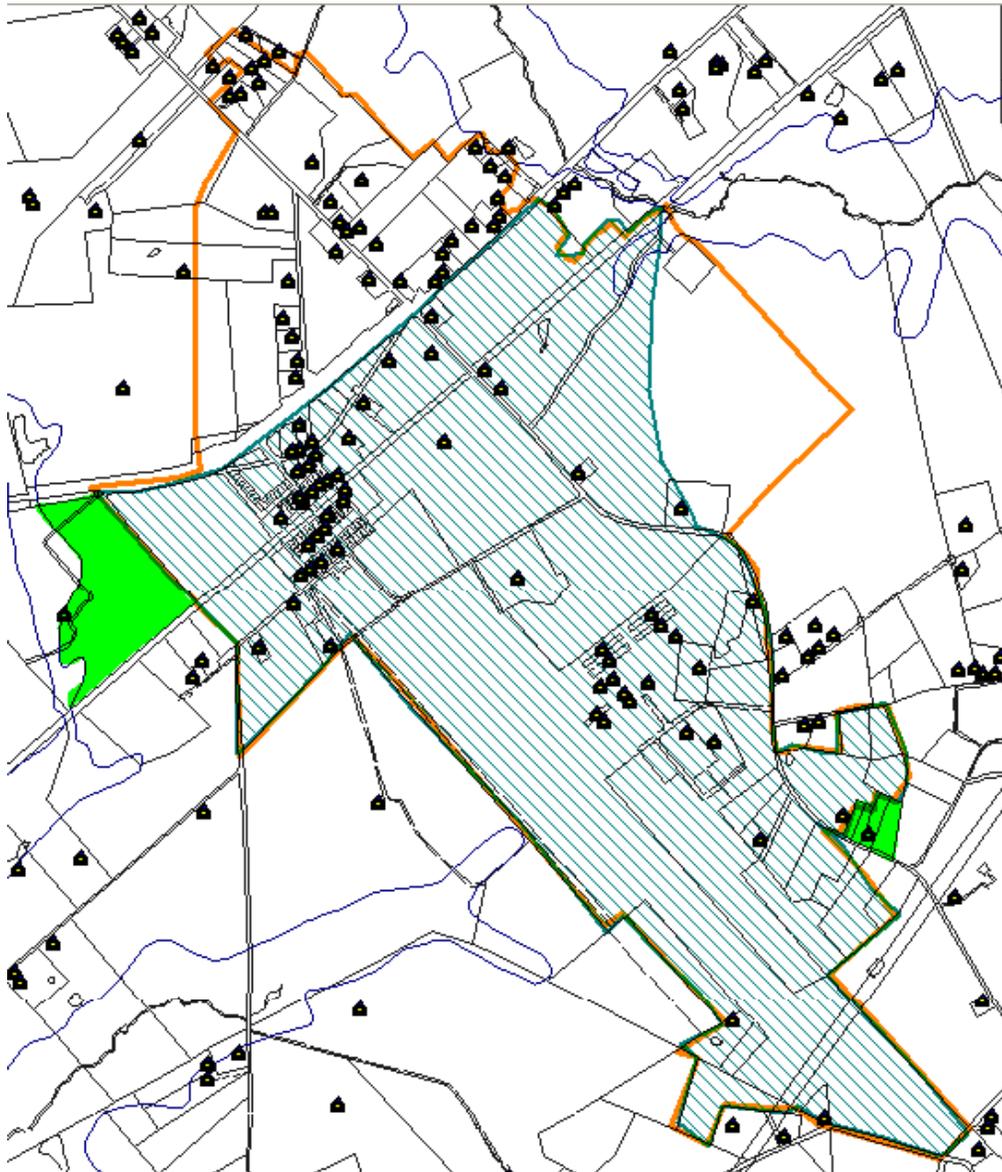
*Low Density Residential and Mixed Use categories up to 1 d.u. per acre, unless TDR program is used

MAP CCM-16
VILLAGE OF MIDLAND ILLUSTRATIVE PLAN

(Note: This illustrative will need to be revised to omit any roads or areas of development that might be changed as part of the update to the future land use map.)



Map CCM-17: Midland Sewer Service Priority Sewer Area



5. Catlett, Calverton and Midland Design Guidelines

5a. General Design Principles. The fundamental unit of community design is a mixed use downtown surrounded by residential or employment neighborhoods, then by open farmland and environmental areas.

- Catlett, Calverton and Midland should be distinguished by a well defined “hard edge” of closely spaced buildings in contrast with the open space character of the surrounding countryside.
- Principal points of entry into Catlett, Calverton and Midland should be memorable and the first element of a sequence leading to the settlement’s gathering place.
- Each settlement should have a central gathering place; a focal outdoor place edged with lively mutually supportive commercial and/civic spaces for people and should contain, for example, a new or an existing prominent feature(s) as a symbol of center. Features can be in combination, such as a monument, a church, school, library, post office, or a historic core of buildings (residential and commercial).
- A hierarchy of parks and squares should be distributed strategically for maximum benefit and convenience and should culminate in the central gathering place.
- The communities should be designed in a generally rectilinear pattern of blocks and interconnecting streets and alleys, defined by buildings, street furniture and landscaping as distinct public places to be shared equally by pedestrians and cars.
- The village neighborhoods and center should be designed to accommodate a variety of land uses; similar land uses should generally front one another across a street, while dissimilar land uses shall generally abut along alleys or rear property lines.

5b. Detailed Design Guidelines

- **Blocks.** Blocks of a generally rectangular shape should be the main organizing feature of the largely residential village neighborhoods and the village center. While topography, existing vegetation, hydrology and design intentions will influence block shape and size, the perimeter of such blocks should range between 1,000 and 1,800 feet in length as measured along lot frontage lines, between intersections of streets.
- **Lots.** Village and town blocks may be subdivided into lots, having frontage on a street. Their generally narrow rectangular shape should respond to environmental factors, the proposed use and design intentions. The community will be best served by lot design, which includes a variety of sizes and especially lot widths.

5c. Roads and Streets

- Road, street and alley layouts in the town should be designed in a hierarchical, rectilinear pattern—arterial, major/minor collector and local access—with geometrical variation as required by traffic safety, environmental factors and design intentions. Roads, streets and

alleys should terminate on other roads and streets.

- Roads, streets and alleys should be designed to:
 - Parallel and preserve existing fence lines, tree lines, and stone walls;
 - Minimize alteration of natural site features;
 - Secure the view to prominent natural and man made vistas;
 - Minimize the area devoted to motor vehicle travel;
 - Provide sidewalks or trails that will promote safe, pedestrian and bicycle movement for short distances;
 - Provide bike-paths along Route 28 within the villages.
- Roads and streets should be designed as a set of parallel zones;
 - A zone of moving vehicles;
 - A buffer area of street trees, lower level planting and parked cars;
 - A pedestrian movement and meeting zone; and
 - A yard adjacent to residential buildings or an entry zone adjacent to other buildings.

5d. Lots and Structures.

Front and Side Yards. The minimal front and narrow side yard depth and widths of new and infill lots should be similar with those of village lots. Fences, walls and hedges should be used to define form, yet share these transitional spaces with the public realm of the street.

- **Structures.** The building mass of structural additions, and of new infill structures, should maintain the volumetric size and shape of neighboring structures, as seen from the fronting and surrounding streets. Particular care should be taken to choose roof pitches that are similar with those nearby.
- **Doors, Front porches and Carriage Lights.** These are perhaps the most important façade features in terms of an interesting streetscape. These features need to be chosen with special care for compatibility with the theme of the supporting structure and with those nearby. At least 50 percent of any new infill structures should have a front porch or covered entryway.
- **Fronting buildings** should generally be placed no more than three or four times their height apart, and should usually be placed much closer, while spatial definition should be reinforced with the regular planting of street trees chosen to develop an overhead leaf canopy.
- **Additional street definition** should be sought by emphasizing block corners, with decorative street lights, prominent building details, by designing streets to close or

visually terminate on a significant feature such as an axially placed building façade, the view of a church spire or clock tower or some significant natural view.

5e. Parking

- Parking for residential, civic, commercial, workplace and recreational uses should generally be located at the rear of lots and no off-street parking shall be permitted in front yards. Adjacent off-street parking lots shall have off-street vehicular and pedestrian connections. Continuous parallel parking for additional cars and visitors should be provided on the streets in front of such lots.
- Access for off-street parking should generally be achieved by means of alleys, off-street vehicular connections between adjacent parking lots and side streets. Driveway curb cuts on streets serving single family detached house lots may be allowed if spaced to allow parallel parking for at least two cars (a minimum of 36 feet) between successive driveways.
- Off-street parking areas and garages should be designed to have low visibility and consequently shall not be located at the visual termination of roads and streets and shall not be the principal use of corner lots. To this same end, garages and carports should be offset from direct view and should be located a minimum of 6 feet behind the principal building façade.
- Requirements for off-street parking serving an individual lot may be reduced provided that the applicant demonstrate adequate parking is provided on-street and/or within a distance of 200 feet from the lot.

5f. Landscaping

- Roads and streets shall generally be planted on both sides with street trees spaced, according to species, at regular intervals to ensure tree health and overhead leaf canopy. In residential areas, these trees may be planted in the front yards of homes, adjacent to the right-of-way.
- Parking lots with more than 20 spaces should be divided into bays by lines of trees and shrubs. 15 percent of the interior parking lot should be landscaped. Within this interior space should be one deciduous tree for every 8 spaces. Parking lots should be completely screened from adjacent streets with fencing and landscaping, walls and landscaping, or hedges with a minimum of 3 feet in height. The screening method selected needs to be compatible with the neighborhood in which it is located.

5g. Utilities

- Utilities shall be located underground whenever possible. Utilities may be located underground within street right-of-ways, but outside the street pavement area, unless a means of service access is provided which allows maintenance without disturbing the pavement.

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

6. TRANSPORTATION ELEMENT

Transportation planning is critical along Route 28 in Fauquier County. What appears to be a rural transportation corridor is very misleading given this road's linkages to major regional roads in the Counties of Prince William, Loudoun and Fairfax. It has other roadway interconnection points with Route 29/15 and Route 17 leading to I-66 and I-81, which has resulted in increased traffic from those avoiding I-95.

An increase in building activity west and south of Fauquier County has escalated traffic flows through rural areas of this county, including along Route 28 through Midland, Calverton and Catlett. Over 10,000 vehicles per day move along Route 28.

To accommodate this heavy volume of traffic, VDOT has been planning and designing to increase the number of lanes from two to four on this primary road in the long-term from Prince William County to the Route 28 intersection with Route 29/15 in the Remington area. The 2002 Plan for the three villages slated Route 28 as a four-lane arterial road with up to six lanes of traffic in the heart of the villages. Due to insufficient funding to widen Route 28 and a greater awareness of what the impacts of wide roads have on communities, Fauquier County is rethinking the vision for what arterial roads look like and how they function through some of the most historically recognized places with great tourism value. The County recognizes that an adverse impact of widening Route 28 would be that historic properties and buildings lose context and meaning, while traffic speeds through the villages would naturally increase.

The 2009 update to this plan recognizes that increased widening of Route 28 would only increase traffic speeds and undermine planning goals for retaining village character. Instead, this Plan highlights recommended spot improvements. The County should work with the Rappahannock-Rapidan Regional Commission to come up with a comprehensive plan that respects the historic character of the three villages, while considering more sustainable ways for commuters to travel. A thorough transportation analysis by transportation planners and engineers would need to be completed through a citizen-based effort.

Transportation planning now becomes more complex regarding the short and long-range roles of the Route 28 corridor through Catlett, Calverton, Midland, Bealeton and Remington. Those actions need to be coordinated and associated community impacts carefully assessed within these five service districts. Only a proactive and coordinated local planning process will protect long term agricultural production and the rural village integrity of the Catlett, Calverton and Midland communities.

Any conceptual service district and corridor plans should include access management along the Route 28 corridor to minimize excessive driveways. Such plans should also include inter-parcel access so that local vehicular movements can be made without using the more heavily traveled Route 28 corridor. New bikeways and bike paths as well as new local roads also need to be included in adopted service district plans to avoid costly and controversial conflicts in the future.

In addition, the affect of commuter rail and other public transportation modes also must be included in any assessment, as well as corridor transportation planning and design. All three villages have indicated interest in having Virginia Railway Express (VRE) service available in the future.

Vision Statement for Route 28:

Route 28 will remain a 2 lane, rural road for the long-term future along its current alignment. Commercial uses will be developed in convenient and well designed clusters, with safe and pleasant pedestrian connections to other parts of the village. Safety is the number one concern for residents and businesses. Traffic calming techniques, including speed limit reductions through the village, quality infrastructure, pedestrian paths and street landscaping must be considered for Route 28 to remain a rural road. Techniques used in northern Fauquier County along Route 50 should be evaluated for Route 28. Chicanes, raised crosswalks, medians, reduced speed limits, and signs that remind travelers that they are entering a village are necessary.

The objective of the transportation plan for these three village service districts is to protect local community values and quality of life, while at the same time allowing the Route 28 corridor to play its role in both local access and regional mobility. This plan element focuses on the existing Route 28 right-of-way for the principal improvements needed over the next twenty-year period.

2020 IMPROVEMENTS

- New signals may be warranted at Casanova Road in Calverton, at Route 649 in Midland, and at Route 28/Route 643 (Meetze Road);
- Bike lanes need to be provided on Route 28 in accordance with any adopted countywide bike plan; and that
- Inter-parcel access is needed in Calverton to avoid traffic operational problems between the two closely spaced intersections.

2025 IMPROVEMENTS

- Widen Meetze Road with a left turn lane and a traffic light at its intersection with Route 28 which will provide acceptable service; and
- Design and install a median on sections of Route 28, along with other traffic calming techniques. Besides aesthetic benefits, such a median will offer pedestrians a crossing refuge area as Route 28 corridor volumes increase. Such a raised median would also preclude traffic hazards associated with “impulse” left turns, create safer vehicular movement through Catlett, while discouraging further commercial strip development.

Since VDOT does not have sufficient funds to widen Route 28 to a complete four-lane (divided or flush median) roadway, it seems likely that intersection improvements or a group of improvements will be funded for traffic operational or safety reasons. This plan has identified those intersectional improvements. A five-year prioritized action plan is considered essential to insure that the maximum benefit of new roadway and other transportation improvements such as bikeways, park-and-ride lots and even rail passenger service are achieved.

Priorities

- a. Install a signal light in Calverton at the intersection of Route 28 and Bastable Mill Road.
- b. Work with the Transportation Committee to recommend the appropriate placement of guardrails on Route 28 and other intersecting roads in Midland.
- c. Monitor VDOT plans/program for Route 28 corridor and local secondary roads and coordinate with Catlett, Calverton and Midland objectives.
- d. Work with VDOT to develop a complete list of traffic safety improvements/costs, prioritize for implementation and coordinate with identified traffic operational improvements.
- e. Monitor changing PM level of service situations at each of the eight intersections each year by making new PM counts and calculating new level of service and identify/prioritize improvements. Seek VDOT funding.
- f. Insure that special local access needs are considered such as bike lanes, wider shoulders for farm vehicles and even park-and-ride lots or rail passenger service stations/stops.

50-YEAR TRANSPORTATION PLAN

Maps CCM-18, CCM-19, and CCM-20 identify the street network plan within Catlett, Calverton, and Midland. Included are some new general alignments and connections, which need consideration as the villages develop with the timing of limited sewer services. The plans for both Catlett and Calverton would provide existing and future residents with alternative access through and within their villages, taking advantage of existing streets and making connections without having to return to Route 28.

The long-term plan has many challenges, which need to be debated, reviewed and refined through time as these villages expand modestly. The principal constraints will be the acquisition of rights-of-way and construction costs for new roads when development and/or traffic warrant such improvements. Another major cost is any elevated crossing of the Southern Railroad, and there are several proposed within this plan. As such improvements warrant consideration, the Board of Supervisors will need to subject such

proposals to public review through the Fauquier County Transportation Committee and the requisite public hearing process before final action or recommendations to VDOT can occur. Transportation engineers and planners should avoid environmentally sensitive areas such as wetlands and conservation easements when designing the new road alignments.

OBJECTIVES

- Use access management techniques – such as reverse frontage lots and parallel secondary roads, inter-parcel access and parking lot connectors – to minimize driveway and commercial entrance impact on Route 28.
- Improve traffic safety and peak hour traffic efficiency along the Route 28 corridor with reduced speeds.
- Enhance accessibility within and through each service district by continuation of citizen participatory plans and adopt as an element of the Comprehensive Plan.
- Improve pedestrian, bicycle/farm vehicle safety along the Route 28 corridor and within each service district. Develop a bicycle and pedestrian path system, which links residential areas with schools and commercial/village areas.
- Evaluate the need for park-and-ride lots and commuter rail passenger service to reduce commuter traffic on Route 28 in conjunction with passenger rail.
- Evaluate the function and performance of the Route 28 corridor through the existing villages and determine whether secondary road improvements are needed.
- Locate future schools and community facilities convenient to Route 28 and local roads.

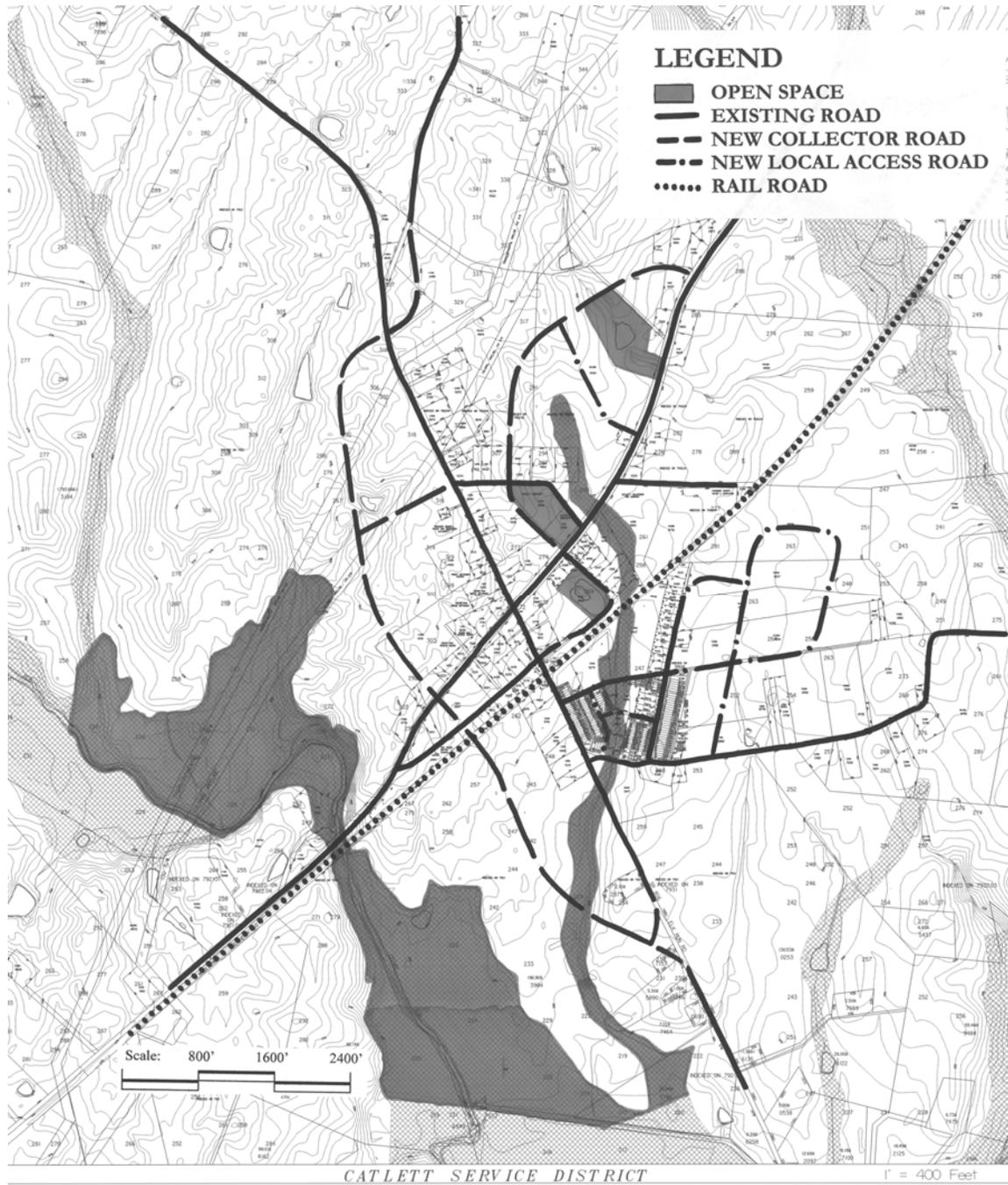
POLICIES

- Land development proposed must be coordinated with local access and Route 28 corridor access needs.
- Coordinated access planning should be achieved by dedication of necessary right-of-way for new roadway alignments or widening of existing roads identified in this plan through rezoning, subdivision and site plan applications.
- New development applicants will be expected to construct and/or provide financial contributions toward phased construction of improved roads needed for access.

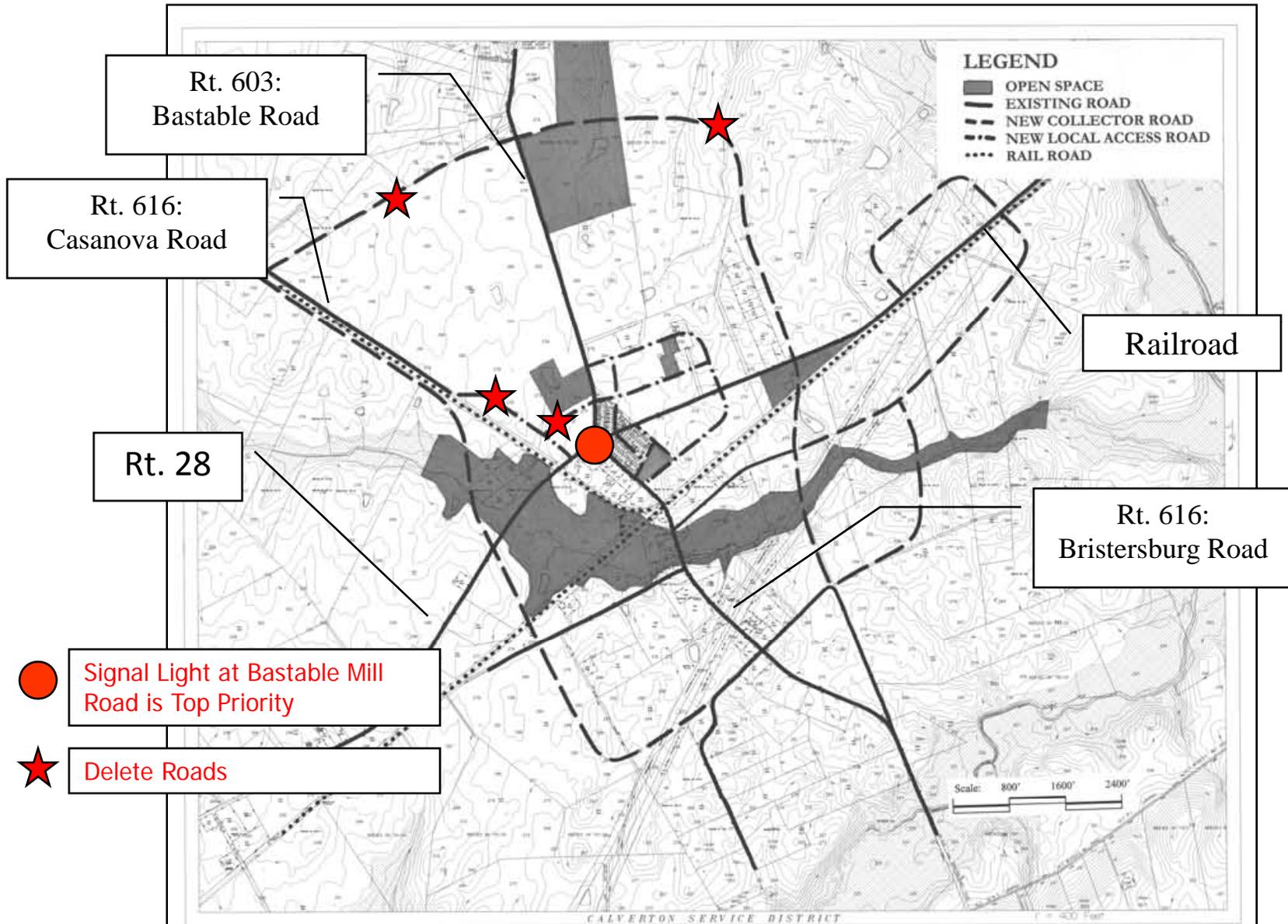
*Catlett, Calverton & Midland
Village Service District Plan*

- Provide a public street network level of service, which is as high as practical in each service district. There are safety, design, financial, community and quality of life issues, for example, which need to be weighed in each service district when peak hour levels of service at intersections are analyzed. However, at a minimum, Level of Service C should be maintained during peak hour traffic conditions at key intersections.

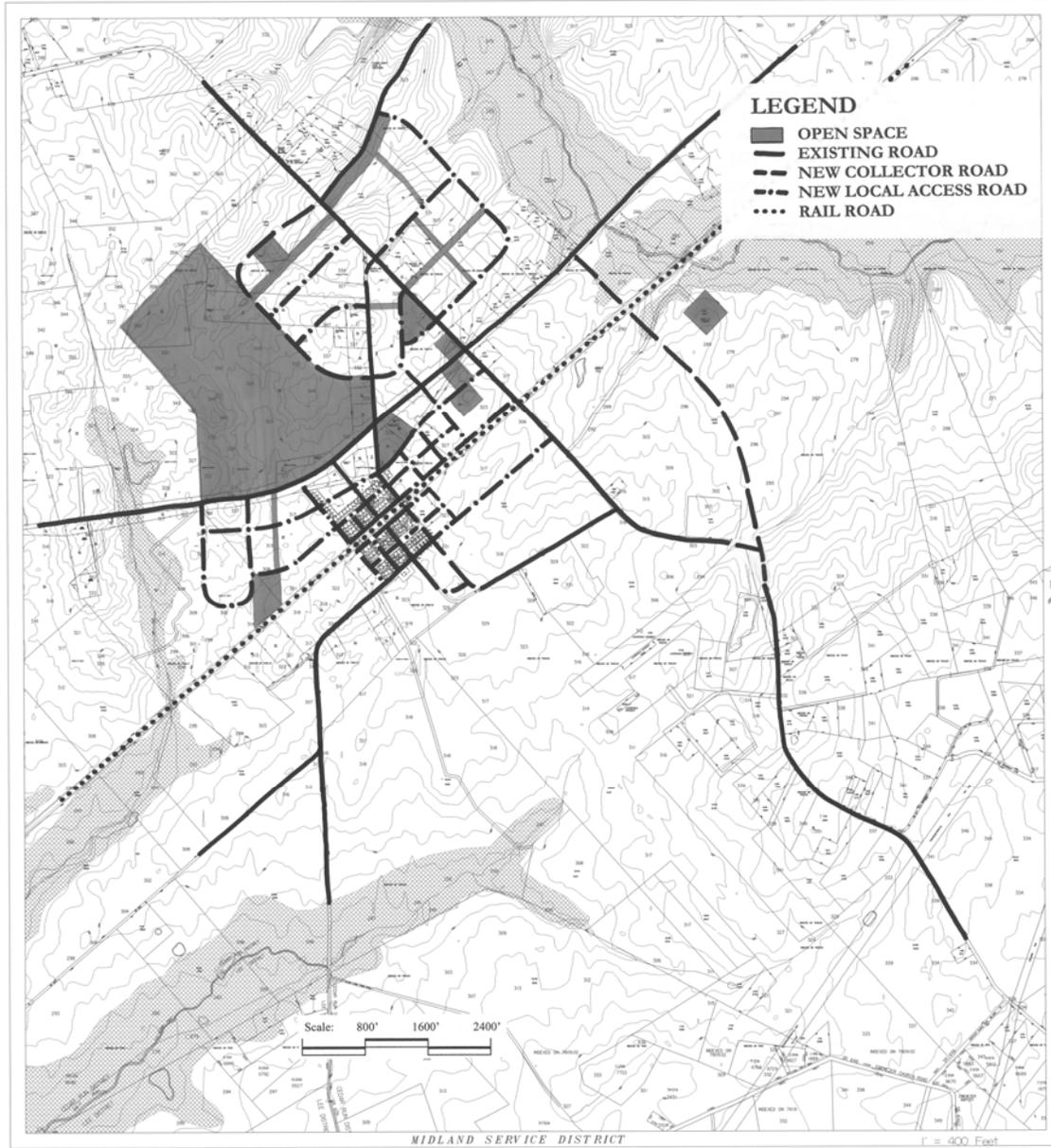
MAP CCM-18 CATLETT VILLAGE SERVICE DISTRICT TRANSPORTATION PLAN



Map CCM-19 : Calverton Transportation Plan



MAP CCM-20
MIDLAND VILLAGE SERVICE DISTRICT TRANSPORTATION PLAN



7. Public Sewer Utilities

7a. Background

The 2009 update of the Calverton, Catlett, and Midland village service district plans come at a point when the costs of public infrastructure have sky-rocketed and there is heightened public awareness about the cumulative impacts of development and pollution today on our future generations. Moreover, state regulations have limited wastewater treatment plant permits, thereby requiring the County to rethink the service district concept and public utility assumptions developed and accepted as fact over time.

As of 2009, the Department of Environmental Quality (DEQ) has established nutrient caps for all permitted wastewater treatment facilities statewide that discharge into the Chesapeake Bay watershed. This becomes effective by December 31, 2010; Fauquier County's total discharge capacity has already been assigned to the Marshall, Vint Hill and Remington wastewater treatment plants (WWTPs). The result is a zero discharge capacity authorized for any large public facility to service Catlett, Calverton, and Midland. However, the County is willing to petition the Virginia Assembly for an exception to the Chesapeake Bay and Occoquan Policy regulations in order to obtain a permit to discharge wastewater for remediation purposes first and context-sensitive infill development second.

The Chesapeake Bay used to be a vibrant habitat for aquaculture, wildlife and a source of bounty for the fishing industry. Increased development and population growth in the region within the last several decades has degraded the Bay's environment. High doses of nitrogen, phosphorous and sediments have caused a proliferation of algae growth and limited oxygen in the water, altering the amount, type and overall vitality of aquaculture life. For man, the Bay has historically been an economic resource, full of opportunity as well as a recreational amenity. However, alterations in the habitat have affected this part of our economy, which in turn affects other industries. A response to the problem has been the Chesapeake Bay Initiative, which looks to states to make mitigation efforts and reduce the quantity of pollutants coming from the watershed. The Initiative has also made recommendations to states on how to take a proactive role to improve water quality that ultimately drains to the Bay. Other states draining into the Bay have implemented similar programs as part of this clean-up effort.

To comply with the goals of the Initiative, one of which is to reduce harmful nutrients that flow to the Bay, the Virginia Department of Environmental Quality (DEQ) has adopted regulations that help limit the discharge of nutrients into the watershed by assigning specific nutrient waste load allocations ("WLAs") for Nitrogen and Phosphorus to wastewater treatment plants (WWTPs). (WWTPs are referred to as a "point-source" for pollutants. This means that one could collect water from a known source, such as filling a bucket of treated water, and test it for nutrients. One can definitely say from what sources the pollutants originated. A non-point discharge is more difficult to track, but separate programs are underway to help reduce pollutants from non-point sources, such as agriculture and drainfields.) By assigning these WLAs, the DEQ is effectively putting a limit on the capacity of each WWTP within the Bay watershed by limiting the nutrient loads that could come from these point-sources. WWTPs are the easiest sources to regulate due to the fact that the DEQ is the permitting agency for all WWTPs. In

addition to limiting the number of WWTPs in the Virginia-Bay watershed, DEQ will “freeze” nutrient limits on these plants at their then existing certified operating levels on December 31, 2010, regardless of if a WWTP has reached its ultimate capacity per its tiered permit or not.

While Chesapeake Bay and environmental advocates applaud DEQ’s efforts, others fear that the equal and opposite reaction would be economically suffocating for high growth and development areas where public sewer provides the backbone. Improved technologies for cleaning wastewater could be implemented at existing WWTPs to treat higher amounts of nutrients and treat higher volumes of water, although this option is inherently limited by how the WLA for each facility is calculated. Each WLA is calculated assuming that the WWTP will employ so called “limits of technology” state of the art treatment methods. Technology is limited to a point, but this is at least an option that should be explored. Communities that desire to grow will find the DEQ regulations limiting while long-term solutions are explored. Nonetheless, it is important for our watershed’s future that these environmental measures be put into place.

Similar to the Bay Initiative, the Occoquan Watershed Policy places limitations on nutrient loads that a WWTP can discharge into the Occoquan watershed and ultimately the Bay. (The Occoquan Reservoir is a major drinking water supply for populations in Northern Virginia.) Protecting the quality of this water resource precipitated the Occoquan Watershed Policy. The discharge permits for WWTPs in the Occoquan watershed are more stringent than for a WWTP in the Bay watershed, but outside of the Occoquan watershed basin. For example, under Bay regulations, small community package treatment systems up to 40,000 gpd can be built, but a community within the Occoquan watershed can only remediate individual sites. Systems benefiting multiple sites, such as community package treatment systems, cannot be installed in the Occoquan watershed, even though this route may be more cost-beneficial for a community of failing drainfields. (The communities of Catlett and Calverton and about half of Midland are located in the Occoquan watershed.)

7b. Catlett & Calverton

In November 1993, the Board of Supervisors recognized growing health risks in Catlett, Calverton and Midland due to failing drainfields and established by resolution a goal to provide public water and sewer to these communities on a priority basis. This decision was based on the Board’s long-standing commitment to the establishment of viable service districts and a key planning tool for the County as a whole. This action was followed by the appointment of a Citizen Service District Task Force, which in February 1994 completed a study of water and sewer problems.

A 1998 survey reported 56 homes and businesses in Catlett and 46 in Calverton with drainfields that could warrant repair. The Task Force report to the Board of Supervisors recommended as a near-term solution, the installation of sewage collection lines and the transfer of wastewater to Bealeton through a force main. Using the factor of 300 gpd per dwelling unit, 110 homes would require approximately 33,000 gpd of treatment. However, that solution was not pursued due to its cost and lack of property owner and business financial support

The 2002 Service District Plan for Catlett and Calverton designated a Phase 1 area for Catlett and Calverton with the goal of servicing those areas with a total of 75,000 gpd (37,500 gpd for each community). The purpose of Phase 1 was for health remediation of existing homes and businesses with failing drainfields. The 2002 Plan also designated a Phase 2 area for Catlett and Calverton, with the goal of upgrading the public sewer service to a cumulative total of 75,000 gpd per community, or 150,000 gpd for both communities.

The 2009 update to this plan clarifies the public sewer options and updates them based on current state regulations. For Catlett and Calverton, the Plan remains unchanged with respect to Phase 1-Remediation. Both communities will likely need approximately 37,500 gpd each for remediation within the areas shown on their respective sewer service priority maps. No connections would be allowed outside the Phase 1 area unless there was an established drainfield failure of an existing home. Any change of phasing or expansion of sewer service area would require an amendment to the Comprehensive Plan.

Phase 2 would only begin once existing failing drainfields were remedied and is intended for infill development within the geographic area labeled Sewer Priority Area in this Plan. Phase 2 and any subsequent facility and collection system expansion, if any, would need to be funded by future development consistent with the Village Service District Plan. This Plan update increases the capacity limitations for Phase 2 to allow for up to 150,000 gpd for Calverton and 150,000 gpd for Catlett. Note that the cumulative total for Phase 1 and Phase 2 is 150,000 gpd for each community.

Map CCM-7 identifies the location for sewer Phases 1 and 2 in Catlett and Map CCM-12 identifies these locations for Calverton. While a Phase 3 sewer area could be possible if many cost-effective solutions are pursued, a geographic area has not been identified at this time. Until Phases 1 and 2 are completed, it is premature to plan a Phase 3. A Phase 3 expansion of any system will need to be consistent with the maximum build-out population established in this Plan for village service districts, which is up to 2,500 people.

7c. Midland

While a formal drainfield survey has not been undertaken in Midland, residents and businesses report similar difficulties with drainfields that should be given the opportunity to be serviced with public utilities. Until a sewer solution is identified, Midland cannot realistically remain as a Village Service District.

Residents in Midland have modified their water usage in an effort to dispose of less water that leads to a drainfield, often riddled with marginal soils. Virginians have also experienced more frequent and lasting droughts in recent years that require everyone to evaluate their water usage. Looking at ways to be more efficient with natural resources will lead to greater awareness that living with less in fact means more for everyone. Many residents in Midland have already learned how to live with less water by running home appliances less frequently and even recycling grey water. The community recommends that new construction meet modern, low utility standards.

Catlett, Calverton & Midland Village
Service District Plan

This Plan update also sets the expectation that Midland will have 100,000 gpd of public sewer service for the priority area. Like Catlett and Calverton, public sewer service is to be supplied to existing homes and businesses with failing drainfields first, followed by infill development. Map CCM-17 identifies the sewer priority area for Midland, including the historic core of Midland, land planned for industrial or commercial uses, and the airport.

Table CCM-4: Phases of Public Sewer Service
(in gallons per day)

	Phase 1: Health Remediation	Phase 2: Infill Development	Total Phases 1 & 2	Phase 3
Catlett	37,500	Above 37,500 gpd	150,000	TBD
Calverton	37,500	Above 37,500 gpd	150,000	TBD
Midland	The amount has not been studied.	The amount has not been studied.	100,000	TBD

7d. Public Sewer Options

All public sewer service options will need to be evaluated for cost effectiveness. The Board of Supervisors may consider establishing a special taxing district to finance an option.

Land Application. A non-point source, spray irrigation system was studied years ago by the County for Catlett and Calverton communities with a possible capacity of up to 75,000 gpd. (Spray irrigation is considered a non-discharge application so long as there is no application runoff from the site.) Preliminary engineering studies identified several properties with sufficient land and soils that could possibly treat wastewater for both communities. One of these properties is shown on the Catlett Sewer Plan Map CCM-7 and will be discussed further in this section.

A wastewater treatment system being considered, for example, uses individual septic tanks at homes and businesses, transmits sewerage via a small diameter pipe collection system to a treatment point, where effluent is stored in a lagoon and then disposed through a spray irrigation system. Rather than a trunk line connection to the Remington wastewater treatment facility and its associated costs, this option appears to allow smaller community solutions at a lower cost. More assessment is required; however, such an option for Catlett and Calverton appears to:

- Offer a solution for small village environments with failing drainfields;
- Allow homeowners to use their properly functioning septic systems;
- Enable better water quality maintenance in the Occoquan watershed by eliminating the cumulative contamination generated by failing drainfield systems;

- Return treated water resources to the watershed from which it was used;
- Offer a cost effective treatment alternative for rural communities with low densities;
- Be a flexible option which is appropriate for varying site conditions and ecologically sensitive areas; and
- Provide a method to restrict development consistent to a village scale and environment.

Map CCM- 7 shows one larger property owned by W&S Company that might be suitable for an effluent disposal site that would need to be investigated further.

A land application system may also work for Midland on areas with the necessary soils to support such a system, but suitable properties would need to be identified.

Option 2-Individual, On-site Remediation. For remediation purposes, DEQ will allow individual package treatment and discharge systems. Grants can be obtained to help off-set the cost of repairs to homeowners and Fauquier County. This option might be the least expensive to meet the objectives for health remediation. (Note that a community discharge system is not allowed in Catlett or Calverton because water drains to the Occoquan.)

The Fauquier County Health Department has offered limited assistance in the development of alternative systems for health remediation of homes. The hope here would be to design and implement one or two prototype systems with technology that could be transferred in whole or in part to other sites.

Option 3- Community Package Treatment Plant. The County could finance the construction of a small wastewater treatment system for up to 40,000 gpd. The County has studied this option as a means to serving the airport and community. The cost was estimated at \$2M in 2006. This option is suitable for land serviced outside the Occoquan watershed, which is part of Midland only.

Option 4 - Run Sewer Lines from Remington WWTP. Capacity from the Remington WWTP could be allocated to Midland, Catlett and Calverton. Sewer lines and pump stations would need to be installed. This option would require a reallocation of sewer from Bealeton-Opal-Remington, however, as sewer capacity of the Remington WWTP cannot be expanded beyond its permitted capacity, unless technology improvements beyond 2010 occur.

Midland's geographic proximity to the Remington WWTP, the need to remediate existing drainfields, and the goal to provide economic stimulus via the airport makes this an attractive option for Midland. Note that the watershed divide between Licking Run and Marsh Run virtually splits the village perpendicular to Route 28, so there will likely be a need for one or more small pump stations to transfer flow from the Licking Run sub-watershed to Marsh Run.

Option 5- Partnership with Marine Base at Quantico. The U.S. Marine Corps has an existing, very small WWTP at Camp Upshire, located southeast of Catlett-Calverton on the Quantico

training base for military and service personnel. Like Catlett and Calverton, it is located in the Occoquan and Chesapeake Bay watersheds. The base has a small permit to discharge up to 144,000 gpd and currently only uses approximately 40,000 gpd. The Occoquan Policy restricts the nutrient loads to that plant to the equivalent of treating 40,000 gpd with today's system. If Quantico wanted to upgrade its plant to treat wastewater more effectively, it might be able to increase the total capacity to an estimated 80,000 gpd with new technology. Fauquier County might be able to pay for technology improvements to the plant in order to treat an estimated 80,000 gpd before the December 31, 2010 "freeze" on WWTP expansions. This would require considerable negotiation with the Marine Corps.

Option 6 - Petition the Virginia General Assembly for Discharge Options. The Board of Supervisors could petition the Virginia Assembly to make an exception to the wastewater treatment discharge regulations and allow Fauquier County to build a WWTP for a determined discharge amount into the Bay or discharge at Camp Upshire.

7e. Transfer of Development Rights Program

Finally, a viable Transfer of Development Rights (TDR) program should be pursued. The purpose of this program would be to allow developers in service districts (Phase 2 for Catlett, Phase 2 for Calverton, and the Sewer Service Priority Area for the Midland) to acquire by-right development densities from properties designated as non-sewer areas, thereby increasing density in the priority sewer service areas and reducing density on parcels outside sewer priority areas.

While the details of the program are being worked out, based on recent legislation, the sending areas of this program would need to be outside sewer priority areas and most likely within the village service district or along the perimeter. A viable TDR program would retain historic resources and offer infill development opportunities.