

**Recommended Criteria:**

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

### Implementation Strategies

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

night, the special taxing district would be a way to raise revenue for the financing of important Main Street corridor projects, and for promoting the town. The community and the County should work together to develop a specific plan for the creation of a *Community Development Authority* and the further utilization of the special taxing district. Any increase in the tax rate for the special taxing district appropriately will require a public input process to assure that residents and businesses are satisfied that they are receiving good and fair value for any additional tax burden incurred.

## G. Acquire Land for Parks, Parking and Alleys

There is currently much land in and around the Main Street and Salem Avenue corridors that remains undeveloped or underdeveloped. Some of these parcels may be appropriate for acquisition by the County or the proposed Community Development Authority for the purpose of small municipal parking areas, access alleys behind Main Street, or open space areas. The County should begin discussions with property owners to determine whether there may be a willingness to sell all or a portion of any such parcels, either now or in the future. In some case, the appropriate parcels of land may be candidates for donation to the County or Community Development Authority as part of a



*Strategically located pocket parks will enhance the livability and walkability of Main Street*

~~development application. an approved proffer package in connection with a requested rezoning.~~ It is also possible that a property owner may desire to contribute land to the community as a charitable contribution under circumstances, and with conditions, to be worked out by the parties. Following discussions with affected landowners, and based on expressed desire to work with the County, an alley, parking and open space plan should be further developed and added to this Service District Plan to memorialize the town's goals in this regard.

## H. Study a Town-Wide Storm Water Management Plan

Watershed management includes land use planning, regulation of development, control of water pollution, stream buffer protection and stream restoration, and outreach and education. These programs consider all sources of pollution in a watershed, including spills and leaks, factories, and stormwater runoff from urban and agricultural areas. As such, watershed management programs often require inter-jurisdictional cooperation, as well as cooperation among government agencies, businesses, developers, and citizens. In an area like Marshall, with very few industrial facilities, stormwater is the main source of pollution to local streams.

Stormwater management describes programs to control stormwater runoff for the purposes of reducing downstream erosion, water quality degradation and flooding, and mitigating the adverse effects of changes in land use on the aquatic environment. With respect to storm water management, the Marshall Service District Plan seeks to balance the following goals:

- Reduce the potential for stormwater threats to public health, safety, and property;
- Reduce the impacts of new and existing development on Fauquier streams, the Potomac