TOWN COUNCIL REGULAR MEETING

21 Main Street

Tuesday, May 12, 2026 at 9:00 AM

AGENDA

Possible additions to the agenda and related materials are not set forth herein.

Times set forth are approximate and may be adjusted as necessary.

I. WORKSESSION - 9:00 AM

A. Fiscal Year 2027 Proposed Budget

B. Finance Committee Update

C. A work session to discuss the Zoning Map Update pertaining to the parcels that were annexed into the Town of Warrenton per the Final Order.

D. Safety Committee Update

E. Planning Commission Update

F. Special Meeting Announcement- Town Manager Interviews

G. Agenda Review

H. Closed Session

II. REGULAR MEETING - 6:30 PM

A. INVOCATION.

B. PLEDGE OF ALLEGIANCE.

C. PROCLAMATIONS AND RECOGNITIONS.

a. ExcellenceinAction!

b. Proclamation in Recognition of Johnny Switzer

D. CITIZEN'S TIME.

E. APPROVAL OF THE AGENDA.

F. PUBLIC HEARINGS.

a. A Public Hearing to Consider the Effective Tax Increase Due to Reassessment of Real Estate

b. A Public Hearing to Consider the Fiscal Year 2027 Proposed Budget, the Fiscal Year 2027-2032 Proposed Capital Improvement Plan, 2026 Tax Rates, Fiscal Year Water and Sewer Rates, and Stormwater Management Fees

c. Sidewalk Cafe' Ordinance Update

G. CONSENT AGENDA.

a. Quarterly Reports

H. NEW BUSINESS.

I. UNFINISHED BUSINESS.

a. Smart Scale Application update for Culpeper and Shirley Round About

J. TOWN ATTORNEY'S REPORT.

K. TOWN MANAGER'S REPORT.

L. COUNCILMEMBERS TIME.

M. ADJOURNMENT.

Office of the Town Manager

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2 Vice Mayor
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

STAFF REPORT

Council Meeting Date:	May 12, 2026
Agenda Title:	FY 2027 Proposed Budget
Requested Action:	Information Only
Department / Agency Lead:	Finance
Staff Lead:	Christopher E. Martino, Interim Town Manager

EXECUTIVE SUMMARY

The Town Council is charged by the Code of Virginia with the preparation of an annual budget for the Town of Warrenton. Legal adoption of the budget by the Town Council must occur on or before June 30th. The adopted budget takes effect July 1, the beginning of the fiscal year.

BACKGROUND

On April 1st, the FY 2027 proposed budget and FY 2027-2032 Capital Improvement Program (CIP) were delivered to the Town Council. At the April 14th Town Council meeting the Town Manager provided an overview of the proposed budget during the morning work session. No additional work sessions or special meetings were requested by the Town Council. Since the April 14th Town Council meeting, the Town Manager has met with the Mayor, Finance Committee, and most other council members to further review and discuss the budget.

Per Town Code, tax rates for the tax year beginning January 1, 2026 must be adopted by May 14th. As such, there is a public hearing on tonight's agenda to establish these rates. All proposed rates are consistent with the prior year apart from the real estate tax rate. The proposed real estate tax rate of $0.075 per $100 of assessed value represents an increase of $0.02 over the current rate.

STAFF RECOMMENDATION

Staff recommends that the Town Council adopt the FY 2027 budget as proposed, including the proposed tax rate of $0.075 per $100 of assessed value to fund the proposed FY 2027 General Fund Operating budget.

Policy Impact

The proposed FY 2027 budget is a balanced budget as required by the Town's adopted comprehensive financial policies. The budget prioritizes funding debt service and expenses associated with maintaining existing services. The budget has been coordinated to identify major policy issues for the Town Council as part of the Town's overall strategic planning process for Plan Warrenton 2040.

Service Level/Collaborative Impact

The budget quantifies and communicates the Town's annual fiscal plan for the programs, services, and investments it will provide for the community in the coming fiscal years. As the most significant annual policy documents, the intent of the budget and 6-year CIP is to move the Town toward its vision for 2040.

Fiscal Impact

The total all funds proposed budget for FY 2027 is $58.2 million, excluding interfund transfers, to fund governmental, stormwater, and water and sewer operations, and investment in the town's capital infrastructure.

Legal Impact

- Town Code Section 15-1 provides that tax rates must be set by May 14th.
- Code of Virginia Section 15.2-2503 requires that the local governing body approve the budget no later than the date on which the fiscal year begins

ATTACHMENTS

- Proposed FY 2027 budget and 2027-2032 CIP are available at https://www.warrentonva.gov/177/Budget

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	May 12th, 2026
Agenda Title:	Finance Committee Update
Requested Action:	Receive the information from the presenter
Department / Agency Lead:	Town Council
Staff Lead:	Mr. William Semple, Vice Mayor

EXECUTIVE SUMMARY

Mr. William Semple, Vice Mayor, Will provide an update to the Council. Members of the Finance Committee have meet with Town Staff to review the proposed FY27 Budget.

BACKGROUND

The Town Council has created a Finance Committee consisting of Mr. Paul Mooney and Vice Mayor William Semple.

STAFF RECOMMENDATION

Receive the information from Mr. Semple.

Service Level/Collaborative Impact

The Committees will require input and expertise from multiple Town departments and members of the Council.

Policy Direction/Warrenton Plan 2040

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.

CF-5.1: Implement robust maintenance schedules on community facilities to extend the life of investments.

CF-5.2: Support the Town's current and future population through the provision of timely and comprehensive community facilities.

Fiscal Impact

A fiscal impact analysis will be conducted on proposals brought forth by the Committee

Legal Impact

Legal impact analysis has not been done on this agenda item.

ATTACHMENTS

1.
2.
3.

Community Development Department

STAFF REPORT

Town Council Meeting Date:	May 12, 2026
Agenda Title:	2025 Annexation Properties
Requested Action:	Conduct the Work Session
Decision Deadline:	Not Applicable
Staff Lead:	Rob Walton, Director of Community Development

EXECUTIVE SUMMARY

Effective June 1, 2025, several parcels totaling approximately 243.87 acres located to the southwest of the Town of Warrenton were annexed from Fauquier County per the Voluntary Settlement Agreement and Final Order of a Special Court appointed by the Supreme Court of Virginia (Attached). Per the Town's Zoning Ordinance Article 2-5.4 the Planning Commission shall prepare and present a report recommending the zoning classification of any annexed property to the Town Council within twelve months of the effective date of the annexation. In addition, the Future Land Use Map and Comprehensive Plan need to be updated to incorporate the new parcels.

BACKGROUND

The Planning Commission held a Public Hearing on March 21, 2026 after holding three work sessions. The first work session introduced the topic. At that time, the Planning Commission requested Van Metre present their adopted development plans at the September work session to learn more specifics about parcels.

At the September 26, 2025, work session, Van Metre presented to the Planning Commission. They requested the southern half acre R-15 parcel surrounded by commercial zoning be zoned commercial. Van Metre did not state a preference in zoning for the northern R-15 parcel as it would remain in open space; however, it would make sense to consider the PRD zoning to be consistent with the remainder of the development.

On September 19, 2025, Home Depot's attorney submitted a letter indicating the desire to remain commercial. The owner of Appleton Campell has also stated verbally the desire to remain commercial. The Fauquier County School Board, nor the property owner of the parcel at the northwest intersection of the Alwington Blvd and James Madison Highway have been in contact with staff. All property owners have been notified by mail about the Planning Commission work sessions before each meeting. ****Update – the**

Fauquier County School Board requested to remain commercial by email dated December 11, 2025 from Matt Yonkey.

The Final Order of the Voluntary Settlement Agreement specifies that the 234.08 acres subject to Fauquier County REZN-22-017978 shall be administered in a manner that is consistent and in substantial conformance with the Arrington Van Metre rezoning. This includes an adopted Concept Development Plan, Proffers, and Town of Warrenton Commercial zoning assigned to 25 acres in Land Bay W. For the remainder of the properties, the Planning Commission must recommend a zoning classification to the Town Council within twelve (12) months of the June 1, 2025 effective date of the annexation. A temporary zoning classification is applied per the Zoning Ordinance which states:

- Article 2-5.1 any property zoned in Fauquier County more intense than one dwelling per acre shall immediately be reclassified as R-15 (Residential) in the Town at time of the annexation.

- Article 2-5.3 any property zoned commercial in Fauquier County shall be reclassified as Commercial District in the Town at time of the annexation.

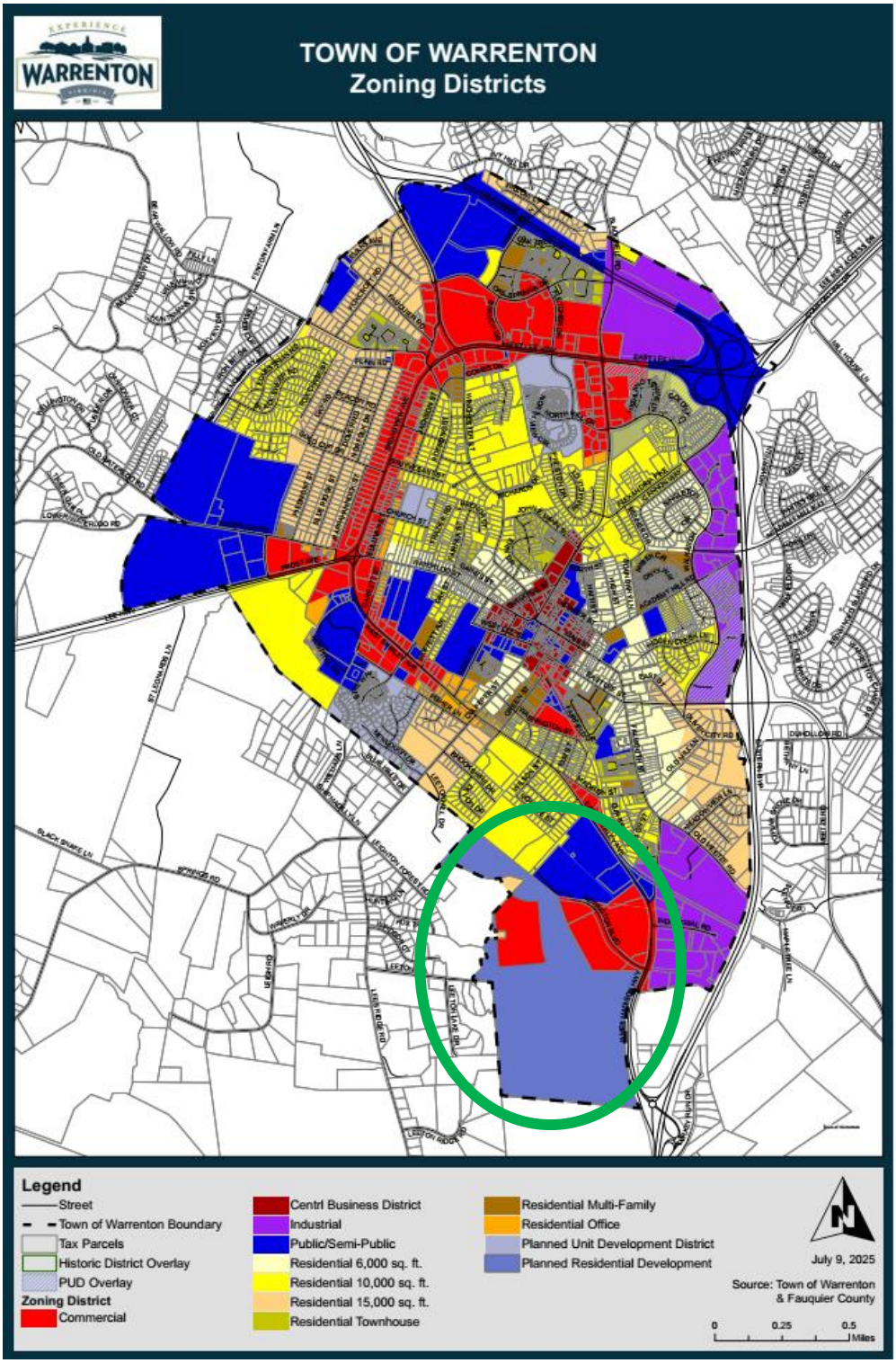
The table below outlines the parcels brought into the Town limits, the previously assigned Fauquier County zoning, and the current Town of Warrenton zoning.

Name	GPIN	Acres	County Zoning	Town Zoning
Van Metre Homes	6983-46-2435	236.85665	PRD R-1	PRD and Commercial (Per Final Court Order) R-15
Home Depot of MD	6983-57-1258	0.7361	C1	Commercial
Padmaja and Srinivas Dasari	6983-57-9161	1.16	C1	Commercial
Fauquier County Public Schools	6983-48-7973	0.81	C1	Commercial
VABFT, LLC	6983-48-7006	4.31	C-1	Commercial

Please note, parcels that were previously split by the County and Town boundary line (Home Depot and Fauquier County School Board) are now completely located in the Town under a singular GPIN. This may

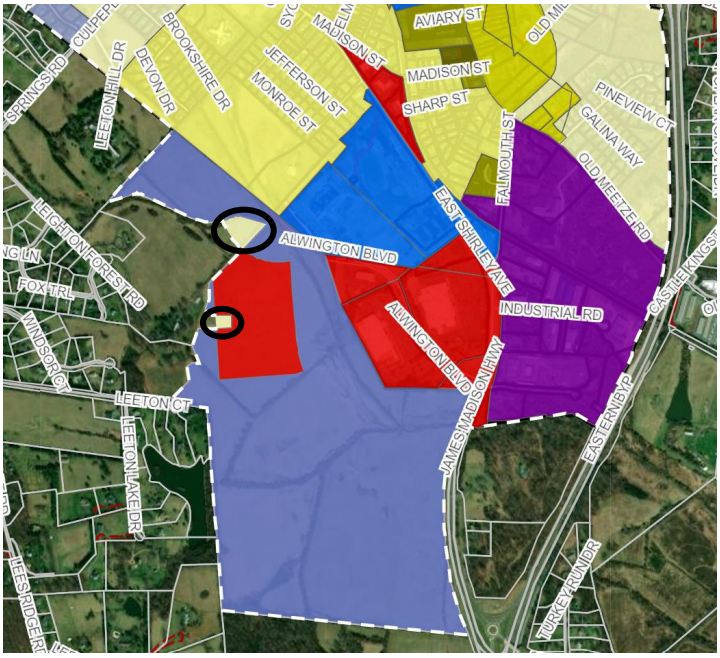
result in split zoning as is the case for the School property. On the next few pages, there are a series of maps providing more detail.

Below is a map of the Town Zoning with the new boundaries:

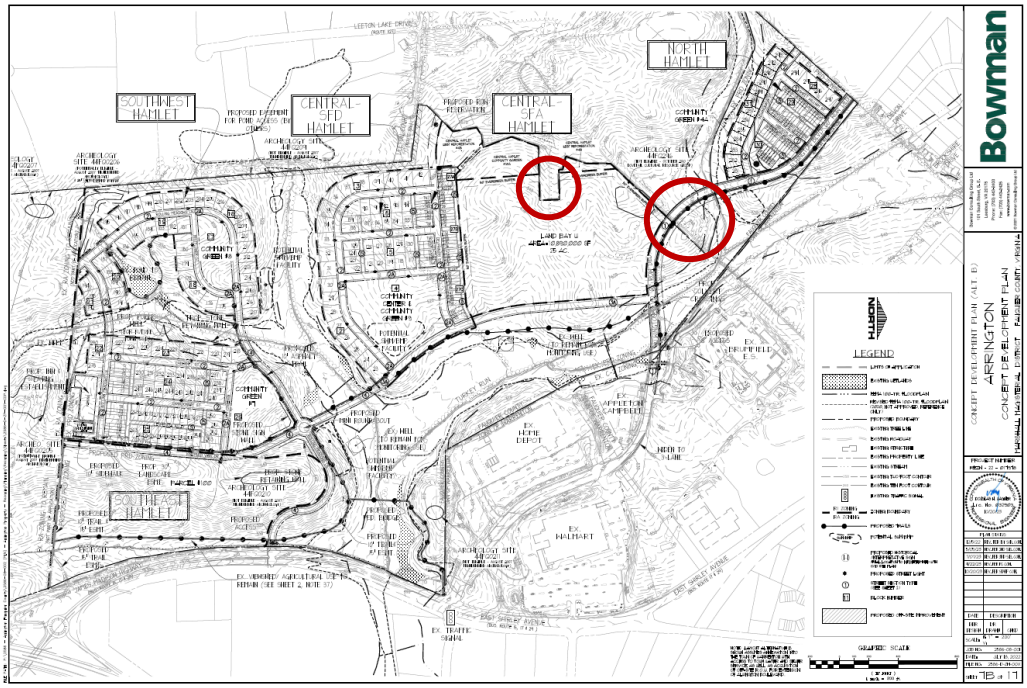


More closely, the parcels are:

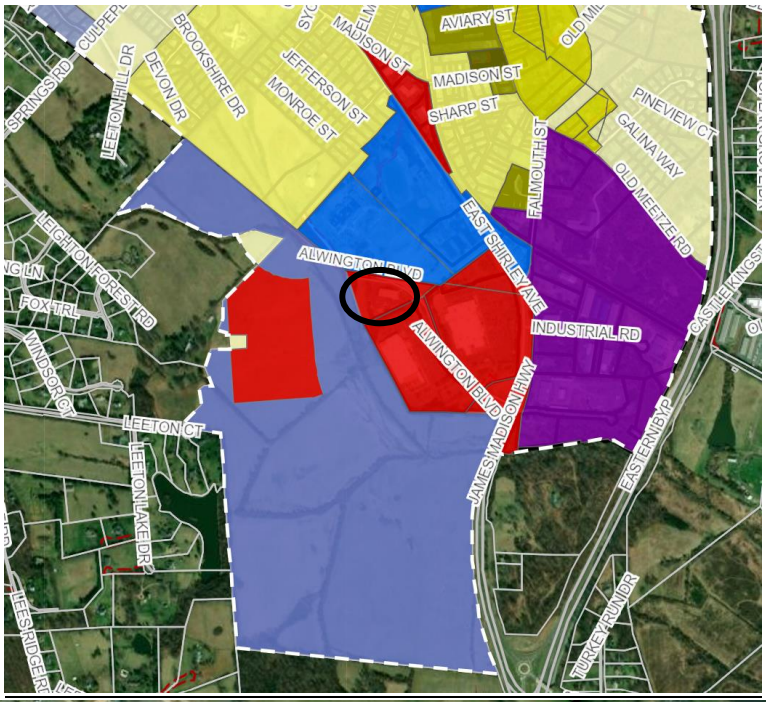
Owner: Van Metre
Zoning: R-15 (Residential)

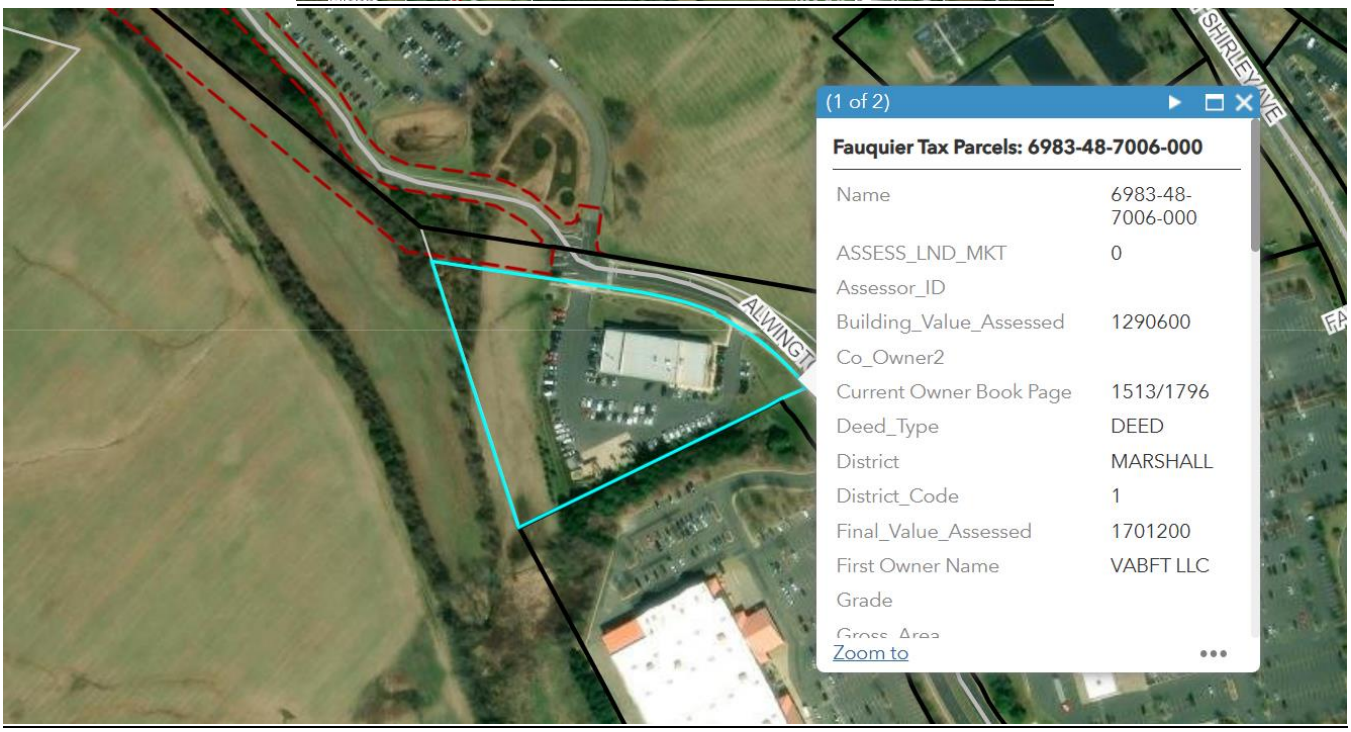


Approved Fauquier County Rezoning; Final Order Concept Development Plan Requirement:

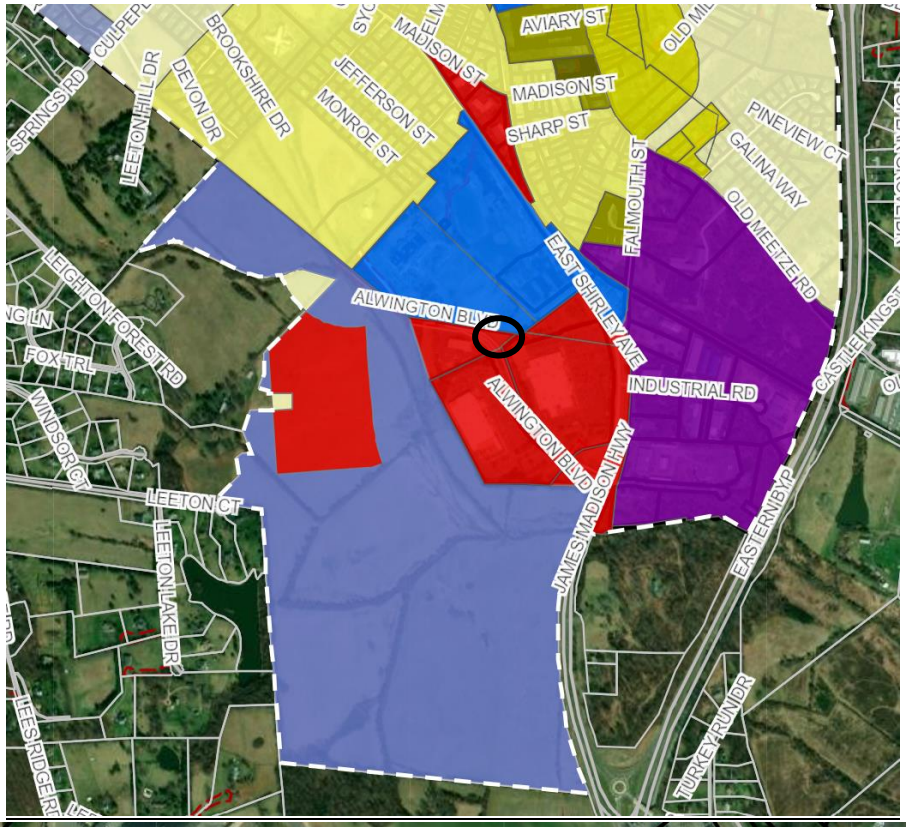


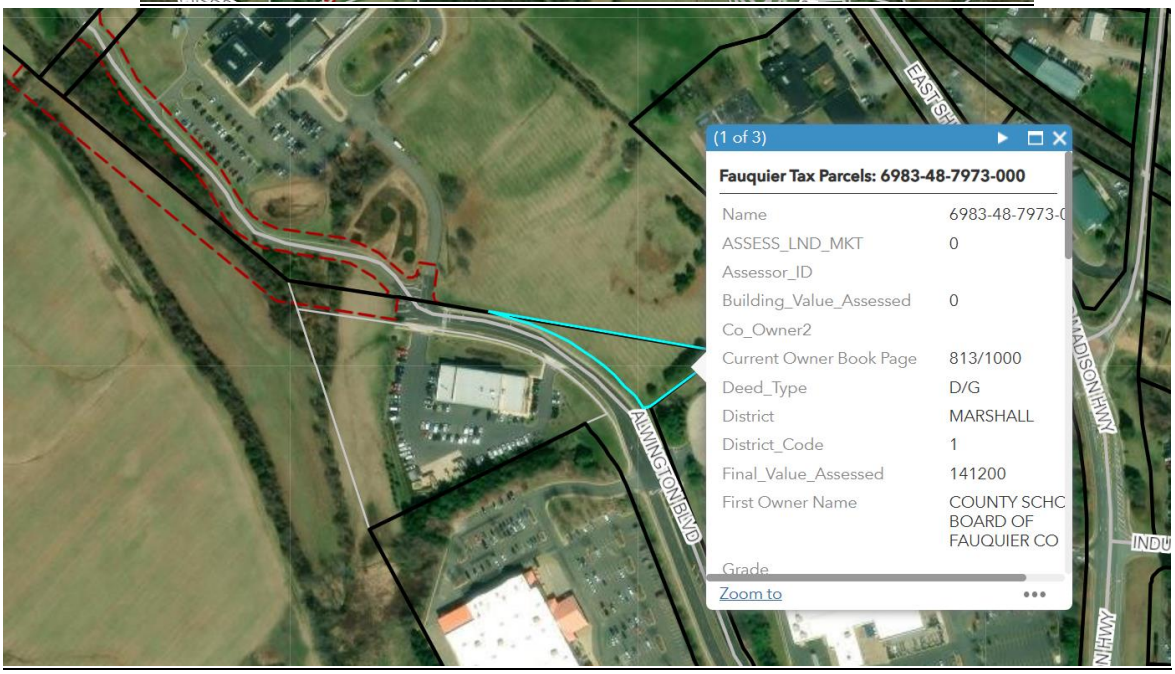
Owner: VABFT, LLC (Appleton Campbell Use)
Zoning: Commercial



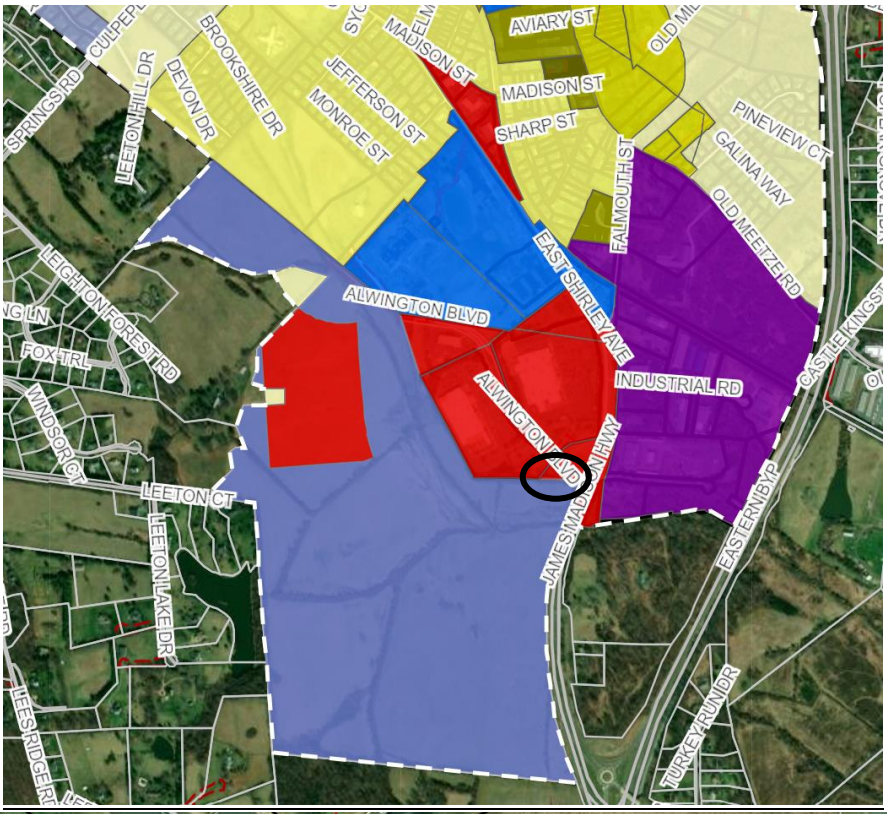


Owner: Fauquier County School Board
Zoning: Commercial



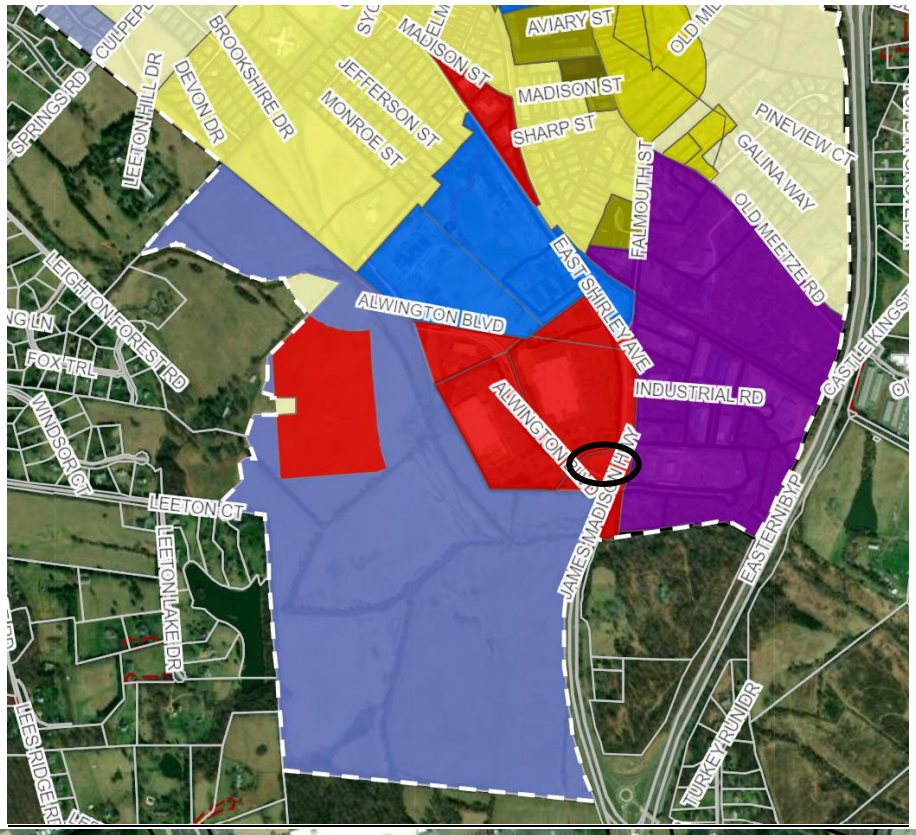


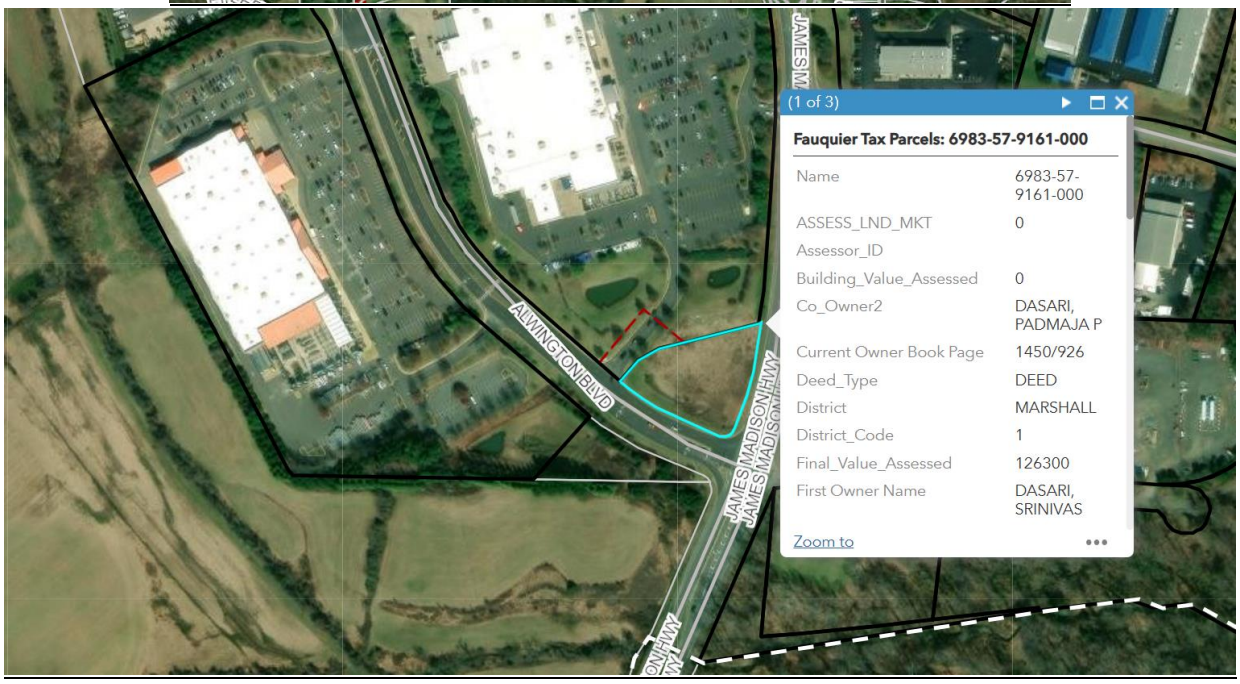
Owner: Home Depot Development of Maryland
Zoning: Commercial





Owner: Dasari
Zoning: Commercial





Future Land Use Map and Comprehensive Plan

The Future Land Use Map needs to be updated to include the new parcels located within the Town's boundaries. There are several options available for discussion, including extending the Greenway and Makers Character District, creating a new UDA and/or Character District, or simply assigning Future Land Use Map designations that are consistent with the land use.

The Town's adopted Future Land Use and Comprehensive Plan designates the area immediately adjacent to the annexed properties as the Greenway and Makers Character District and Public/Semi Public – Non Intensive. The Greenway and Makers Character District is also a designated Urban Development Area (UDA).

The benefits of a designated UDA, under (Virginia Code § 15.2-2223.1.), are adopted principles of a Traditional Neighborhood Development (TND) to accommodate residential and commercial growth for the next 10-20 years. Areas designated as an UDA in a local comprehensive plan are eligible to apply for Smart Scale transportation funding.

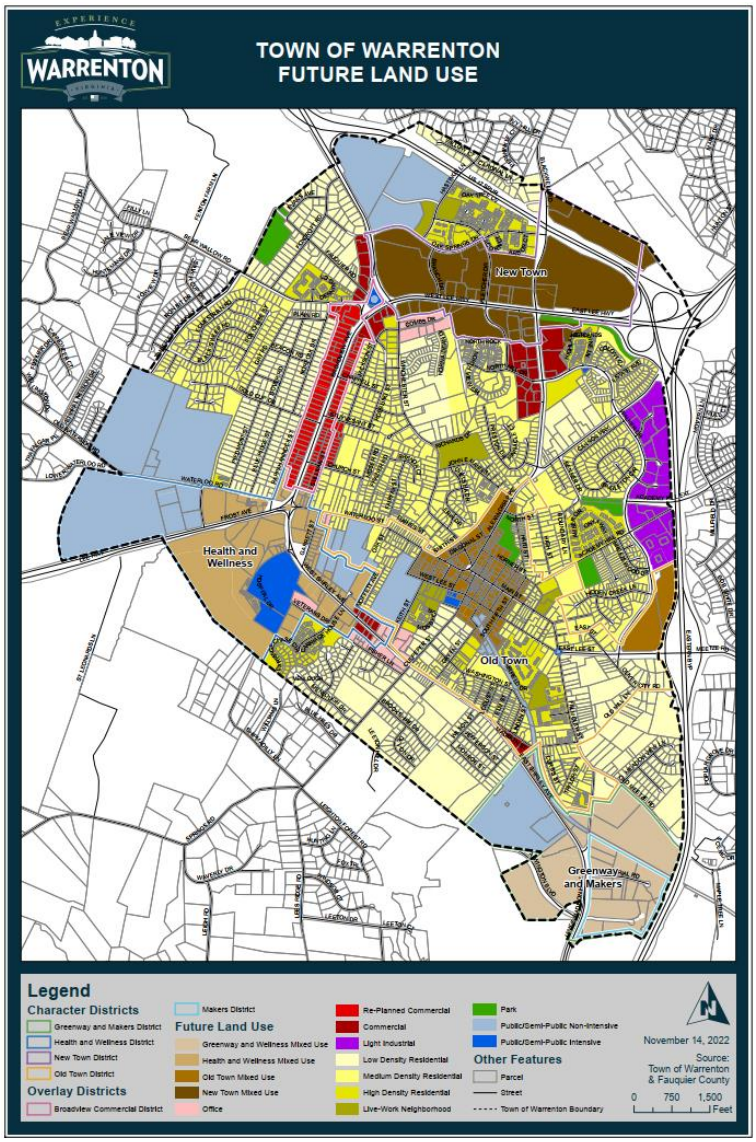
The 2018 adopted East Shirley UDA stated *"Future growth should promote this UDA as the southern gateway into the Town and maintain the critical linkages between education, civic uses and the surrounding neighborhoods, as well as the last remaining industrial uses located in the Town."*

The adopted goals and policies were:

A. The Town, County and School District properties should be walkable and accessible from the adjoining neighborhoods.
B. Develop a land use strategy that keeps industrial use in the southeast half of the UDA and residential use in the northern half of the UDA.
C. Evaluate a possible pedestrian linkage to Walker Drive from the area to the north east, above the Warrenton Greenway Trail.
D. Evaluate more possibilities for pedestrian access to the Warrenton Greenway Trail from adjacent neighborhoods.
E. Design and implement a vertical gateway feature announcing arrival into the Town of Warrenton at the south end of the UDA along James Madison Highway.
F. Promote a mix of housing in the northern half of the UDA that includes of mixed-use residential development, multi-family housing and affordable housing that uses high quality materials
G. Create a Streetscape Plan for East Shirley UDA that promotes a consistent walking experience. The Streetscape Plan should define specifications for sidewalk, crosswalks, street trees, seating, lighting and bicycle infrastructure
H. Create development incentives that stimulate private investment and new development
I. Evaluate locations for a new park space within the East Shirley UDA.

This UDA became the foundation for the Greenway and Makers Character District in Plan Warrenton 2040. The goals and policies were incorporated into the Land Use and Character District Chapter. Since the majority of the annexed land is already a planned traditional neighborhood, it may not be necessary to designate it as an UDA, unless the Planning Commission is seeking assurances if the development of the parcels are delayed.

Below is a map of the current Future Land Use Map.





STAFF RECOMMENDATION

Staff recommends the Town Council hold the Work Session and consider holding a public hearing on June 9, 2026.

ATTACHMENTS

1. Final Order

MELISA G. MICHELSEN

DIRECT DIAL
(540) 437-3052

EMAIL
mgm@littensipe.com

LITTEN & SIPE L.L.P.
ATTORNEYS AT LAW
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HARRISONBURG, VIRGINIA 22801-3434

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(540) 434-5353

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WEB
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September 22, 2025

Via First-Class Mail

Gail Barb, Clerk
Fauquier County Circuit Court
29 Ashby Street
Warrenton, Virginia 20186

Re: ***The Town of Warrenton, Virginia and The County of Fauquier, Virginia for the Annexation of Land into the Town***

Dear Ms. Barb:

Enclosed please find a joint Motion to Amend Final Order Approving Annexation Agreement executed by all counsel of record in this matter. The Special Court entered a Final Order on April 24, 2025. The parties noticed two clerical errors in the description of the annexed property and are requesting the entry of an Amended Final Order correcting these errors. Also enclosed is an Amended Final Order Approving Annexation Agreement for the Court's consideration.

Please advise if a hearing on this matter is required for the entry of the Amended Final Order.

Thank you for your assistance in this matter. If you have any questions or concerns, please give me a call at the above number.

Cordially,

Melisa G. Michelsen
MGM/kgk/09244
Enclosure
cc w/encl: Janelle Downes
Chap Petersen
John Foote

V I R G I N I A:

BEFORE THE SPECIAL COURT IN FAUQUIER COUNTY

IN RE: AN ORDER AFFIRMING A PROPOSED VOLUNTARY SETTLEMENT AGREEMENT BETWEEN THE TOWN OF WARRENTON, VIRGINIA, AND THE COUNTY OF FAUQUIER, VIRGINIA, FOR THE ANNEXATION OF 243.87295 ACRES OF LAND INTO THE TOWN OF WARRENTON, VIRGINIA	)	**Case No. CL24000655-00**

MOTION TO AMEND FINAL ORDER APPROVING ANNEXATION AGREEMENT

This day came the Town of Warrenton ("Town"), Fauquier County, Virginia ("County"), and Van Metre Communities, LLC, ("Van Metre") pursuant to Va. Code § 8.01-428, and files a joint motion to correct two clerical mistakes in the Final Order entered on April 24, 2025, approving the annexation agreement between the Town and the County, and state in support as follows:

1. Pursuant to the provisions of Va. Code § 15.2-3400, the Special Court entered a Final Order on April 24, 2025, approving the voluntary agreement (the "Voluntary Settlement Agreement") incorporating certain parcels (the "Annexed Area") from Fauquier County into the Town of Warrenton as set forth in the parties' Voluntary Settlement Agreement.

2. The parties have identified two clerical errors in the legal description of the Annexed Area set forth in Exhibit A to the Final Order, which inadvertently omitted certain data and cited incorrect metes and bounds citations in the legal description.

3. The corrections do not substantively alter the terms of the Final Order or Voluntary Settlement Agreement as approved by the Court, nor does it affect any substantive rights or obligations of third parties.

WHEREFORE, the Town of Warrenton, Fauquier County, Virginia, and Van Metre Communities, LLC, respectfully request that the Final Order be amended to substitute the corrected legal description as set forth in Exhibit A, attached hereto and incorporated herein, and for any other relief deemed necessary.

TOWN OF WARRENTON, VIRGINIA,
THE COUNTY OF FAUQUIER, VIRGINIA
VAN METRE COMMUNITIES, LLC

By Counsel

WE ASK FOR THIS:

J. Chapman Petersen by Melissa Michelsen

J. Chapman Petersen
Chap Petersen & Associates, PLC
Warrenton Town Attorney
3970 Chain Bridge Road
Fairfax, VA 22030
(571) 459-2510 (direct dial)
(571) 459-2307 (facsimile)
jcp@petersenfirm.com

Counsel for the Town of Warrenton

and

Melissa Michelsen

Melisa Michelsen
VSB 40001
Litten & Sipe, LLP
Fauquier County Attorney
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Harrisonburg, Virginia 22801
Phone: 540-434-5353; Fax: 540-434-6069
mgm@littensipe.com

Counsel for Fauquier County

and

John H. Foote by [illegible]

John H. Foote
VSB 14336
Walsh Colucci Lubeley & Walsh, PC
4310 Prince William Parkway, Suite 300
Prince William, Virginia 22192
Phone: 703.680.4664 x5114; Fax: 703.680.2161
jfoote@thelandlawyers.com

Counsel for Van Metre Communities, LLC

V I R G I N I A:

BEFORE THE SPECIAL COURT IN FAUQUIER COUNTY

IN RE: AN ORDER AFFIRMING A PROPOSED VOLUNTARY SETTLEMENT AGREEMENT BETWEEN THE TOWN OF WARRENTON, VIRGINIA, AND THE COUNTY OF FAUQUIER, VIRGINIA, FOR THE ANNEXATION OF 243.87295 ACRES OF LAND INTO THE TOWN OF WARRENTON, VIRGINIA	)	**Case No. CL24000655-00**

AMENDED FINAL ORDER APPROVING ANNEXATION AGREEMENT

This matter came before the Court on the joint motion of the Town of Warrenton ("Town"), Fauquier County, Virginia ("County"), and Van Metre Communities, LLC, ("Van Metre") pursuant to Va. Code § 8.01-428, to correct a clerical mistake in the Final Order entered on April 24, 2025, approving the annexation agreement between the Town and the County. Upon consideration of the joint motion, the record in this matter, and the representations of counsel, the Court finds as follows:

1. Pursuant to the provisions of Va. Code § 15.2-3400, the Special Court entered a Final Order on April 24, 2025, approving the voluntary agreement (the "Voluntary Settlement Agreement") incorporating certain parcels (the "Annexed Area") from Fauquier County into the Town of Warrenton, as set forth in the parties' Voluntary Settlement Agreement.

2. The parties identified two clerical errors in the legal description of the Annexed Area set forth in Exhibit A to the Final Order, which inadvertently omitted certain data and cited incorrect metes and bounds citations in the legal description, and requested these errors be corrected.

3. The corrections do not substantively alter the terms of the Final Order or Voluntary Settlement Agreement as approved by the Court, nor does it affect any substantive rights or obligations of third parties.

Accordingly, it is hereby **ORDERED** that:

1. The omitted curve data shall be added to and the chord bearing, chord length, and arc length corrected in the metes and bounds description of the Annexed Area, as set forth in Exhibit A hereto, which is incorporated herein;

2. These corrections are deemed effective as of April 24, 2025;

3. The Voluntary Annexation Agreement between the Town and the County remains in full force and effect, subject to the corrected description of the metes and bounds description of the Annexed Area;

4. The Clerk of the Court shall forward certified copies of this Amended Final Order to the Commissioner of the Revenue, the Department of Elections, Secretary of the Commonwealth, Auditor of Public Accounts of the Commonwealth of Virginia, and Census Bureau of the United States Department of Commerce in order that all such allocations of state and federal funds at various times to the Town of Warrenton, Virginia and Fauquier County, Virginia, as may be affected by changes to the boundaries of the Town herein described may be revised in accordance with the law on or after the effective date of the annexation. The Clerk shall also record this Amended Final Order in the land records of this Court and forward an attested copy to all counsel of record.

ENTERED this ___ day of _____, 2025.

_____

Judge

SEEN AND AGREED:

J. Chapman Petersen by Melissa Michelsen

J. Chapman Petersen
Chap Petersen & Associates, PLC
Warrenton Town Attorney
3970 Chain Bridge Road
Fairfax, VA 22030
(571) 459-2510 (direct dial)
(571) 459-2307 (facsimile)
jcp@petersenfirm.com

Counsel for the Town of Warrenton

SEEN AND AGREED:

Melissa Michelsen

Melisa Michelsen
VSB 40001
Litten & Sipe, LLP
Fauquier County Attorney
410 Neff Avenue
Harrisonburg, Virginia 22801
Phone: 540-434-5353; Fax: 540-434-6069
mgm@littensipe.com

Counsel for Fauquier County

and

SEEN AND AGREED:

John H. Foote by Melissa Michelsen

John H. Foote
VSB 14336
Walsh Colucci Lubeley & Walsh, PC
4310 Prince William Parkway, Suite 300
Prince William, Virginia 22192
Phone: 703.680.4664 x5114; Fax: 703.680.2161
jfoote@thelandlawyers.com

Counsel for Van Metre Communities, LLC

March 17, 2026
Planning Commission
Regular Meeting

RESOLUTION TO RECOMMEND APPROVAL OF THE ZONING CLASSIFICATION CHANGES PURSUANT TO SECTIONS 2-5.1 AND 2-5.3 OF THE ZONING ORDINANCE OF THE TOWN OF WARRENTON
(GPINS 6983-46-2435 APPROXIMATELY 236.85665 ACRES, 6983-57-1258 APPROXIMATELY 0.7361 ACRE, 6983-57-9161 APPROXIMATELY 1.16 ACRES, 6983-48-7973 APPROXIMATELY 0.81 ACRE, AND 6983-48-7006 APPROXIMATELY 4.31 ACRES)

WHEREAS, Warrenton, VA (Hereinafter "the Town") is a municipal corporation located within the County of Fauquier; and

WHEREAS, the parcels listed above owned by Van Metre Homes at Aurora, LLC (GPIN 6983-46-2435), HD Development of Maryland INC (GPIN 6983-57-1258), Padmaja and Srinivas Dasari (GPIN 6983-57-9161), County School Board of Fauquier County (GPIN 6983-48-7973) and VABFT, LLC (GPIN 6983-48-7006) and hereinafter referred to as the "Properties"; and

WHEREAS, the Properties were annexed into the Town of Warrenton effective on June 1, 2025 by a Final Order, as Amended; and

WHEREAS, GPIN 6983-46-2435 is subject to Fauquier County Rezoning REZN-22-017978 and will be zoned PRD and Commercial (C) subject to all proffers, Concept Development Plan, Code of Development, and other binding exhibits incorporated into the County's approval; and

WHEREAS, GPIN 6983-57-1258 is recommended to remain Commercial (C District) within the Town of Warrenton; and

WHEREAS, GPIN 6983-57-9161 is recommended to remain Commercial (C District) within the Town of Warrenton; and

WHEREAS, GPIN 6983-48-7973 is recommended to remain Commercial (C District) within the Town of Warrenton; and

WHEREAS, GPIN 6983-48-7006 is recommended to remain Commercial (C District) within the Town of Warrenton; and

WHEREAS, the Planning Commission held three public work sessions on August 19, 2025, September 16, 2025, and November 18, 2025; and

WHEREAS, pursuant to Sections 2-5.1 and 2-5.3 of the Zoning Ordinance, the Planning Commission upon advertisement and notice properly given pursuant to §15.2-2204 of the Virginia Code held a Public Hearing on March 17, 2026; and

WHEREAS, the Planning Commission, in consideration of all of the foregoing, is of the opinion that the zoning changes to the Properties are be recommended for approval to the Town Council;

DRAFT

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Planning Commission on this 17th day of March 2026, recommends that Town Council approve the zoning changes.

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:

ATTEST: _____
James Lawrence, Planning Commission Secretary

CHAP PETERSEN
& ASSOCIATES, PLC

J. Chapman Petersen+*
Sharon Kim Petersen
+also or ++only admitted in DC
**also admitted in MD*
^admitted in NY

J. Chapman Petersen
jcp@petersenfirm.com
Direct: 571-459-2510

Federico J. Zablah
Christopher T. Robertson+
Dylan M. Phillips
Patrick R. Corish+
Janice M. Jang^+

April 24, 2025

Via delivery to Town Manager

Town of Warrenton, Town Council
c/o Frank Cassidy, Town Manager
21 Main Street
Warrenton, VA 20186
fcassidy@warrenton.gov

RE: Special Court approval of the Voluntary Settlement Agreement between the Town of Warrenton, Fauquier County, Van Metre Communities, LLC.

Dear Members of Council:

Today, the Special Court assembled by the Supreme Court of Virginia, pursuant to Va. Code § 15.2-3400 heard the petition of the Town of Warrenton, Fauquier County and Van Metre Communities, LLC. to approve the Voluntary Settlement Agreement ("VSA") for the Town's annexation of certain land within the jurisdiction of Fauquier County, as well as its adoption of the development plan of Van Metre Communities.

This is the same VSA that was approved by the Town Council on December 10, 2024 by Ordinance 2024-17, and has been the subject of discussion at both the Mach 11, 2025 and April 21, 2025 meetings of the Council. In sum, the VSA adopts the terms for the annexation which will add 241 acres of land within the boundaries of the Town.

I appeared with counsel for the parties, including Fauquier County and the developer Van Metre Company. The Town Manager, Mr. Cassidy, also appeared to testify as to how the development projects would affect the Town. After hearing the testimony and reviewing the necessary records, the Court approved the VSA.

I have attached to this letter a copy of the entered Order granting and approving the VSA as presented to the Special Court, along with all exhibits. As you will see, the annexation will become effective on June 1, 2024.

If you have any questions about the process or the hearing that took place today, please do not hesitate to contact me or my office.

Very truly yours,

J. Chapman Petersen, Esq.

Enclosures as stated.

ATTACHMENT 1

VIRGINIA:

IN THE CIRCUIT COURT OF FAUQUIER COUNTY

IN RE: PETITION OF THE TOWN OF WARRENTON, VIRGINIA AND THE COUNTY OF FAUQUIER, VIRGINIA FOR AN ORDER AFFIRMING A VOLUNTARY SETTLEMENT AGREEMENT FOR THE ANNEXATION OF 243.87295 ACRES, MORE OR LESS INTO THE TOWN OF WARRENTON, VIRGINIA	Civil Action CL24000655-00

FINAL ORDER APPROVING THE VOLUNTARY SETTLEMENT AGREEMENT BETWEEN THE TOWN OF WARRENTON, AND THE COUNTY OF FAUQUIER

This proceeding came before this Special Court on April 24, 2025, to be heard on the petition of the Town of Warrenton, Virginia (the "Town of Warrenton"), and the County of Fauquier, Virginia ("Fauquier County"), pursuant to Chapter 34 of Title 15.2 of the Code of Virginia (1950), as amended. That petition requests this Special Court to affirm a Voluntary Settlement Agreement between and among the Town and the County dated April 23, 2025, (the "Agreement") and to effectuate an agreed boundary line adjustment between the two jurisdictions.

Upon a report of the Virginia Commission on Local Government dated November 2024, upon the testimony heard by the Special Court and the exhibits received into evidence; and upon the arguments of counsel for the parties,

IT IS HEREBY ORDERED, ADJUDGED, and DECREED by this Special Court as follows:

I. Jurisdiction

1. This Special Court, consisting of Chief Judge Designate, the Honorable W. Edward Tomko, III, Chief Judge, Sixth Judicial Circuit, the Honorable Holly B. Smith, Chief Judge, Ninth Judicial Circuit, and the Honorable Claude V. Worrell, II, Chief Judge, Sixteenth Judicial Circuit, having been appointed by Order of the Chief Justice of the Supreme Court of Virginia dated January 3, 2025, was duly constituted and convened as provided in Chapter 30 (§ 15.2-3000 et seq. of Title 15.2 of the Code of Virginia (1950) as amended), to hear the joint petition of the Parties as to this Annexation and Agreement..

2. The Commission on Local Government conducted hearings and issued a report dated November 2024, as required by Va. Code Ann. § 15.2-3400(3), which report found that the Agreement is in the best interest of the Town of Warrenton, Fauquier County, and the Commonwealth.

3. The Town of Warrenton and Fauquier County have, by Ordinance, duly approved and adopted the Agreement by a recorded affirmative vote of a majority of the members of their respective governing bodies. Prior to the adoption of said ordinances, the Town Council of Warrenton, and the Fauquier County Board of Supervisors each held a public hearing on the Agreement, and each advertised its intention to approve the Agreement by publishing a notice once a week for two successive weeks in a newspaper having general circulation

in their respective jurisdictions. Each newspaper publication included a descriptive summary of the Agreement and a statement that a true copy of the Agreement was on file in the office of the Clerk of the Circuit Court of Fauquier County.

4. All necessary jurisdictional and procedural steps have been taken to bring this proceeding before the Special Court.

II. Findings of the Court

The Special Court hereby makes the following findings:

5. The provisions of the Agreement are in the best interests of Town of Warrenton, Fauquier County, and the Commonwealth of Virginia.

6. The interests of the Commonwealth of Virginia in promoting the orderly growth and continued viability of Town of Warrenton, and Fauquier County will be furthered by the Agreement.

III. Affirmation of the Agreement

The Special Court hereby affirms the Agreement entered into by Town of Warrenton and Fauquier County, pursuant to § 15.2-3400(5) of the Code of Virginia (1950), as amended. A copy of the Agreement is attached hereto as **Exhibit A** and is incorporated as part of this Order. The terms and conditions of the Agreement shall have full force and effect and shall be binding on future governing bodies of the Town of Warrenton and Fauquier County as of the date set forth below.

IV. Territory Annexed

Pursuant to the Agreement, the Town's corporate boundaries shall be modified by the incorporation into the Town of that property, comprising approximately 243.87295 acres as more particularly described in the Survey thereof and the metes and bounds description of such property depicted on said Survey and incorporated herein by reference as **Exhibits B** and **C**.

Further, the use and development of the land annexed into the Town that is subject to Fauquier County Rezoning REZN-22-017978 specifically referenced therein, shall conform to the terms and conditions of the Agreement, subject to such changes as may be made in conformity with those terms and conditions or other applicable law.

V. Effective Date

It is hereby ORDERED that pursuant to Va. Code Ann. § 15.2-3400(5) and Section 2.3 of the Voluntary Settlement Agreement, said annexation of territory shall be effective as of 12:00 a.m. on June 1, 2025.

VI. Copies of the Order

The Clerk of Circuit Court of Fauquier County is directed to send an attested copy of this Order to the Secretary of the Commonwealth, to the Auditor of Public Accounts of the Commonwealth of Virginia, and to the Census Bureau of the United States Department of Commerce in order that all such allocations of state and federal funds at various times to the Town of Warrenton and Fauquier County as may be affected by changes the boundaries of the Town

herein described may be revised in accordance with law on and after the effective date of the annexation. The Clerk of Court shall also forward an attested copy of this Order to counsel for all parties. The Clerk of Court shall record this Order.

4-24-25

VII. Adjournment

It is ORDERED that the Special Court be adjourned, but not dissolved, subject to being reconvened in any manner provided by law.

ENTERED this 24 day of April, 2025.

Chief Judge Designate
W. Edward Tomko, III

Judge Holly B. Smith

Judge Claude V. Worrell, II

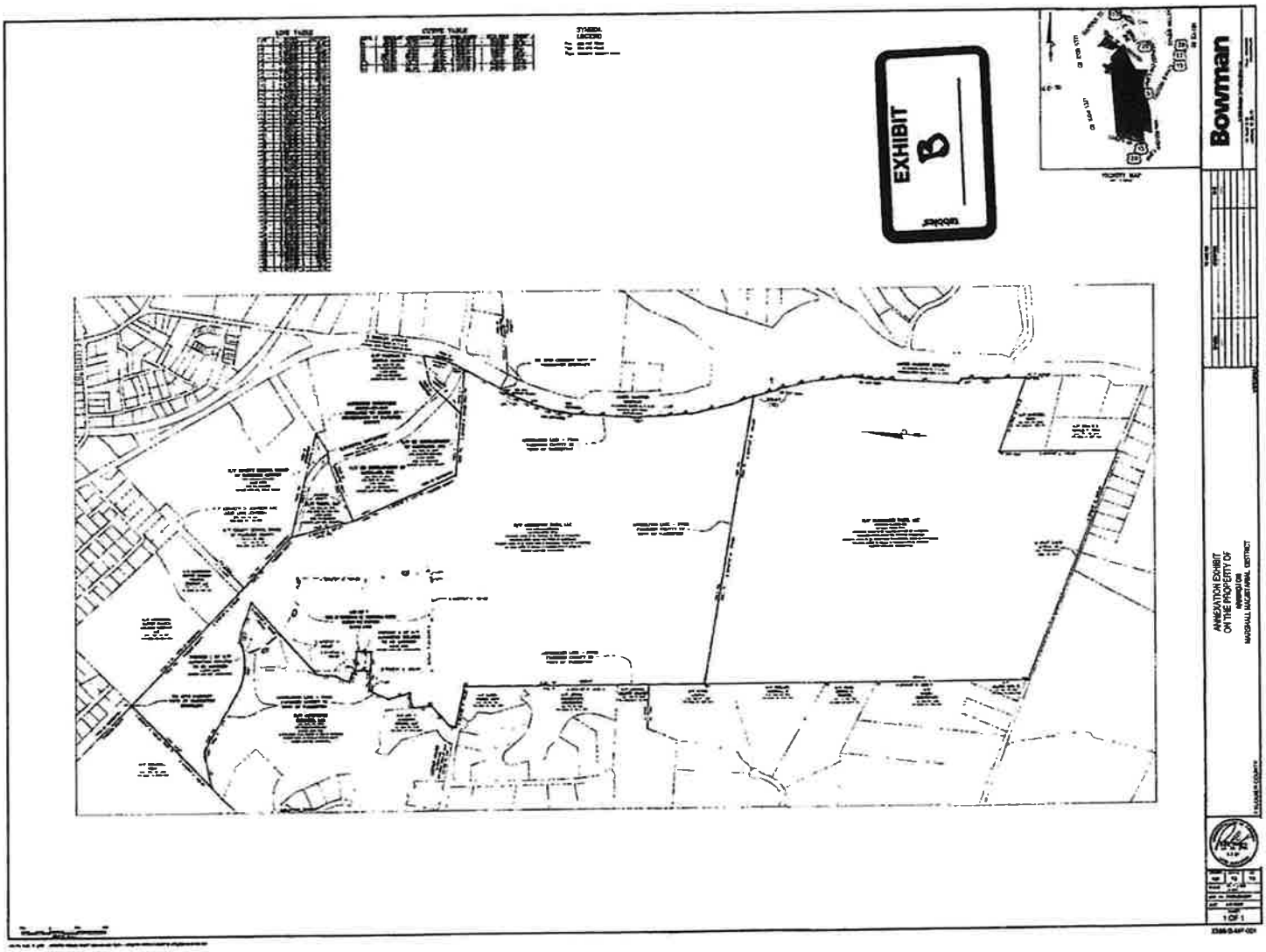
WE ASK FOR THIS:

J. Chapman Petersen, Esq.
Chap Petersen & Associates, PLC
Warrenton Town Attorney
3970 Chain Bridge Road
Fairfax, VA 22030
Counsel for the Town of Warrenton

Melisa Michelsen, Esq.
Litten & Sipe, LLP
Fauquier County Attorney
410 Neff Avenue
Harrisonburg, Virginia 22801
Counsel for Fauquier County

John H. Foote, Esq.
Walsh Colucci Lubeley & Walsh, PC
4310 Prince William Parkway, Suite 300
Prince William, Virginia 22192
Counsel for Van Metre Communities, LLC

U.S. Census
Dept Accts
Secy Comm
Petersen - HD
Michelsen - HD
Foote - HD
4/24/25


EXHIBIT
B
Bowman
ANNEXATION EXHIBIT
OF THE PROPERTY OF
MARSHALL INDUSTRIAL DISTRICT

Metes and Bounds Description of the proposed annexation line from Fauquier County, Virginia into the Town of Warrenton, Virginia. Prepared by Bowman on April 1, 2024.

BEGINNING AT A POINT LOCATED IN THE WESTERN RIGHT OF WAY OF JAMES MADISION HIGHWAY, SAID POINT ALSO BENG IN THE EASTERN PROPERTY LINE OF ALWINGTON FARM, LLC (GPIN 6983-44-5875-000) AND ALSO A CORNER OF THE EXISTING FAUQUIER COUNTY/TOWN OF WARRENTON BOUNDARY LINE;

THENCE DEPARTING THE EXISTING FAUQUIER COUNTY/TOWN OF WARRENTON BOUNDARY LINE AND RUNNING WITH THE WESTERN RIGHT OF WAY OF JAMES MADISON HIGHWAY AND THE EASTERN LINE OF ALWINGTON FARM, LLC THE FOLLOWING SIXTEEN (16) COURSES AND DISTANCES:

S 31°25'06" W, A DISTANCE OF 72.79 FEET TO A CONCRETE VDOT MONUMENT;

S 13°59'17" W, A DISTANCE OF 51.72 FEET TO A POINT;

S 22°04'13" W, A DISTANCE OF 103.60 FEET TO A POINT;

S 18°34'38" W, A DISTANCE OF 104.43 FEET TO A CONCRETE VDOT MONUMENT FOUND;

S 15°36'32" W, A DISTANCE OF 105.49 FEET TO A POINT;

S 11°00'58" W, A DISTANCE OF 106.24 FEET TO A CONCRETE VDOT MONUMENT FOUND;

S 07°22'30" W, A DISTANCE OF 88.40 FEET TO A POINT;

S 03°07'44" W, A DISTANCE OF 117.67 FEET TO A POINT;

S 00°11'47" E, A DISTANCE OF 100.00 FEET TO A CONCRETE VDOT MONUMENT FOUND;

S 00°46'10" E, A DISTANCE OF 273.66 FEET TO A POINT;

WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 2651.48 FEET, WITH A CHORD BEARING OF S 05°00'11" E, AND A CHORD LENGTH OF 391.50 FEET, FOR AN ARC DISTANCE OF 391.86 FEET TO A POINT;

S 04°19'08" E, A DISTANCE OF 52.35 FEET TO A POINT;

S 11°15'54" E, A DISTANCE OF 118.14 FEET TO A POINT;

S 05°37'44" E, A DISTANCE OF 127.56 FEET TO A POINT;

S 17°17'31" E, A DISTANCE OF 382.87 FEET TO A POINT;

S 24°11'01" E, A DISTANCE OF 226.12 FEET TO A POINT;

THENCE DEPARTING THE WESTERN RIGHT OF WAY OF JAMES MADISON HIGHWAY AND THE EASTERN LINE OF ALWINGTON FARM, LLC AND RUNNING ACROSS THE LAND OF ALWINGTON FARM, LLC WITH A PROPOSED ZONING LINE N 84°41'24" W, A DISTANCE OF 1014.57 FEET TO A POINT;

THENCE CONTINUING WITH AN EXISTING ZONING LINE N 84°46'19" W, A DISTANCE OF 1715.84 FEET TO AN IRON PIPE FOUND ON THE EASTERN LINE OF THE PROPERTY OF LORETTA FLYNN (GPIN 6983-24-9581-000), SAID POINT ALSO BEING ALONG THE WESTERN PROPERTY LINE OF THE ALWINGTON FARM, LLC;



THENCE RUNNING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC N 04°41'49" W, A DISTANCE OF 2228.67 FEET TO AN IRON PIPE FOUND AT THE NORTHEASTERN CORNER OF THE PROPERTY OF THOMAS KEITH BAKER (GPIN 6983-26-9461-000);

THENCE CONTINUING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND THE NORTHERN RIGHT OF WAY OF LEETON COURT N 82°41'00" W, A DISTANCE OF 387.28 FEET TO A POINT AT THE SOUTHEASTERN CORNER OF LOT 1 OF ALWINGTON ESTATES, LLC (GPIN 6983-27-7006-000);

THENCE DEPARTING THE NORTHERN RIGHT OF WAY OF LEETON COURT, CONTINUING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND RUNNING WITH THE EASTERN LINE OF LOT 1 OF ALWINGTON ESTATES, LLC THE FOLLOWING THREE (3) COURSES AND DISTANCES:

N 07°19'00" E, A DISTANCE OF 60.00 FEET TO A POINT;

N 44°42'38" E, A DISTANCE OF 248.17 FEET TO AN IRON PIPE FOUND;

N 09°04'10" W, A DISTANCE OF 163.68 FEET TO A POINT, SAID ALSO BEING THE SOUTHEASTERN CORNER OF ALWINGTON ESTATES, LLC (PIN 6983-28-8269);

THENCE DEPARTING THE EASTERN LINE OF LOT 1 OF ALWINGTON ESTATES, LLC, CONTINUING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND RUNNING WITH THE EASTERN LINE OF ALWINGTON ESTATES, LLC THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

N 57°28'59" E, A DISTANCE OF 59.66 FEET TO A POINT;

N 82°20'22" E, A DISTANCE OF 85.23 FEET TO A POINT;

N 20°54'31" W, A DISTANCE OF 205.75 FEET TO A POINT;

N 19°48'23" E, A DISTANCE OF 195.15 FEET TO A POINT;

N 88°31'08" E, A DISTANCE OF 188.95 FEET TO A POINT;

THENCE DEPARTING THE EASTERN LINE OF ALWINGTON ESTATES, LLC, DEPARTING THE WESTERN LINE OF ALWINGTON FARM, LLC, AND RUNNING ACROSS THE PROPERTY OF ALWINGTON ESTATES, LLC WITH A PROPOSED ZONING LINE N 04°04'55' W 136.14' TO A POINT LOCATED IN THE EASTERN LINE OF ALWINGTON ESTATES, LLC AND IN THE WESTERN LINE OF ALWINGTON FARM, LLC;

THENCE DEPARTING THE PROPOSED ZONING LINE AND RUNNING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND WITH THE EASTERN LINE OF ALWINGTON ESTATES, LLC THE FOLLOWING SIX (6) COURSES AND DISTANCES:

S 88°31'08" W, A DISTANCE OF 21.49 FEET TO A POINT;

N 01°28'52" W, A DISTANCE OF 26.41 FEET TO A POINT;

N 76°23'49" W, A DISTANCE OF 91.85 FEET TO A POINT;

N 19°48'23" E, A DISTANCE OF 141.22 FEET TO A POINT;

N 00°32'50" E, A DISTANCE OF 172.37 FEET TO A POINT;

N 43°33'20" E, A DISTANCE OF 519.91 FEET TO A POINT;

THENCE DEPARTING THE EASTERN LINE OF ALWINGTON ESTATES, LLC, DEPARTING THE WESTERN LINE OF ALWINGTON FARM, LLC, AND RUNNING ACROSS THE PROPERTY OF ALWINGTON ESTATES, LLC WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 630.00 FEET, WITH A CHORD BEARING OF N 34°14'10" W, AND A CHORD LENGTH OF 328.54 FEET, FOR AN ARC DISTANCE OF 388.67 FEET TO A POINT TO A POINT LOCATED IN THE EASTERN LINE OF ALWINGTON ESTATES, LLC AND IN THE NORTHERN LINE OF ALWINGTON FARM, LLC;

THENCE RUNNING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND WITH THE NORTHERN LINE OF ALWINGTON ESTATES, LLC THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 600.00 FEET, WITH A CHORD BEARING OF N 88°01'06" W, AND A CHORD LENGTH OF 464.02 FEET, FOR AN ARC DISTANCE OF 476.44 FEET TO A POINT;

N 65°16'11" W, A DISTANCE OF 573.23 FEET TO A POINT;

WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 100.00 FEET, WITH A CHORD BEARING OF N 86°08'41" W, AND A CHORD LENGTH OF 71.27 FEET, FOR AN ARC DISTANCE OF 72.87 FEET TO A POINT;

S 72°58'49" W, A DISTANCE OF 301.64 FEET TO A POINT, SAID POINT BEING A NORTHWESTERN CORNER OF ALWINGTON ESTATES, LLC, AND ALSO IN THE EASTERN LINE OF HEIDI CROMWELL (GPIN 6983-19-5491);

THENCE DEPARTING THE NORTHERN LINE OF ALWINGTON ESTATES, LLC AND RUNNING WITH THE EASTERN LINE OF HEIDI CROMWELL AND THE WESTERN LINE OF ALWINGTON FARM, LLC N 41°53'27" E, A DISTANCE OF 480.15 FEET TO AN IRON ROD FOUND;

THENCE CONTINUING WITH THE EASTERN LINE OF HEIDI CROMWELL AND WITH THE WESTERN LINE OF ALWINGTION FARM, LLC, N 42°08'57" E, A DISTANCE OF 586.33 FEET TO IRON PIPE FOUND, SAID IRON PIPE BEING THE NORTHEASTERN CORNER OF HEIDI CROMWELL AND ALSO THE NORTHWESTERN CORNER OF ALWINGTON FARM, LLC AND ALSO A CORNER OF THE EXISTING FAUQUIER COUNTY/TOWN OF WARRENTON BOUNDARY LINE.

2024 TOWN OF WARRENTON / FAUQUIER COUNTY ANNEXATION VOLUNTARY SETTLEMENT AGREEMENT

THIS VOLUNTARY SETTLEMENT AGREEMENT is made and entered into this 23rd day of April, 2025, by and between the TOWN COUNCIL OF WARRENTON, VIRGINIA, a Virginia municipal corporation and a body politic (hereinafter "the Town Council"), THE BOARD OF SUPERVISORS OF FAUQUIER COUNTY, VIRGINIA (a political subdivision of the Commonwealth, hereinafter "the County Board of Supervisors"), and VAN METRE COMMUNITIES, LLC (together hereinafter "Van Metre"), (collectively referred to herein as the "Parties").

RECITALS

R-1. WHEREAS, the Parties have reached this Agreement, pursuant to Title 15.2, Chapter 34, of the Code of Virginia, (i) providing for the annexation of certain territory of the County into the Town, and (ii) providing for the development of, and zoning of, the Annexation Area after approval of the proposed Annexation and

R-2. WHEREAS, Van Metre Homes at Aurora, L.L.C. is the owner of a certain tract of land containing approximately 234.08765 acres, as the same is more thoroughly identified below as the Arrington Annexation Property, which is a portion of an existing parcel of land, and

R-3. WHEREAS, HD Development of Maryland Inc. ("HD") is the owner of a tract of land containing approximately 0.7361 acres, as the same is more thoroughly identified below as the "HD Property," and

R-4. WHEREAS, Padmaja and Srinivas Dasari ("Dasari") are the owners of a tract of land containing approximately 1.1630 acres, as the same is more thoroughly identified below as the "Dasari Property," and

R-5. WHEREAS, VABFT, LLC, ("VABFT") is the owner of a tract of land containing approximately 4.3067 acres, as the same is more thoroughly identified below as the "VABFT Property," and

R-6. WHEREAS, the School Board of Fauquier County (the "School Board") is the owner of a tract of land containing 0.8105 acre, as the same is more thoroughly identified below as the "School Board Property," and

R-7. WHEREAS, the County Board of Supervisors is the owner of certain portions of the Alwington Boulevard right-of-way as the same is more thoroughly identified below as the "County Right-of-Way," and

R-8. WHEREAS, the County Board of Supervisors and the Town Council, after due consideration, have determined and agree that the boundary between the County and Town should be adjusted and relocated as identified herein, and that certain other matters should be resolved between the County Board of Supervisors and the Town Council, and

R-9. WHEREAS, Van Metre desires to acquire and develop the Arrington Annexation Property owned by it in a manner that is acceptable to the County Board of Supervisors and the Town Council, and

R-10. WHEREAS, on November 9, 2023, the Fauquier County Board of Supervisors approved a Rezoning of the Arrington Annexation Property as more specifically defined herein, that will permit its development in a manner that is acceptable to both the County Board of Supervisors and the Town Council, and the County Board of Supervisors and the Town Council have agreed that the conditions of development of the Arrington Annexation Property that were made proffered conditions of that Rezoning, including the Concept Development Plan, Code of Development and any other binding exhibits thereto and incorporated into the County's approval, should control the future land use thereof whether in the County or the Town's jurisdiction, and

R-11. WHEREAS, on December 12, 2023, the Town Council adopted a resolution in support of a Citizen-Initiated Petition for the inclusion of the Arrington Annexation Property within the corporate limits of the Town subject to Van Metre's agreement that such property would be developed in accordance with the Rezoning, and that the design and construction of the Relocated Taylor Run Pump Station and Alwington Boulevard Improvements would be completed at their sole expense, and

R-12. WHEREAS, after the effective date of the annexation as set out in Section 2.3 below, the Town will have zoning authority over the Annexation Area, subject to vested rights and the processes set out in the Code of Virginia and Town Code as amended from time to time, and

R-13. WHEREAS, the County Board of Supervisors and the Town Council have now determined that this Voluntary Settlement Agreement is necessary and appropriate to ensure the effective provision of Town public services to the area to be included within the corporate limits of the Town, to memorialize their agreement regarding the maintenance and effectuation of the Rezoning and the Town Commitments, and to determine other appropriate matters pursuant to the applicable Virginia statutory framework including certain specific land use and zoning arrangements deriving from the aforesaid Rezoning and Town Commitments as provided by Virginia law,

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the receipt and sufficiency of which are conclusively agreed to constitute such consideration, the County Board of Supervisors and the Town Council agree as follows:

SECTION 1. DEFINITIONS

The County Board of Supervisors and the Town Council agree that the following words, terms, and abbreviations as used in this Agreement shall have the following defined meanings, unless the context clearly provides otherwise:

1.1. "Additional Annexation Properties" means collectively the Dasari Property, the HD Property, the School Board Property, and the VABFT Property containing approximately 7.0163 acres.

1.2. The "Additional Annexation Area Property Owners" means Dasari, HD, the School Board, and VABFT.

1.3. "Alwington" means Van Metre Homes at Aurora, LLC, a Virginia limited liability corporation, and the current legal owner of the Arrington Annexation Property.

1.4. "Alwington Boulevard Improvements" means the widening of existing Alwington Boulevard, and the construction of an extension thereof in accordance with Town standards and specifications to provide a four-lane, median divided roadway from the current boundary between the County and Town northwesterly to the northerly line of Land Bay W (as defined in the Rezoning) ("Phase 1") and a two-lane undivided roadway from the northerly line of Land Bay W to the northerly line of the Arrington Annexation Property ('Phase 2") in accordance with the Rezoning.

1.5. "Annexation" means the adjustment of the boundary line between the County and the Town as set forth herein.

1.6. "Annexation Area" means that area to be included within the corporate boundaries of the Town pursuant to this Agreement consisting of the Arrington Annexation Property, the Additional Annexation Area, and the County Right-of-Way, all as further described herein, and as depicted in the attached Exhibits.

1.7. "Arrington Annexation Property" means the approximately 234.08765 acres of property owned by Van Metre that is the subject of the Annexation contemplated in this Agreement and delineated on Exhibit B. The Arrington

Annexation Property is currently a portion of a larger parcel containing approximately 431.19759 acres identified as GPIN 6983-44-5875-000 on the Tax Maps of Fauquier County. The remainder of the larger parcel containing approximately 197.10994 acres that is not herein identified shall remain in Fauquier County (the "Arrington Residual Property").

1.8. "Code" means the Code of Virginia (1950), as amended. A reference to a specific Code provision shall mean that Code provision as it existed on the date of execution of this Agreement, and any successor provision should the Code be amended after execution of this Agreement.

1.9. "Commission" means the Virginia Commission on Local Government.

1.10. "County" means the County of Fauquier, Virginia.

1.11. "County Board of Supervisors" means the Board of Supervisors of the County of Fauquier, Virginia.

1.12. "County Right-of-Way" means those portions of the right-of-way previously dedicated to the County Board of Supervisors for the construction of Alwington Boulevard from Shirley Avenue/James Madison Highway (Business Route 29/15/211) northwesterly to the Arrington Annexation Property boundary and that are not within the Town's boundary at the time of this Agreement.

1.13. "Dasari Property" means the approximately 1.1630 acres of property owned by Dasari and identified by GPIN 6983-57-9161-000 on the Tax Maps of Fauquier County.

1.14. "Effective Date" means the date upon which the last of the County Board of Supervisors and the Town Council has approved and affixed its signature to this Agreement.

1.15. "HD Property" means the approximately 0.7361 acres of property owned by HD and identified by GPIN 6983-57-1258-000 on the Tax Maps of Fauquier County.

1.16. The "Parties" refers to the County, Town, and Van Metre, collectively being the signatories to this Agreement.

1.17. The "Relocated Taylor Run Pump Station" means a new sanitary sewer pump station on the Arrington Annexation Property in the general location shown on Sheet 10 of the Concept Development Plan approved with the Rezoning, gravity sanitary sewer from the existing Taylor Run Pump Station to said pump station location, and sufficient sanitary sewer force main required to convey sewage from the new pump station to a connection manhole with capacity to accommodate such flow within the Town.

1.18. The "Rezoning" refers to Rezoning REZN-22-017978 approved by the Fauquier County Board of Supervisors on November 9, 2023, and the Proffered Conditions accepted therewith, together with the Concept Development Plan, Code of Development, and any other exhibits incorporated therein, all governing the development of the Arrington Annexation Property, with copies of such documents attached hereto and incorporated herein by reference as Exhibit C.

1.19. The "School Board Property" means the approximately 0.8105 acre of property owned by the School Board and identified by GPIN 6983-48-7973-000 on the Tax Maps of Fauquier County.

1.20. "Section" refers to the parts of this Agreement unless the context indicates that the reference is to sections of the Code.

1.21. "Special Court" means the Special Court appointed by the Supreme Court of Virginia pursuant to Title 15.2, Chapter 30, of the Code.

1.22. "Subsection" refers to the parts of this Agreement set out in the various "Sections."

1.23. "Survey" means the metes and bounds description and graphic depiction of the Annexation Area as set forth on Exhibits "A" and "B" attached hereto.

1.24. "Taylor Run Pump Station" means the existing sanitary sewer pump station located on approximately 0.0826 acre of property identified as GPIN 6983-49-6156-000 on the Tax Maps of Fauquier County, and owned by the Town,

1.25. "Town" means the Town of Warrenton, Virginia.

1.26. "Town Commitments" means the agreement by Van Metre to design and construct the Relocated Taylor Run Pump Station and Alwington Boulevard Improvements as depicted on Exhibit C, at no cost to the County Board of Supervisors or Town Council.

1.27. "Town Council" means the Town Council of the Town of Warrenton, Virginia.

1.28. "VABFT Property" means the approximately 4.31 acres of property owned by VABFT and identified by GPIN 6983-48-7006-000 on the Tax Maps of Fauquier County, and that is the subject of the Annexation contemplated in this Agreement.

1.29. "Van Metre" means Van Metre Communities, L.L.C., a Virginia limited liability company, and Van Metre Homes at Aurora, L.L.C., collectively.

SECTION 2. VOLUNTARY ANNEXATION

2.1. Annexation Agreement. The County Board of Supervisors and the Town Council agree to the annexation by the Town of that certain territory consisting of the Annexation Area as more specifically described by the Survey.

2.2. Submission of the Survey. The Survey shall be submitted to, and filed with, the Commission and the Special Court appointed to affirm, validate, and give full force and effect to this Agreement, and shall be incorporated into any final Order entered by the Special Court.

2.3. Effective Date of Annexation. The Annexation provided for herein shall become effective on the first day of the second calendar month after entry of the Final Order by the Special Court to affirm, validate, and give full force and effect to this Agreement.

SECTION 3. LAND USE AND ZONING IN ANNEXATION AREA

3.1. Land Use and Zoning Arrangements.

3.1.1. Pursuant to the provisions of Va. Code Ann. § 15.2-3400(2), the County Board of Supervisors and the Town Council agree that the orderly development of the Annexation Area is in the best interest of the County and Town.

3.1.2. The Town Council agrees to administer development of the Arrington Annexation Property in a manner that is consistent and in substantial conformance with the Rezoning. Portions of the Arrington Annexation Property that are zoned PRD will be administered in accordance with the terms of the PRD in effect as of the Effective Date (i.e., Zoning Ordinance of Fauquier County §§ 4-100 through 4-115) unless and until the Town rezones the property. Wherever those provisions of the Zoning Ordinance of Fauquier County reference the County or the Board of Supervisors, they will be read as referring to the Town and the Town Council, respectively. The Town shall have sole responsibility for interpretation and enforcement of the PRD zoning within the Arrington Annexation Property.

3.1.3. Notwithstanding the foregoing, the provisions of the Town's Zoning Ordinance shall govern the future use and development of that portion of Arrington Annexation Property identified in the Rezoning as to be developed in accordance with the Town of Warrenton's Commercial (C) Zoning District assigned to Land Bay W, as depicted on the Concept Development Plan, as if Land Bay W had been so zoned by the Town Council, and future development thereof shall be processed by the Town pursuant to its ordinary procedures therefor.

3.1.4. The Town agrees that upon validation of this Agreement by the Special Court that it will amend its Comprehensive Plan to incorporate the Rezoning into that Plan if it deems it necessary.

3.2. Zoning Classification of the Additional Annexation Properties. Upon the Effective Date of the Annexation, the non-PRD portions of the Arrington Annexation Property and the Additional Annexation Properties shall be deemed to be zoned to the applicable Town Zoning District pursuant to Warrenton Zoning Ordinance § 2-5, or any substantially similar provision as may be hereafter enacted as transitional zoning for such properties.

3.3. Sewer and Water Services.

3.3.1. The Town Council agrees that it shall permit connection of the properties within the Annexation Area to the Town sanitary sewer and water systems upon written request therefore, and payment of all appropriate fees and charges for such services, subject to compliance with the Town's Public Facilities Manual (as amended from time to time) and completion of the Relocated Taylor Run Pump Station.

3.3.2. In accordance with the Town's utility extension policies, each owner of a property within the Annexation Area shall construct or cause to be constructed, at no expense to the Town or County, such extensions of existing water and/or sanitary sewer mains and laterals as may be required to provide water and sanitary sewer service to their respective properties.

3.3.3. Upon completion of and the Town's final approval of such extension facilities, the property owner constructing same shall convey ownership of the facilities (not including laterals, whose ownership will remain private) and the necessary and associated easements to the Town for inclusion in the Town's public utility system.

3.3.4. Van Metre has responsibility to design and construct the Relocated Taylor Run Pump Station pursuant to the Town Commitments prior to issuance of the first certificate of occupancy. Van Metre has heretofore commenced design of construction plans for the Relocated Taylor Run Pump Station and shall diligently pursue completion of said plans and the submittal of same to the applicable regulatory agencies for approval. Within sixty (60) days following approval of the Relocated Taylor Run Pump Station construction plans by all applicable regulatory agencies and the recordation of any easements required for the construction of same, Van Metre shall commence construction of the Relocated Taylor Run Pump Station and diligently pursue completion thereafter.

3.4 Alwington Boulevard Improvements. Van Metre agrees to design, pursue approval of such design, bond, permit, and construct the entire length of the Alwington Boulevard Improvements. Phase 1 of such improvements shall be completed through base paving and open to traffic, but not necessarily accepted for maintenance by the Town, prior to issuance of the first certificate of occupancy for any homes or buildings constructed on the Arrington Annexation Property. Phase 2

of such improvements shall be completed through base paving and open to traffic, but not necessarily accepted for maintenance by the Town, prior to issuance of the first certificate of occupancy for any homes or buildings constructed in the North Hamlet (as defined in the Rezoning) of the Arrington Annexation Property.

3.5. Payment of Proffered Amounts. The Rezoning is subject to reasonable proffers voluntarily submitted and agreed to by Van Metre including cash proffers for schools, public safety and parks and recreation facilities specifically attributable to impacts created by the new development. The Parties agree and consent to the payment of those proffered amounts subsequent to any Annexation provided herein as follows:

3.5.1. Brumfield Elementary School Entrance. If Proffer 19.B(b) applies, the cash in lieu of constructing the entrance shall be payable to Fauquier County.

3.5.2. Schools. Proffer 19 associated with the Rezoning shall remain in effect and due and payable according to its terms to Fauquier County for Taylor Middle School.

3.5.3. Emergency Services. Proffer 12 associated with the Rezoning shall remain in effect and due and payable according to its terms to Fauquier County for the benefit of the Annexation Area.

3.5.4. Parks and Recreation. Proffer 9 associated with the Rezoning shall remain in effect and due and payable according to its terms to the Town of Warrenton.

SECTION 4. COMMISSION AND SPECIAL COURT APPROVAL

4.1. Commission on Local Government Review. The Parties agree to promptly undertake the steps necessary as required by Title 15.2, Chapter 34 of the Code to proceed with this Voluntary Settlement Agreement or other appropriate joint proceeding required to expedite the review of this Agreement by the Commission. The Additional Annexation Area Property Owners may, at their election, participate in those proceedings. The County Board of Supervisors and the Town Council shall cooperate in the scheduling and conduct of any hearings that may be required in order to facilitate and advance this Agreement and the Annexation, either in their separate jurisdictions, or with the Commission.

4.2. Special Court Approval. Following the issuance of the report of findings and recommendations by the Commission according to law, the County Board of Supervisors and the Town Council agree that they will each take all steps necessary, and will expeditiously submit this Agreement in its approved form to the Special Court for affirmation and validation, and to give it full force and effect, as required by Title 15.2, Chapter 34 of the Code.

4.3. Termination for Failure to Affirm and Validate and Give Full Force and Effect to This Agreement. The County Board of Supervisors and the Town Council

agree that if this Agreement is not affirmed, validated, and given full force and effect by the Special Court without modification, this Agreement shall immediately terminate; provided that the County Board of Supervisors and the Town Council may waive termination under this provision by mutually agreeing to any modifications recommended by the Commission or the Special Court.

SECTION 5. AUTHORITY.

The Town Council has authorized the execution and implementation of this Agreement by resolution, a copy of which is attached hereto as Exhibit D. The County Board of Supervisors has authorized the execution and implementation of this Agreement by resolution, a copy of which is attached hereto as Exhibit E.

The lawful consents or concurrences to this Agreement by Van Metre is attached hereto and incorporated herein by reference as Exhibit F.

SECTION 6. FURTHER REQUIREMENTS.

6.1. The County Board of Supervisors, the Town Council, and Van Metre agree to perform such other and further requirements as may be necessary to effectuate fully this Agreement and the terms and conditions hereof. Each of the aforesaid further agrees that it shall expeditiously perform those duties and obligations that may be imposed on it by the terms of this Agreement, including, but not limited to, the preparation and submission of necessary materials required for submitting and processing an application to the Commission as provided herein, or as requested by the Commission or its staff.

6.2. The County Board of Supervisors, Town Council, and Van Metre understand and agree that all reasonable costs associated with this Agreement shall be borne by the party incurring such costs. "Reasonable costs" shall include preparation of this Agreement and the Survey as well as such other materials as may be required or requested to be provided by the Commission.

SECTION 7. MISCELLANEOUS PROVISIONS

7.1. Binding Effect. This Agreement contains the final and entire agreement between the Parties with respect to this Annexation and is intended to be an integration of all prior understandings. It shall be binding upon and inure to the benefit of the Parties, and each of the future governing bodies of the Town and the County, and upon any heirs, successors, or assigns to or of any owner of property within the Annexation Area.

7.2. Amendments. This Agreement may be amended, modified, or supplemented in whole or in part, by mutual agreement of the Parties, prior to affirmation by the Special Court, by a written document of equal formality and dignity, duly executed by the authorized representatives of the Parties.

7.3. Enforceability. This Agreement shall be enforceable only by the Special Court affirming, validating, and giving full force and effect to this Agreement or by a successor Special Court appointed to pursuant to Title 15.2, Chapter 30 of the Code, pursuant to a declaratory judgment action initiated by any of the Parties hereto to secure the performance of any provisions, covenants, conditions and terms contained

in this Agreement or the Order affirming, validating, and giving full force and effect to this Agreement.

7.4. Standing. The Parties agree that each shall and does have standing to enforce any of the provisions, covenants, conditions, and terms of this Agreement.

IN CONSIDERATION of the foregoing, the authorized representatives of the Parties have executed this Agreement as of the date and year first herein written.

TOWN OF WARRENTON

By: _____
Carter Nevill
Mayor

Approved as to Form:

_____
Town Attorney

FAUQUIER COUNTY, VIRGINIA

By: KEVIN T. CARTER
Chair, Fauquier County Board of Supervisors

Approved as to Form:

County Attorney

VAN METRE COMMUNITIES, L.LC., a Virginia limited liability company,

By: VMC Homes, Inc., its manager

By: _____

Title: GROUP PRESIDENT

LIST OF EXHIBITS

EXHIBIT -	A	METES & BOUNDS DESCRIPTION OF THE ANNEXATION AREA
EXHIBIT -	B	GRAPHIC DEPICTION OF ANNEXATION AREA
EXHIBIT -	C	ARRINGTON ANNEXATION PROPERTY REZONING DOCUMENTS
EXHIBIT -	D	RESOLUTION OF TOWN COUNCIL
EXHIBIT -	E	RESOLUTION OF COUNTY BOARD OF SUPERVISORS
EXHIBIT -	F	CONSENT AND CONCURRENCE BY VAN METRE COMMUNITIES, LLC

Metes and Bounds Description of the proposed annexation line from Fauquier County, Virginia into the Town of Warrenton, Virginia. Prepared by Bowman on April 1, 2024.

BEGINNING AT A POINT LOCATED IN THE WESTERN RIGHT OF WAY OF JAMES MADISON HIGHWAY, SAID POINT ALSO BENG IN THE EASTERN PROPERTY LINE OF ALWINGTON FARM, LLC (GPIN 6983-44-5875-000) AND ALSO A CORNER OF THE EXISTING FAUQUIER COUNTY/TOWN OF WARRENTON BOUNDARY LINE;

THENCE DEPARTING THE EXISTING FAUQUIER COUNTY/TOWN OF WARRENTON BOUNDARY LINE AND RUNNING WITH THE WESTERN RIGHT OF WAY OF JAMES MADISON HIGHWAY AND THE EASTERN LINE OF ALWINGTON FARM, LLC THE FOLLOWING SIXTEEN (16) COURSES AND DISTANCES:

S 31°25'06" W, A DISTANCE OF 72.79 FEET TO A CONCRETE VDOT MONUMENT;

S 13°59'17" W, A DISTANCE OF 51.72 FEET TO A POINT;

S 22°04'13" W, A DISTANCE OF 103.60 FEET TO A POINT;

S 18°34'38" W, A DISTANCE OF 104.43 FEET TO A CONCRETE VDOT MONUMENT FOUND;

S 15°36'32" W, A DISTANCE OF 105.49 FEET TO A POINT;

S 11°00'58" W, A DISTANCE OF 106.24 FEET TO A CONCRETE VDOT MONUMENT FOUND;

S 07°22'30" W, A DISTANCE OF 88.40 FEET TO A POINT;

S 03°07'44" W, A DISTANCE OF 117.67 FEET TO A POINT;

S 00°11'47" E, A DISTANCE OF 100.00 FEET TO A CONCRETE VDOT MONUMENT FOUND;

S 00°46'10" E, A DISTANCE OF 273.66 FEET TO A POINT;

WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 2651.48 FEET, WITH A CHORD BEARING OF S 05°00'11" E, AND A CHORD LENGTH OF 391.50 FEET, FOR AN ARC DISTANCE OF 391.86 FEET TO A POINT;

S 04°19'08" E, A DISTANCE OF 52.35 FEET TO A POINT;

S 11°15'54" E, A DISTANCE OF 118.14 FEET TO A POINT;

S 05°37'44" E, A DISTANCE OF 127.56 FEET TO A POINT;

S 17°17'31" E, A DISTANCE OF 382.87 FEET TO A POINT;

S 24°11'01" E, A DISTANCE OF 226.12 FEET TO A POINT;

THENCE DEPARTING THE WESTERN RIGHT OF WAY OF JAMES MADISON HIGHWAY AND THE EASTERN LINE OF ALWINGTON FARM, LLC AND RUNNING ACROSS THE LAND OF ALWINGTON FARM, LLC WITH A PROPOSED ZONING LINE N 84°41'24" W, A DISTANCE OF 1014.57 FEET TO A POINT;

THENCE CONTINUING WITH AN EXISTING ZONING LINE N 84°46'19" W, A DISTANCE OF 1715.84 FEET TO AN IRON PIPE FOUND ON THE EASTERN LINE OF THE PROPERTY OF LORETTA FLYNN (GPIN 6983-24-9581-000), SAID POINT ALSO BEING ALONG THE WESTERN PROPERTY LINE OF THE ALWINGTON FARM, LLC;



1

THENCE RUNNING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC N 04°41'49" W, A DISTANCE OF 2228.67 FEET TO AN IRON PIPE FOUND AT THE NORTHEASTERN CORNER OF THE PROPERTY OF THOMAS KEITH BAKER (GPIN 6983-26-9461-000);

THENCE CONTINUING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND THE NORTHERN RIGHT OF WAY OF LEETON COURT N 82°41'00" W, A DISTANCE OF 387.28 FEET TO A POINT AT THE SOUTHEASTERN CORNER OF LOT 1 OF ALWINGTON ESTATES, LLC (GPIN 6983-27-7006-000);

THENCE DEPARTING THE NORTHERN RIGHT OF WAY OF LEETON COURT, CONTINUING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND RUNNING WITH THE EASTERN LINE OF LOT 1 OF ALWINGTON ESTATES, LLC THE FOLLOWING THREE (3) COURSES AND DISTANCES:

N 07°19'00" E, A DISTANCE OF 60.00 FEET TO A POINT;

N 44°42'38" E, A DISTANCE OF 248.17 FEET TO AN IRON PIPE FOUND;

N 09°04'10" W, A DISTANCE OF 163.68 FEET TO A POINT, SAID ALSO BEING THE SOUTHEASTERN CORNER OF ALWINGTON ESTATES, LLC (PIN 6983-28-8269);

THENCE DEPARTING THE EASTERN LINE OF LOT 1 OF ALWINGTON ESTATES, LLC, CONTINUING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND RUNNING WITH THE EASTERN LINE OF ALWINGTON ESTATES, LLC THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

N 57°28'59" E, A DISTANCE OF 59.66 FEET TO A POINT;

N 82°20'22" E, A DISTANCE OF 85.23 FEET TO A POINT;

N 20°54'31" W, A DISTANCE OF 205.75 FEET TO A POINT;

N 19°48'23" E, A DISTANCE OF 195.15 FEET TO A POINT;

N 88°31'08" E, A DISTANCE OF 188.95 FEET TO A POINT;

THENCE DEPARTING THE EASTERN LINE OF ALWINGTON ESTATES, LLC, DEPARTING THE WESTERN LINE OF ALWINGTON FARM, LLC, AND RUNNING ACROSS THE PROPERTY OF ALWINGTON ESTATES, LLC WITH A PROPOSED ZONING LINE N 04°04'55' W 136.14' TO A POINT LOCATED IN THE EASTERN LINE OF ALWINGTON ESTATES, LLC, AND IN THE WESTERN LINE OF ALWINGTON FARM, LLC;

THENCE DEPARTING THE PROPOSED ZONING LINE AND RUNNING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND WITH THE EASTERN LINE OF ALWINGTON ESTATES, LLC THE FOLLOWING SIX (6) COURSES AND DISTANCES:

S 88°31'08" W, A DISTANCE OF 21.49 FEET TO A POINT;

N 01°28'52" W, A DISTANCE OF 26.41 FEET TO A POINT;

N 76°23'49" W, A DISTANCE OF 91.85 FEET TO A POINT;

N 19°48'23" E, A DISTANCE OF 141.22 FEET TO A POINT;

N 00°32'50" E, A DISTANCE OF 172.37 FEET TO A POINT;

N 43°33'20" E, A DISTANCE OF 519.91 FEET TO A POINT;

THENCE DEPARTING THE EASTERN LINE OF ALWINGTON ESTATES, LLC, DEPARTING THE WESTERN LINE OF ALWINGTON FARM, LLC, AND RUNNING ACROSS THE PROPERTY OF ALWINGTON ESTATES, LLC WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 630.00 FEET, WITH A CHORD BEARING OF N 34°14'10" W, AND A CHORD LENGTH OF 328.54 FEET, FOR AN ARC DISTANCE OF 388.67 FEET TO A POINT TO A POINT LOCATED IN THE EASTERN LINE OF ALWINGTON ESTATES, LLC AND IN THE NORTHERN LINE OF ALWINGTON FARM, LLC;

THENCE RUNNING WITH THE WESTERN LINE OF ALWINGTON FARM, LLC AND WITH THE NORTHERN LINE OF ALWINGTON ESTATES, LLC THE FOLLOWING FOUR (4) COURSES AND DISTANCES:

WITH THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS IS 600.00 FEET, WITH A CHORD BEARING OF N 88°01'06" W, AND A CHORD LENGTH OF 464.02 FEET, FOR AN ARC DISTANCE OF 476.44 FEET TO A POINT;

N 65°16'11" W, A DISTANCE OF 573.23 FEET TO A POINT;

WITH THE ARC OF A CURVE TO THE LEFT WHOSE RADIUS IS 100.00 FEET, WITH A CHORD BEARING OF N 86°08'41" W, AND A CHORD LENGTH OF 71.27 FEET, FOR AN ARC DISTANCE OF 72.87 FEET TO A POINT;

S 72°58'49" W, A DISTANCE OF 301.64 FEET TO A POINT, SAID POINT BEING A NORTHWESTERN CORNER OF ALWINGTON ESTATES, LLC, AND ALSO IN THE EASTERN LINE OF HEIDI CROMWELL (GPIN 6983-19-5491);

THENCE DEPARTING THE NORTHERN LINE OF ALWINGTON ESTATES, LLC AND RUNNING WITH THE EASTERN LINE OF HEIDI CROMWELL AND THE WESTERN LINE OF ALWINGTON FARM, LLC N 41°53'27" E, A DISTANCE OF 480.15 FEET TO AN IRON ROD FOUND;

THENCE CONTINUING WITH THE EASTERN LINE OF HEIDI CROMWELL AND WITH THE WESTERN LINE OF ALWINGTON FARM, LLC, N 42°08'57" E, A DISTANCE OF 586.33 FEET TO IRON PIPE FOUND, SAID IRON PIPE BEING THE NORTHEASTERN CORNER OF HEIDI CROMWELL AND ALSO THE NORTHWESTERN CORNER OF ALWINGTON FARM, LLC AND ALSO A CORNER OF THE EXISTING FAUQUIER COUNTY/TOWN OF WARRENTON BOUNDARY LINE.

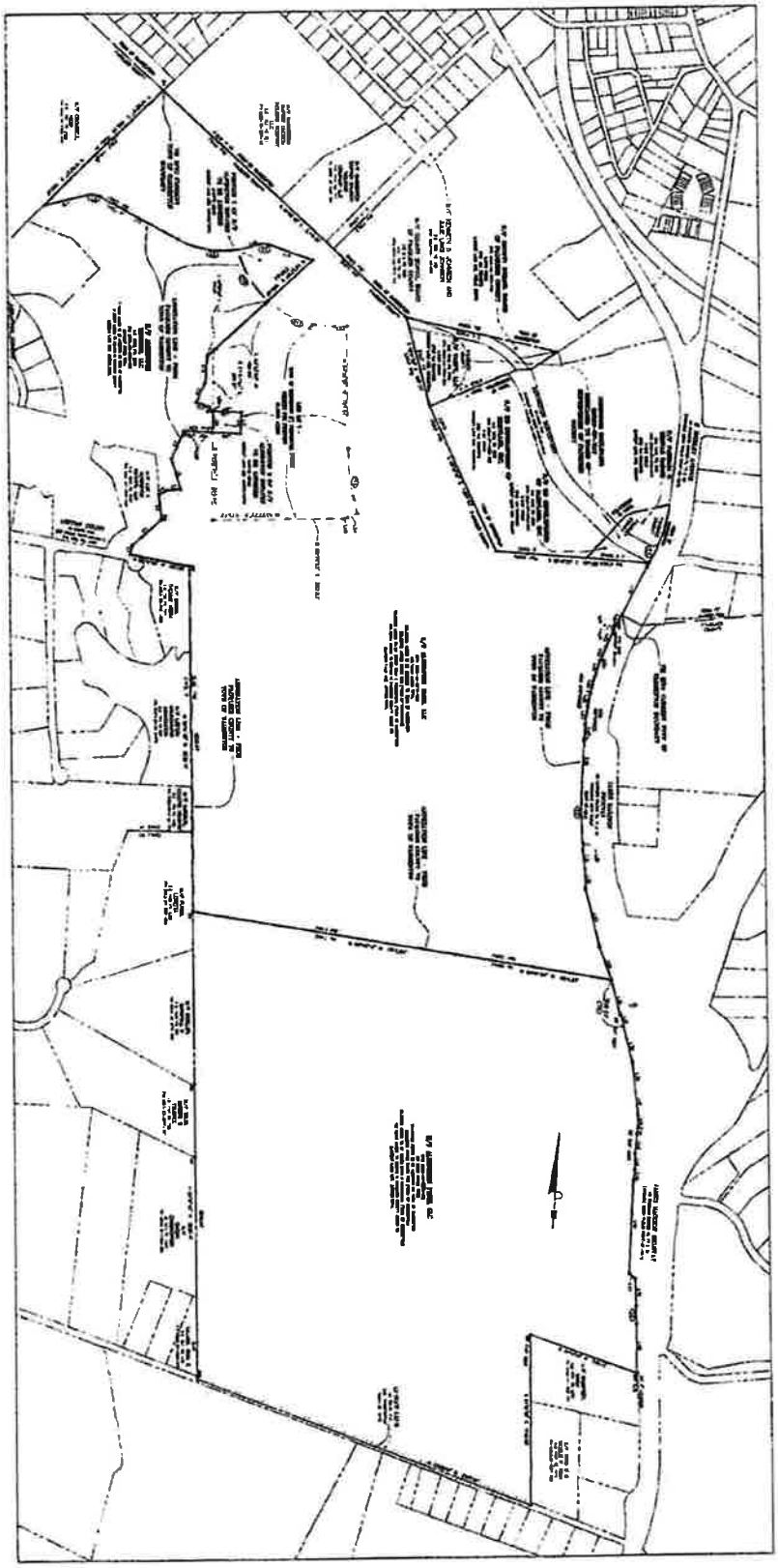


EXHIBIT
B

ANNEXATION EXHIBIT
ON THE PROPERTY OF
ARRINGTON
MARSHALL MAGISTERIAL DISTRICT

FAUQUIER COUNTY

Bowman

ARRINGTON

Proffer Statement
Rezoning Case # REZN-22-017978

December 19, 2022
Revised through October 20, 2023

CURRENT ZONING:	PRD (Planned Residential District) and RA (Rural Agricultural)
PROPOSED ZONING:	RA to PRD (Planned Residential District); and Existing PRD (Planned Residential District) to PRD (Planned Residential District) and Town of Warrenton Commercial (Alternative A and B Only) with Revised Proffers
PROPERTY:	Portion of PIN 6983-44-5875-000
ACREAGE:	234.0877 in the Marshall Magisterial District
RECORD OWNER:	Alwington Farm, LLC
APPLICANTS:	Alwington Farm Developers, LLC Van Metre Communities, L.L.C.

Alwington Farm, L.L.C., as the owner of the approximately 234.08765 acre portion of the Arrington property subject of this application identified on Exhibit A and shown on the Zoning Plat (as defined below) as the Application Property (the "Property"), on behalf of itself and its successors in interest (the "Owner"), pursuant to § 15.2-2298 of the Code of Virginia (1950), as amended, and the Fauquier County Zoning Ordinance, as amended (the "Zoning Ordinance"), hereby voluntarily proffers that upon approval of Rezoning Application REZN-22-017978 by the Fauquier County Board of Supervisors (the "County"), development of the Property shall be in substantial conformance (as defined in § 13-202(2)(D)(5) of the Zoning Ordinance) with the Concept Development Plan and Code Of Development (each as defined below) and attached hereto as Exhibit B and Exhibit C, respectively, as well as this Proffer Statement (the "Proffers").

These Proffers shall govern unless an amendment thereto is mutually agreed upon by the County and the Owner. Each Proffer listed herein and made in connection with this application for rezoning is made voluntarily and complies with applicable law. Each proffer is reasonably related both in nature and extent to the impacts of the proposed development pursuant to § 15.2-2303.4(D) of the Code of Virginia (1950), as amended. The County, nor any agent of the County, has suggested or demanded a proffer that is unreasonable under applicable law.

EXHIBIT
C

Upon approval, these Proffers shall supersede all other Proffers that may have been made prior hereto with respect to the Property, or any portion of the parcel identified on the Fauquier County, Virginia, Land Records as Parcel Identification Number (PIN) 6983-44-5875-000 containing approximately 431.19759 acres (the "Parent Tract"), including, but not limited to, those Proffers set forth in the Proffer Statement last dated October 30, 2015, and approved by the County with rezoning application REZN-15-003477 on November 12, 2015 (the "Prior Proffers").

In the event the above referenced rezoning is not granted, these Proffers shall be deemed withdrawn and shall be null and void. In the event an appeal is considered by a court of competent jurisdiction and the application is thereafter remanded to the Board of Supervisors (the "Board") for reconsideration, or the rezoning is invalidated by that court, then these Proffers shall be deemed withdrawn unless the Owner affirmatively readopts all or any portion in writing specifically for that purpose. The headings of the Proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the Proffers.

1. DEVELOPMENT PLANNING DOCUMENTS:

A. All improvements proffered herein to be constructed or otherwise provided for by the Owner shall be provided at the time of development for that portion of the Property immediately adjacent thereto or including the improvement or other proffered requirement, unless otherwise specified herein or in the Code of Development as that term is defined below.

B. The term "Owner" as referenced herein shall include the current owner of the Property and all future owners, heirs, assigns, and successors in interest.

C. When used in these Proffers, the Concept Development Plan shall refer to Sheets 1, 2, 2A, 6, 7, 7A, 7B, 8, 8A, 8B, 9, 10, 15, 15A, and 15B of the plan set entitled "ARRINGTON, CONCEPT DEVELOPMENT PLAN, PLANNED RESIDENTIAL DEVELOPMENT PLAN, REZONING APPLICATION, MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA" prepared by Bowman Consulting Group, Ltd. and dated July 18, 2022 with revisions through October 20, 2023, (the "CDP"); and the Code of Development (the "COD") shall refer to the document entitled "ARRINGTON CODE OF DEVELOPMENT" prepared by Bowman Consulting Group, Ltd. and dated October 20, 2023.

D. When used in these Proffers, the Zoning Plat shall refer to the "CERTIFIED ZONING PLAT" included as Sheets 16 and 17 of the plan set entitled "ARRINGTON, CONCEPT DEVELOPMENT PLAN, PLANNED RESIDENTIAL DEVELOPMENT PLAN, REZONING APPLICATION, MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA" prepared by Bowman Consulting Group, Ltd., said sheets dated June 3, 2022, and signed September 25, 2023 (the "Zoning Plat").

E. The Property shall be developed using traditional neighborhood design principles and shall incorporate a variety of architectural styles, building forms, lot

categories and types, and design standards as set forth in the COD. The COD is hereby incorporated herein by reference and is made a part of this Proffer Statement.

F. Minor adjustments to the CDP and the COD may be made in connection with the review and approval of the Code of Development Site Plan (as such site plan is defined in Article 12, Part 8 of the Zoning Ordinance), and upon any further final engineering, subdivision plats and plans for the Property, and any associated construction documents that may be required. These minor adjustments may include, but are not limited to, modifications to road locations; open space boundaries; utility lines as necessary to accommodate topography and drainage, vehicular or pedestrian circulation; aesthetic considerations; or regulatory requirements. Such modifications shall be subject to approval by the Fauquier County Zoning Administrator in accordance with the parameters set forth in this Proffer Statement and the CDP, COD, and Zoning Ordinance. Modifications that are determined to be inconsistent with those parameters shall require amendment to this Rezoning.

2. THE PROPERTY ZONING UPON APPROVAL OF REZN-22-01798:

A. Under the Base Zoning (as defined in Proffer 4.A.(i) below), that portion of the Property comprising 206.43 acres as shown on the Zoning Plat shall be rezoned from PRD (as previously approved under REZN-15-003477), to PRD subject to these revised Proffers.

B. Under Alternative A (as defined in Proffer 4.A.(ii) below) or Alternative B (as defined in Proffer 4.A.(iii) below), that portion of the Property comprising 181.43 acres as shown on the Zoning Plat shall be rezoned from PRD (as previously approved under REZN-15-003477), to PRD subject to these Proffers.

C. Under Alternative A or Alternative B, that portion of the Property comprising 25.00 acres as shown on the Zoning Plat as "Land Bay W" shall be rezoned from PRD (as previously approved under REZN-15-003477), and developed in accordance with the regulations of the Town of Warrenton (the "Town") Commercial (C) Zoning District assigned to said Land Bay, but only in the event the municipal boundary between the County and the Town is adjusted through a Boundary Line Adjustment process or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia, and the Property is subsequently located within the corporate limits of the Town.

D. The remaining portion of the Property comprising 27.66 acres as shown on the Zoning Plat shall be rezoned from RA (as previously approved under REZN-15-003477) to PRD as applied for, subject to these Proffers.

E. The portions of the Property rezoned to PRD shall be collectively referred to herein as the "PRD Area".

3. CODE OF DEVELOPMENT:

A. The COD sets forth design standards and guidelines for the PRD Area and shall be binding on the development thereof. It shall govern all residential, common open space,

and other construction within the PRD Area as set forth therein. Notwithstanding anything to the contrary herein, however, or in the COD, photographs included in the COD (as distinguished from drawings and graphics) are illustrative in nature and are included solely to provide a visual reference for what may be built on the Property pursuant to the COD and shall not be binding. Further, the "Open Space & Amenities" graphics shown in the COD are preliminary and conceptual and actual layouts may vary. The final design of each open space and/or amenity area will adhere generally to the associated descriptions and provide, as a minimum, the facilities/features listed. In the event of any discrepancy between the COD and this Proffer Statement, this Proffer Statement shall control.

B. Deviations from the requirements of the COD will be permitted only in accordance with the standards set forth in the COD, and in this Proffer Statement.

4. LAND USE:

A. The CDP and COD provide for three (3) alternatives for the development of Arrington (the "Project"), depending on the availability of public water and sewer, as well as whether the Property is ultimately included within the corporate boundaries of the Town under a Boundary Line Adjustment Agreement or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia, and availability of off-site right-of-way and easements needed for the construction of Alwington Boulevard as provided herein. The three (3) alternatives are as follows:

(i) Base Zoning. The maximum base residential density option for the Property shall be 217 single-family detached Market-Rate Lots (as such term is defined below) served by (a) public water pursuant to the existing Joint Planning and Water Service Agreement of November 1, 2015, by and between the Town, the County, and Alwington Farm Developers, LLC, (the "Joint Planning and Water Service Agreement"); and (b) sewer services using (1) an alternative onsite sewage system and associated primary and reserve dispersal fields to be constructed on the Property, or (2) at the sole option of Owner, connection to public sanitary sewer, if available (the "Base Zoning").

(ii) Alternative A. In the event (a) adequate public water and sanitary sewer service are available from the Town to serve the proposed development of the Property, and (b) the municipal boundary between the County and the Town is adjusted through a Boundary Line Adjustment process or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia, and the Property is subsequently located within the corporate limits of the Town, the PRD Area shall consist of a maximum residential density of 211 lots comprised of 195 Market-Rate Lots (144 single-family detached lots and 51 single-family attached lots) and 16 single family attached Affordable Lots (as defined below), and a commercial component consisting of an eating establishment with a gross floor area no greater than 8,000 square feet and a hotel (inn) with a maximum of fifteen (15) sleeping rooms; and Land Bay W shall be developed in accordance with the regulations of the Town's Commercial (C) Zoning District assigned to said Land Bay ("Alternative A").

(iii) Alternative B. In the event (a) the municipal boundary between the County and the Town is adjusted through a Boundary Line Adjustment process or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia, and the Property is subsequently located within the corporate limits of the Town; and (b) the right-of-way dedication and associated easements required for the northerly extension of Alwington Boulevard through the parcel containing 50.0094 acres identified on County Tax Maps as PIN 6983-28-8269-000, and located at 8209 Leighton Forest Road, Fauquier County, Warrenton, Virginia, 20187, have been obtained at no cost to the County, Town, or Owner, and (c) adequate public water and sewer services are available from the Town to serve the development of the Property, the PRD Area shall consist of a maximum residential density of 270 lots comprised of 254 Market-Rate Lots (161 single-family detached lots and 93 single-family attached lots), and 16 single family attached Affordable Lots, as well as a commercial component consisting of an eating establishment with a gross floor area no greater than 8,000 square feet and a hotel (inn) with a maximum of fifteen (15) sleeping rooms; and Land Bay W shall be developed in accordance with the regulations of the Town's Commercial (C) Zoning District assigned to said Land Bay ("Alternative B").

B. The term "Affordable Lots" shall be defined as lots upon which single-family attached homes may be constructed and offered for rent, or for sale, to those families or individuals with an imputed household income maximum equal to, or less than, 80% of the Average Median Gross Income ("AMGI") of the Washington, DC Metropolitan Statistical Area ("Washington MSA") as published by HUD for the applicable household size as long as the average of the imputed income limitations for all households owning or renting the homes constructed on the Affordable Lots is equal to, or less than, 60% of AMGI. Notwithstanding the aforesaid, a minimum of two (2) of the single-family attached homes to be constructed on the Affordable Lots shall be offered for rent, or for sale, to those families or individuals with an imputed household income maximum equal to, or less than, 40% of the AMGI of the Washington MSA as published by HUD for the applicable household size.

C. The term "Market-Rate Lots" shall be defined as lots upon which single-family attached or single-family detached homes may be constructed and offered for rent, or for sale, without any income or age restrictions.

D. The Owner shall retain the existing farm pond; healthy, mature trees; and existing hedgerows on the Property in all of the potential alternatives except where home sites, roads, utilities, and drainfields are planned. In addition, proposed trail locations shall avoid existing landscape material greater than four inches (4") in diameter measured two feet (2') above the ground surface.

5. SUSTAINABLE AND AGE-FRIENDLY COMMUNITY DESIGN ELEMENTS:

A. Community Design. Development of the PRD Area shall include community design elements which support age-friendly and sustainable housing opportunities for all demographics as detailed below.

B. Green Building Practices. All residential dwelling units to be constructed within the PRD Area shall be designed to meet either (a) the certification requirements under one of the following programs, or (b) an alternative third-party program which includes standards and certification demonstrating that such program achieves the substantive intent of the programs identified below. Any alternative third-party program shall be selected by the Owner in consultation with the Zoning Administrator.

(i) ENERGY STAR®. Certification in accordance with the National Green Building Standard using the ENERGY STAR® Qualified Homes path for energy performance, as demonstrated through documentation submitted to the County from a home energy rater certified through the Home Innovation Research Labs that demonstrates that each residential dwelling unit constructed within the PRD Area has attained the certification prior to the issuance of the occupancy permit for said residential dwelling unit;

(ii) Earth Craft. Certification in accordance with the Earth Craft House Program, as demonstrated through documentation provided to the County prior to the issuance of the occupancy permit for each residential dwelling unit constructed within the PRD Area; or

(iii) NAHB National Green Building Program. Certification in accordance with the National Association of Home Builders (NAHB) National Green Building Program, Bronze level, as demonstrated through submission of a copy of the "Green Certificate" issued by NAHB in accordance with its "Green Certificate Program" prior to issuance of the occupancy permit for each residential dwelling unit constructed within the PRD Area.

C. Universal Design Elements. The Owner shall require all builders of single family detached residential dwelling units constructed on Market-Rate Lots and all builders of single family attached residential dwelling units constructed on Affordable Lots to include the following universal design features as standard features:

(i) Front entrance doors that are a minimum of 36" wide;

(ii) Rocker light switches, thermostats, and other environmental and security controls (if any) installed in accessible locations and at a maximum height of 48" above finished floor;

(iii) Electrical and multi-media outlets installed at a minimum height of 18" above finished floor;

(iv) Reinforcements provided in the walls of one bathroom, at a minimum, to allow for the installation of grab bars;

(v) Shower pan in one bathroom, at a minimum, with maximum curb height of 4.5";

(vi) Elevated (comfort height) toilets; and

(vii) Lever door handles on all hinged doors.

Prior to the approval of the zoning permit for each of the aforesaid residential dwelling units, the Owner shall submit architectural elevations and floor plans for such

residential dwelling unit to the Zoning Administrator and specifically identify each of the universal design features listed above to demonstrate compliance with the foregoing proffer.

D. Age-Friendly Bedroom and Bathroom. A first-floor bedroom and bathroom shall be included in the floor plans of a minimum of twenty five percent (25%) of the single family detached homes constructed on Market-Rate Lots. Each application for a building permit for the construction of a single family detached residential dwelling unit on a Market-Rate Lot shall include a tabulation of the number of single family detached residential dwelling units for which building permits have been issued and the number of such units that included a first-floor bedroom and bathroom in its floor plan. Building permits for no more than seventy five percent (75%) of the single family detached homes to be constructed on Market-Rate lots shall be approved unless the aforesaid tabulation shows that building permits have been issued for the construction of single family detached residential dwelling units which included a first-floor bedroom and bathroom in the floor plans for a minimum of twenty five (25%) of the single family detached homes constructed on Market-Rate Lots to demonstrate compliance with the aforesaid.

E. Central Hamlet Community Green. The age-friendly amenities to be constructed in Block 4 of the Central Hamlet as shown on Sheets 7, 7A, and 7B of the CDP and designated as "CENTRAL HAMLET COMMUNITY CENTER & COMMUNITY GREEN" in the COD shall include a community center with fitness facility (minimum of 2,000 gross square feet of floor area), outdoor swimming pool (minimum of 800 square feet of water surface area), one tot lot, and two multi-purpose courts, along with a storm water management pond (all subject to final engineering), trail, community green, and amenity parking area (the "Age-Friendly Block 4 Amenities"). The Age-Friendly Block 4 Amenities shall be shown on the Code of Development Site Plan for Phase 1 of the Central Hamlet and, upon approval, shall be bonded and installed concurrently with the site improvements shown on such plan, but in no event later than issuance of the 100th cumulative occupancy permit for residential dwelling units constructed on Market-Rate Lots. Such amenities shall be maintained by the Arrington Conservancy.

F. Other Community Amenities. The Owner shall construct the onsite open space amenities and trails as shown on the CDP and COD in phases, concurrently with construction of the infrastructure adjoining each amenity. Final design for such amenities will take place as part of the Code of Development Site Plan prepared for each hamlet. Such amenities shall be maintained by the Arrington Conservancy.

G. Trails Outside Public Right-Of-Ways. All trails not located within a public right-of-way shall be located within a public access easement with a minimum width of fifteen feet (15') and shall be maintained by the Arrington Conservancy.

6. RESIDENTIAL PHASING:

A. The Project consists of multiple distinct hamlets and blocks within each hamlet. A

phasing plan is provided as part of the COD. Hamlets may be phased in any order and multiple hamlets may be developed together, so long as no more than 100 residential occupancy permits are issued in any one calendar year.

7. CREATION OF PROPERTY OWNERS' ASSOCIATION:

A. An Arrington Conservancy ("Conservancy") shall be created as the property owners' association for all residential lot owners within the PRD Area. The Conservancy documents shall include all duties and responsibilities as set forth in these proffers or as otherwise may be assigned by the declarant. Such Conservancy shall have title to and responsibility for (i) common open space and landscape easement areas not dedicated to public use in accordance with these Proffers, and (ii) common buffer areas located outside of residential lots. The Conservancy shall also have responsibility for the perpetual maintenance of (i) any entrance feature (subdivision) signs and fencing, and perimeter or road buffers; (ii) any trails, walkways, trees and landscaping located in common open space areas; (iii) trees located within the street tree easement(s) or within the public right of way to the extent permitted by the governing body, (iv) street lights, trails, and sidewalks in the public right of way or in public access easements adjacent to public rights of ways; (v) private streets and alleys, and (vii) all community facilities, including, but not limited to buildings and other structures, swimming pool, tot lots, and multi-purpose courts, located within the common open space areas.

B. The Conservancy shall be granted such other responsibilities, duties, and powers as are customary for such property owner associations, or as may be required to effect the purposes for which such Conservancy is created. It shall also be granted sufficient powers as may be necessary, by regular or special levies or assessments, to raise revenues sufficient to perform the duties assigned hereby, or by the documents creating the Conservancy.

C. The Owner may elect to establish more than one Conservancy within the PRD Area, in which case an umbrella organization or master association shall be established whereby costs of and responsibility for maintenance of all open spaces and stormwater management facilities are shared by all residential lot owners within the PRD Area.

D. The Conservancy documents shall prohibit (i) conversion of garages constructed on the residential lots to living area or any other use that precludes the storage of vehicles within such garages; and (ii) parking of recreational vehicles on residential lots within the PRD Area, the common open space areas, and the public streets fronting such residential lots. Recreational vehicles shall include, but not be limited to, boats, trailers, and campers.

E. The Conservancy documents shall include provisions assuring that common open space and facilities for common use are made available to all residents.

F. In the event a private alternative onsite sewage system and associated primary and reserve dispersal fields are constructed to serve the residential lots within the PRD Area, the Conservancy documents shall (i) include a disclosure of the existence of such facilities as well as all fees to be paid by resident members of the Conservancy

associated with its operation and maintenance as required by Virginia law, and (ii) contain a statement that neither the Town nor County are responsible for the operation or maintenance of these facilities.

8. WATER AND SEWER:

A. The Base Zoning option with a residential density of 217 Market-Rate Lots will be served by public water in accordance with the existing Town/County Joint Planning and Water Service Agreement, and will be served by (i) a privately maintained Alternative On-Site Sewage System ("AOSS") and discharge dispersal fields as set forth in Paragraph 17 of these Proffers, all at the Owner's expense, or (ii) at the sole option of Owner connection to public sanitary sewer, if available.

B. In the event the municipal boundary between the County and the Town is adjusted through a Boundary Line Adjustment process or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia and the Property is subsequently located within the corporate limits of the Town, and adequate public water and sanitary sewer services are available from the Town to serve the proposed development of the Property, development of the Property may proceed under Alternative A, or Alternative B if the right-of-way dedication and associated easements required for the northerly extension of Alwington Boulevard through the parcel containing 50.0094 acres identified on County Tax Maps as PIN 6983-28-8269-000 is obtained, with public water and sewer service provided by the Town.

C. The Owner shall offer to the County, at no expense to the County, the two existing wells on the Property shown on Sheet 6 of the CDP and labeled "EX. WELL (TO REMAIN FOR MONITORING USE)" for use as part of the County's ground water monitoring program if such program does not include any additional above-grade devices or improvements to said wells. In the event the County does not accept one or both offered wells, such well, or wells, may be used by the Conservancy for irrigation purposes. Otherwise, such well, or wells, shall be abandoned in accordance with applicable standards and regulations.

D. The owner shall offer to the Town, at no expense to the Town, the existing well on the Property shown on Sheet 6 of the CDP and labeled "PROP. PUBLIC WELL (FOR FUTURE TOWN USE)". In the event the Town does not accept the offered well, such well may be used by the Conservancy for irrigation purposes. Otherwise, such well shall be abandoned in accordance with applicable standards and regulations.

9. PARKS AND RECREATION:

A. The Owner shall contribute to the County a one-time cash contribution in the amount of $804.63, as adjusted to include any escalation of said amount pursuant to Proffer 21 below, for each residential dwelling unit constructed on a Market-Rate Lot within the PRD Area. Such contribution shall be used by the County to support improvements to existing public park facilities and construction of new public park facilities within the County as identified in the Fauquier County Budget and Capital Improvement Program. The escalation adjustment, if any, shall be provided by the County to the

Owner at the time of approval of the building permit for construction of each residential dwelling unit to be constructed on a Market-Rate Lot within the PRD Area and the per-unit contribution plus escalation adjustment, if any, shall be payable to the County prior to the issuance of the occupancy permit for said dwelling unit.

B. Off-Site Easement Reservation for Future Linear Park and Trail. The Owner, being the current owner of the portion of the Parent Tract that is not subject to REZN-22-017978 (the "Residual Property"), shall provide a letter of agreement addressed to the County acknowledging that the Owner will refrain from constructing improvements or conducting any other activities or granting any easements on the Residual Property that would impact, be inconsistent with, or interfere with the general alignment of an easement for a future linear park and trail to be constructed by others on the Residual Property. The general location of such easement is shown on Sheet 6 of the CDP and noted as "EASEMENT RESERVATION (50' WIDE) FOR FUTURE LINEAR PARK AND TRAIL (TO BE CONSTRUCTED BY OTHERS)" (the "Easement Reservation for Future Linear Park and Trail"). The aforesaid letter of agreement shall be provided to the County prior to approval of the first Code of Development Site Plan for the Property and include the Residual Property landowner's agreement to the recordation of the Easement Reservation for Future Linear Park and Trail at the request of the County upon the County's finalization of the alignment on the Residual Property. The Owner, being the current Residual Property landowner also, acknowledges its continuing obligation to protect and preserve its ability to provide such reservation.

10. LANDSCAPE AND CONSERVATION:

A. The Arrington COD provides for the protection of certain existing trees and vegetation and for the installation of additional trees and plant material. The Owner shall incorporate covenants into the Conservancy documents that provide for the continuing protection of preserved or installed vegetation and trees for buffer areas, street trees, and open spaces. The Conservancy documents shall insure that appropriate plant materials as identified in the COD are used for landscaping of street and open spaces and shall provide standards for the maintenance of all landscaping. The Owner may install utilities and utility crossings through open spaces and landscaped areas, provided that the required landscaping standards are implemented and that the open space requirements of the COD are satisfied.

B. In recognition of the time required for trees to attain maturity, existing stands of trees and hedgerows are incorporated into development plans whenever possible, and efforts shall be made for the protection of these existing stands to the fullest extent possible. Such protection shall be shown on the Code of Development Site Plan.

C. No wetlands, floodplain, or archaeological site considered to be potentially eligible for nomination for inclusion in the National Register of Historic Places shall be located on any residential lot.

D. The Owner shall assure that the design, construction, and maintenance of all stormwater management facilities shall adhere to the current requirements set forth in the Stormwater Management/Erosion and Sediment Control Ordinance (Chapter 11

of the County Code) and Chapter 2 of the County Design Standards Manual (DSM). Virginia Stormwater Management Authority Permits will be issued by the County and General VPDES Permits for Discharges of Stormwater from Construction Activities will be issued by the Virginia Department of Environmental Quality. Drainage easements, where necessary, shall be placed on the final plat.

E. Signage related to the history of the property shall be placed near archaeological site 44FQ0205 (determined to be potentially eligible for inclusion in the National Register of Historic Places) as part of the development for the Project. Signage shall be coordinated with the County's historic preservation planner prior to installation. In addition, archaeological site 44FQ0206 shall be permanently protected as it has also been determined to be significant and potentially eligible for inclusion in the National Register of Historic Places. Archaeological site 44FQ0206 shall have a 25 foot (25') wide undisturbed buffer placed around the perimeter of the site as shown on the CDP.

F. The Owner shall supplement the existing vegetation behind lots 37-42 and 198-206 with additional plant materials located within a buffer twenty feet (20") in width. Plantings shall be spaced in a natural, random, pattern, and consist of materials native to the area. The planting shall occur at or before the time of infrastructure construction related to the development of each of the adjacent hamlets and shall count towards overall tree cover calculations for the PRD Area.

Lots 37-42 (approximately 600 LF Buffer) Additional plantings:
18 Canopy
18 Evergreen

Lots 198-206 (approximately 800 LF Buffer) Additional plantings:
24 Canopy
24 Evergreen

11. INTENTIONALLY DELETED: (This category of previously proffered improvement is no longer within the definition of "public facility improvement" under § 15.2-2303.4. of the Code of Virginia.)

12. EMERGENCY SERVICES:

A. The Owner shall contribute to the County a one-time cash contribution in the amount of $87.87, as adjusted to include any escalation of said amount pursuant to Proffer 21 below, for each residential dwelling unit constructed on a Market-Rate Lot within the PRD Area. Such contribution shall be used by the County to support construction of a Fire and Rescue Training Facility within the County as identified in the Fauquier County FY2023 Adopted Budget. The escalation adjustment, if any, shall be provided by the County to the Owner at the time of approval of the building permit for construction of each residential dwelling unit to be constructed on a Market-Rate Lot within the PRD Area and the per-unit contribution plus escalation adjustment, if any, shall be payable to the County prior to the issuance of the occupancy permit for said dwelling unit.

B. The Owner shall contribute to the County a one-time cash contribution in the amount of $3,076.84, as adjusted to include any escalation of said amount pursuant to Proffer 21 below, for each residential dwelling unit constructed on a Market-Rate Lot within the PRD Area. Such contribution shall be used by the County to support construction of a Fire and Rescue Station within the County as identified in the Fauquier County FY2023 Adopted Budget. The escalation adjustment, if any, shall be provided by the County to the Owner at the time of approval of the building permit for construction of each residential dwelling unit to be constructed on a Market-Rate Lot within the PRD Area and the per-unit contribution plus escalation adjustment, if any, shall be payable to the County prior to the issuance of the occupancy permit for said dwelling unit.

C. The Owner shall contribute to the County a one-time cash contribution in the amount of $976.48, as adjusted to include any escalation of said amount pursuant to Proffer 21 below, for each residential dwelling unit constructed on a Market-Rate Lot within the PRD Area. Such contribution shall be used by the County to support construction of a Public Safety Building within the County as identified in the Fauquier County FY2023 Adopted Budget. The escalation adjustment, if any, shall be provided by the County to the Owner at the time of approval of the building permit for construction of each residential dwelling unit to be constructed on a Market-Rate Lot within the PRD Area and the per-unit contribution plus escalation adjustment, if any, shall be payable to the County prior to the issuance of the occupancy permit for said dwelling unit.

13. INTENTIONALLY DELETED: (This item is now listed as Proffer 12.C above)

14. INTENTIONALLY DELETED: (This category of previously proffered improvement is no longer within the definition of "public facility improvement" under § 15.2-2303.4. of the Code of Virginia.)

15. INTENTIONALLY DELETED: (This category of previously proffered improvement is no longer within the definition of "public facility improvement" under § 15.2-2303.4. of the Code of Virginia.)

16. TRANSPORTATION:

A. The Owner shall be responsible for the design and construction of certain on-site and off-site transportation improvements serving the Property including the deceleration/turn lanes and median cross-over on Business Route 29 shown on Sheet 6 of the CDP and labeled "PROPOSED JAMES MADISON HIGHWAY INTERSECTION" (the Business 29 Improvements"), and the northerly extension of Alwington Boulevard within the Central SFD Hamlet as shown on Sheet 7 of the CDP ("Alwington Boulevard – Phase 1). In the event the Alternative B option is available and developed by the Owner, including the availability of any required off-site easements and right of way dedications, the Owner shall also design and construct the extension of Alwington Boulevard from Phase 1 to the northerly boundary of the Property as shown on Sheet 7B of the CDP ("Alwington Boulevard Phase 2").

B. The Owner shall dedicate sufficient right of way for, and shall design, those on-site and off-site transportation improvements as shown on the CDP concurrently with the Code of Development Site Plan for the hamlet in which such improvements are located.

C. All roads are intended to be public streets, maintained by the Virginia Department of Transportation or the Town, whichever has jurisdiction thereof, except for those private streets (alleys) that will serve as access to garages constructed on certain residential dwelling lots within the PRD Area.

D. The proposed Business 29 Improvements as described in Proffer 16. A., above and shown on Sheet 6 of the CDP shall be constructed and open to traffic, but not necessarily accepted into the public street system, prior to issuance of the first occupancy permit for a residential dwelling unit constructed within the PRD Area. The portion of Alwington Boulevard located within Phase 1 shall be constructed and open to traffic, but not necessarily accepted into the public street system, prior to issuance of the twenty-first (21st) occupancy permit for a residential dwelling unit constructed within the PRD Area. In the event the Property is developed pursuant to Alternative B, the portion of Alwington Boulevard located within Phase 5 shall be constructed and open to traffic, but not necessarily accepted into the public street system, prior to issuance of the first occupancy permit for a residential dwelling unit constructed within the North Hamlet of the PRD Area.

17. WASTEWATER TREATMENT AND SUBSURFACE DISPERSAL SYSTEM:

A. As previously proffered, the Base Zoning option with a residential density of 217 Market-Rate Lots is predicated on the availability of public sewer from the Town, or, alternatively, the construction of a privately owned alternative onsite sewer system ("AOSS") and associated primary and reserve dispersal fields. In the event sanitary sewer service is not available from the Town under the Base Zoning option, the Owner shall construct the aforesaid AOSS and associated primary and reserve dispersal fields. The AOSS and associated primary and reserve dispersal fields shall be designed, constructed, and operated in accordance with the standards set forth in the Virginia Department of Health (VDH) Alternative Onsite Sewerage System Regulations (12 VAC 5-613, et seq). These facilities shall be deeded to an entity approved by VDH for operation, maintenance, and monitoring as set forth below. The sanitary sewer collection system shall be designed and constructed pursuant to the Town's Specifications and Standards set forth in its Public Facilities Manual.

B. The Owner shall be responsible for all design and construction costs of the AOSS and associated primary and reserve dispersal fields provided, however, that the responsibility for these costs may be assigned to a separate AOSS Owner/Operator as defined below.

C. The Owner shall be responsible for all costs of operation and maintenance of the AOSS and associated primary and reserve dispersal fields until such works are conveyed to a licensed third-party owner/operator acceptable to the VDH (the "AOSS Owner/Operator"). The AOSS Owner/Operator shall comply with the requirements of the Public Service Companies, Utility Facilities Act (Va. Code § 56-265.1 et seq.), and acquire a Certificate of Convenience and Necessity pursuant that Act, which requires a Comprehensive Business Plan and reasonably assures system performance over the long term as determined by the Virginia State Corporation Commission ("SCC").

D. The AOSS Owner/Operator shall provide its Comprehensive Business Plan to the County at the same time it is provided to the SCC.

E. Prior to any required Code of Development Site Plan approval, the AOSS design shall be reviewed and approved by VDH. Documentation of approval shall be given to the County Department of Community Development.

F. The AOSS Owner/Operator of the entire system, (including: collection system, treatment facilities, primary dispersal fields and reserve dispersal fields), shall be vested with the legal authority to operate such facilities and shall, prior to assuming such responsibility, be provided with all necessary easements or interests in the property required to perform its duties.

G. Prior to County approval of the Code of Development Infrastructure Plan for construction of the AOSS and associated primary and reserve dispersal fields, the Owner shall acquire VDH approval of such plans.

H. The Owner shall comply with all published bonding requirements of the County and the SCC for construction and operation of the AOSS and associated primary and reserve dispersal fields.

I. In the event sanitary sewer service is not available from the Town under the Base Zoning option, prior to execution of any contract for the initial sale of a residential dwelling unit constructed, or to be constructed, within the PRD Area, the Owner shall require the builder of such dwelling unit to (a) disclose the existence of the AOSS and associated primary and reserve dispersal fields as well as all fees associated with its operation and maintenance as required by Virginia law, and (b) include a statement within the contract that neither the Town nor the County are responsible for the operation or maintenance of the AOSS and associated primary and reserve dispersal fields.

18. REQUIREMENTS FOR CONSTRUCTION OF SUBSURFACE STRUCTURES:

A. For all residences constructed within the PRD Area that will include basements, no below grade basements shall be constructed on soils with high water tables, unless the foundation drainage system of the structure is designed by licensed professional engineers to assure a dry basement and to preclude wet yards and recirculation of pumped or collected water and approved by the County.

B. The deeds to each unit with a basement so constructed shall include the following language:

> "This house has been constructed on property that has been determined to possess a high subsurface water table. A foundation drainage system for this home and lot has been engineered and built according to standard engineering practices. The property owner is advised that any disturbance of this foundation drainage system may result in excess water in the yard or basement of the home, and that any

such disturbance is undertaken at the sole risk of the property owner. The owner is advised to consult with a competent civil or geotechnical engineer prior to undertaking any land disturbance activity, which means any activity that changes the volume, velocity, or peak flow discharge rate of rainfall runoff from the land surface. This may include the grading, digging, cutting, scraping, or excavating of soil, placement of fill materials, paving, construction, substantial removal of vegetation, or any activity that bares soil or rock or involves the diversion or piping of any natural or man-made watercourse that may affect the foundation drainage."

19. SCHOOLS:

A. The Owner shall contribute to the County a one-time cash contribution in the amount of $3,334.62, as adjusted to include any escalation of said amount pursuant to Proffer 21 below, for each residential dwelling unit constructed on a Market-Rate Lot within the PRD Area. Such contribution shall be used by the County to support construction of the W.C. Taylor Middle School expansion as identified in the Fauquier County Capital Improvement Program (FY 2023 Adopted). The escalation adjustment, if any, shall be provided by the County to the Owner at the time of approval of the building permit for construction of each residential dwelling unit to be constructed on a Market-Rate Lot within the PRD Area, and the per-unit contribution plus escalation adjustment, if any, shall be payable to the County prior to the issuance of the occupancy permit for said dwelling unit.

B. (a). Subject to approval by the Town and/or County and Virginia Department of Transportation (VDOT), as well as the School Board of Fauquier County, the adjoining property owner and beneficiary of the following entrance improvements, and the granting of any necessary easements and dedication of any required right-of-way at no cost to the Town, County, or Owner, the Owner shall design, provide a bond for construction of, and construct the ultimate roadway, curb and gutter, sidewalk, and drainage improvements along the east side of Alwington Boulevard at the entrance to Brumfield Elementary School as shown on Sheet 6 of the CDP and labeled "PROPOSED BRUMFIELD ELEMENTARY SCHOOL ENTRANCE IMPROVEMENTS" (the "School Improvements"). Provided the above-referenced approvals and easements are granted and right-of-way dedicated, the School Improvements shall be open to traffic prior to the issuance of the twenty-first (21st) occupancy permit for a residential dwelling unit constructed within the PRD Area.

(b). In the event the School Board of Fauquier County and/or the Zoning Administrator request the Owner to delay construction of the School Improvements and complete same in accordance with an alternative schedule, then the completion of the School Improvements prior to the issuance of the twenty-first (21st) occupancy permit for a residential dwelling unit constructed within the PRD Area shall no longer be a requirement under this Proffer and completion of such improvements shall conform to the approved alternative schedule. In the event such approval and easements are not granted or the required right-of-way is not dedicated within six (6) months after the Owner submits such request, at no fault of Owner, then, in lieu of constructing the aforesaid entrance improvements, the Owner shall provide a cash contribution to the

County in the amount of $250,000.00 prior to issuance of the twenty-first (21st) occupancy permit for a residential dwelling unit constructed within the PRD Area and, upon the County's receipt of such payment, the Owner shall have no further obligation to construct the entrance improvements under this Proffer 19.B.

20. FURTHER ASSURANCES OF COMPLIANCE WITH THESE PROFFERS IN THE EVENT OF A COUNTY/TOWN BOUNDARY LINE ADJUSTMENT

A. It is the Owner's intention that although this Rezoning is being undertaken pursuant to the Ordinances of, and under the jurisdiction of, the County, that these proffers and the exhibits incorporated herein by reference will continue to bind the development of the Property if the Property is adjusted into the Town's boundary.

B. In the event that the County and the Town enter into a Boundary Line Adjustment Agreement or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia such that the Property is subsequently located within the corporate limits of the Town, these Proffers shall be deemed Proffers imposed by the Town Council of the Town and the Town's officials shall assume the roles assigned to similar County officials as designated herein, as shall be set forth in any such Agreement and the Owner will cooperate fully with the jurisdictions in that event.

C. The Owner shall furthermore affirmatively request both the Town and the County to include in any such Boundary Line Adjustment Agreement, or other suitable arrangement under Subtitle III of Title 15.2 of the Code of Virginia, restrictions on future amendments to these Proffers, or other future legislative land use applications with respect to the Property, on such terms and conditions as the jurisdictions may therein jointly impose, and the Owner will cooperate fully with the jurisdictions in that event.

C. Alternatively, the Owner shall request that any Order of a Special Court arising out of a citizen-initiated petition for a boundary line adjustment under the aforesaid Subtitle include provisions consistent with, and implementing, the foregoing paragraphs of this Proffer 20.

21. ESCALATOR CLAUSE

A. Any monetary contributions set forth in this Proffer Statement which are paid to the Board of Supervisors after 36 months from the date of rezoning approval by the Board shall be adjusted in accordance with the Urban Consumer Price Index ("CPI-U"), as published by the United States Department of Labor. The adjustment shall be calculated from the CPI-U published most nearly to and following January 1st from that date 36 months after rezoning approval and the date the contributions are paid, subject to a cap of 3% per year, non-compounded.

*** Owner Signature on the following page***

OWNER: Alwington Farm LLC

By: W Boyd Laws
Print Name: W. Boyd Laws
Title: Manager
Date: Oct. 28, 2023

EXHIBIT A

Application Property

The Property subject to rezoning application REZN-22-017978 shall consist of the 234.08765 acres identified as "APPLICATION PROPERTY" on the "CERTIFIED ZONING PLAT" included as Sheets 16 and 17 of the plan set entitled "ARRINGTON, CONCEPT DEVELOPMENT PLAN, PLANNED RESIDENTIAL DEVELOPMENT PLAN, REZONING APPLICATION, MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA" prepared by Bowman Consulting Group, Ltd., said sheets dated June 3, 2022 and signed September 25, 2023.

EXHIBIT`B

Concept Development Plan

ARRINGTON

CONCEPT DEVELOPMENT PLAN
PLANNED RESIDENTIAL DEVELOPMENT PLAN

REZONING APPLICATION

MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA

OWNER
ALBINGTON FARM LLC
4894 GARLETT ROAD
GARLETT, VA 22910

APPLICANTS
ALBINGTON FARM DEVELOPERS, L L C
1669 GROVE ROAD
CHARLOTTESVILLE, VA 22901

VAN METRE COMMUNITIES, L L C
3180 MAIN STREET, SUITE 3600
FAIRFAX, VA 22031

APPLICATION CASE NUMBER

REZN-22-007518

REQUESTED WAIVERS & MODIFICATIONS

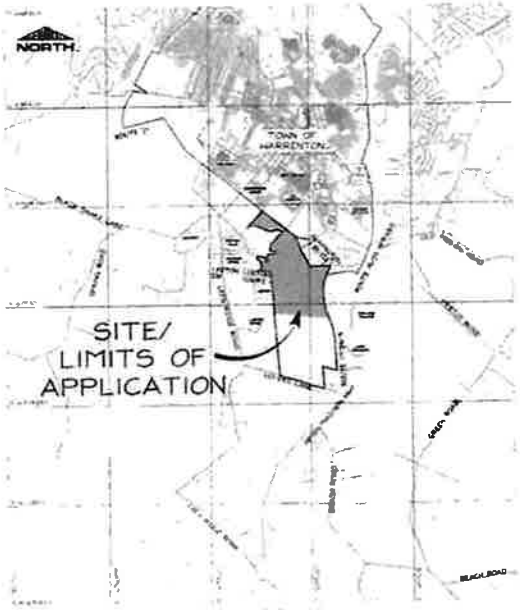
PURSUANT TO FAUQUIER COUNTY ZONING ORDINANCE SECTION 4-20 - MODIFICATIONS, THE FOLLOWING WAIVERS AND MODIFICATIONS ARE BEING REQUESTED

1. MODIFICATION TO FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 8, SECTION 8-107.1.3 REQUIRES THE DEVELOPMENT NOT TO EXCEED 45 FEET FOR AN ADVISORY REFERENCE. WE REQUEST THE DEVELOPMENT MATCH THE HEIGHT AS IT APPROACHES THE DEVELOPMENT AREAS IN ACCORDANCE WITH THE PUBLIC HEARING OF A PRIVATE ENTRANCE AS REQUIRED BY VIRGINIA DEPARTMENT OF TRANSPORTATION.

2. WAIVER OF FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 7-300 TO ALLOW PUBLIC STREET DESIGN TO CONFORM TO TOWN OF WARRENTON STANDARDS, SECTION 1-101 REQUIRES PUBLIC STREETS TO BE DESIGNED TO VDOT STANDARDS UNLESS A TYPICAL EXCEPTION IS APPROVED AMONG THE REQUIREMENT. A WAIVER IS REQUESTED TO ALLOW PUBLIC STREETS TO BE DESIGNED TO THE TOWN'S DESIGN STANDARDS AND SPECIFICATIONS IN THE EVENT THE PROPERTY IS INCLUDED WITHIN THE CORPORATE BOUNDARIES OF THE TOWN. FURTHER THE WAIVER INCLUDES PERMITTING THE PROPOSED ALLEYS TO BE DESIGNATED AS PRIVATE STREETS MAINTAINED BY THE HOMEOWNER'S ASSOCIATION. - EVEN WHEN THE PROPOSED ALLEY SERVES AS THE ONLY STREET PROVIDING FRONTAGE FOR A LOT OR GROUPING OF LOTS WHICH MIGHT SUCH LOT(S) POINTS A COMMON AREA OR COMMUNITY GARTH

4. MODIFICATION TO FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 8-207.3.2 TO ALLOW SIDE LOAD GARAGES

SECTION 4-107.1.3 REQUIRES RESIDENTIAL UNITS TO BE DESIGNED SO THAT GARAGES DO NOT DOMINATE THE STREET, WITH NO DRIVEWAYS OR REAR LOADED GARAGES. WE REQUEST A MODIFICATION TO ALLOW SIDE LOAD GARAGES TO ALIGN WITH THE FRONT OF THE HOUSE AND BE INTEGRATED INTO THE FRONT ELEVATION WITH THE SAME ARCHITECTURAL TREATMENTS



VICINITY AND CONTEXT MAP
SCALE 1" = 2000'

DESIGN TEAM

PLANNING, LANDSCAPE ARCHITECTURE & CIVIL ENGINEERING
BOWMAN CONSULTING GROUP, LTD

TRANSPORTATION ENGINEERING
GEROME BLADES

ENVIRONMENTAL ENGINEERING
BOWMAN CONSULTING GROUP, LTD

WASTEWATER ENGINEERING
MID-ATLANTIC, LLC

LEGAL
COUCCI LUEBLEY & WALSH
ATTENTION JOHN FOOTE

SHEET INDEX

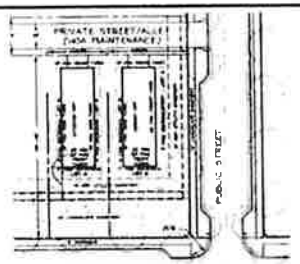
1 COVER SHEET
2 EXISTING CONDITIONS PLAN
3 EXISTING CONDITIONS PLAN
4 SOILS MAP
5 SOIL CHARACTERISTICS
6 OVERALL ILLUSTRATIVE PLAN
7 CONCEPT DEVELOPMENT PLAN
7A CONCEPT DEVELOPMENT PLAN (ALT A)
7B CONCEPT DEVELOPMENT PLAN (ALT B)
8 CONCEPTUAL CIRCULATION PLAN
8A EXISTING CONDITIONS PLAN (ALT A)
8B EXISTING CONDITIONS PLAN (ALT B)
9 CONCEPTUAL GRADING & UTILITY PLAN
9A EXISTING GRADING & UTILITY PLAN (ALT A)
9B EXISTING GRADING & UTILITY PLAN (ALT B)
10 POST-DEVELOPED DRAINAGE DIVIDES
10A POST-DEVELOPED DRAINAGE DIVIDES (ALT B)
11 BMP PLAN
11A BMP PLAN (ALT B)
12 PRELIMINARY SWM CALCULATIONS
12A PRELIMINARY SWM CALCULATIONS (ALT B)
13 VARIABLE OPEN SPACE & CONSERVATION PLAN
13A VARIABLE OPEN SPACE & CONSERVATION PLAN (ALT A)
13B VARIABLE OPEN SPACE & CONSERVATION PLAN (ALT B)
14 CERTIFIED ZONING PLAT
15 CERTIFIED ZONING PLAT

Bowman

COVER SHEET
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
STREET SECTIONS
DEVELOPMENT PROGRAM
EXISTING SITE TABULATIONS
PROPOSED SITE TABULATIONS
PROPOSED ZONING - BASE
PROPOSED ZONING - ALTERNATIVE A
PROPOSED ZONING - ALTERNATIVE B
NOTES

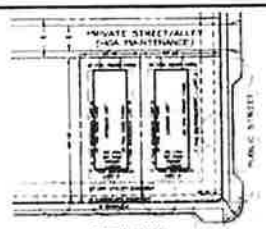
LOT STANDARDS



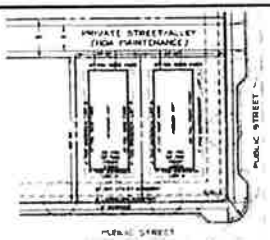
TYPICAL VILLAGE BLOCK 23 SINGLE FAMILY DETACHED (REAR-LOAD)

NOT TO SCALE

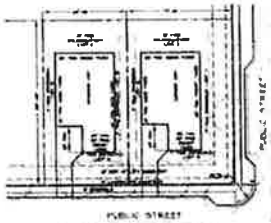
SEE LOT STANDARDS TABLE FOR BLOCK 24 FRONT LOAD REQUIREMENT



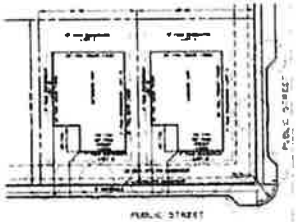
TYPICAL VILLAGE TYPE A SINGLE FAMILY DETACHED (REAR-LOAD)



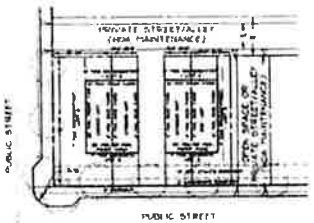
TYPICAL VILLAGE TYPE B SINGLE FAMILY DETACHED (REAR-LOAD)



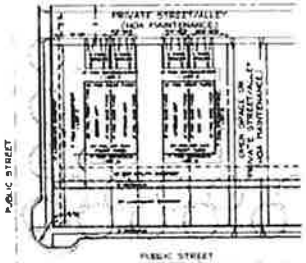
TYPICAL NEIGHBORHOOD TYPE A SINGLE FAMILY DETACHED (FRONT-LOAD)



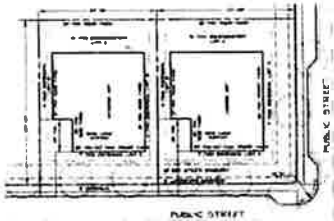
TYPICAL NEIGHBORHOOD TYPE B SINGLE FAMILY DETACHED (FRONT-LOAD)



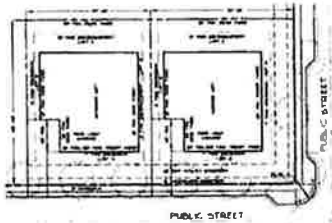
TYPICAL TOWNHOUSE (REAR-LOAD)



TYPICAL TOWNHOUSE AFFORDABLE (BLOCK 24 & 25) (REAR-LOAD)



TYPICAL ESTATE TYPE A SINGLE FAMILY DETACHED (SIDE-LOAD)



TYPICAL ESTATE TYPE B SINGLE FAMILY DETACHED (SIDE-LOAD)

LOT STANDARDS NOTE:

THE REAR PROPERTY LINE SETBACK FOR LOTS 88 AND 89 SHALL BE MEASURED FROM THE EDGE OF PAVEMENT OF THE SHARED DRIVEWAY

Bowman

NOTES, TABULATIONS & DETAILS

ARRINGTON

CONCEPT DEVELOPMENT PLAN

MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA

PROJECT NUMBER

PLAN STATUS

DATE	DESCRIPTION

DRAWN BY	CHECKED BY

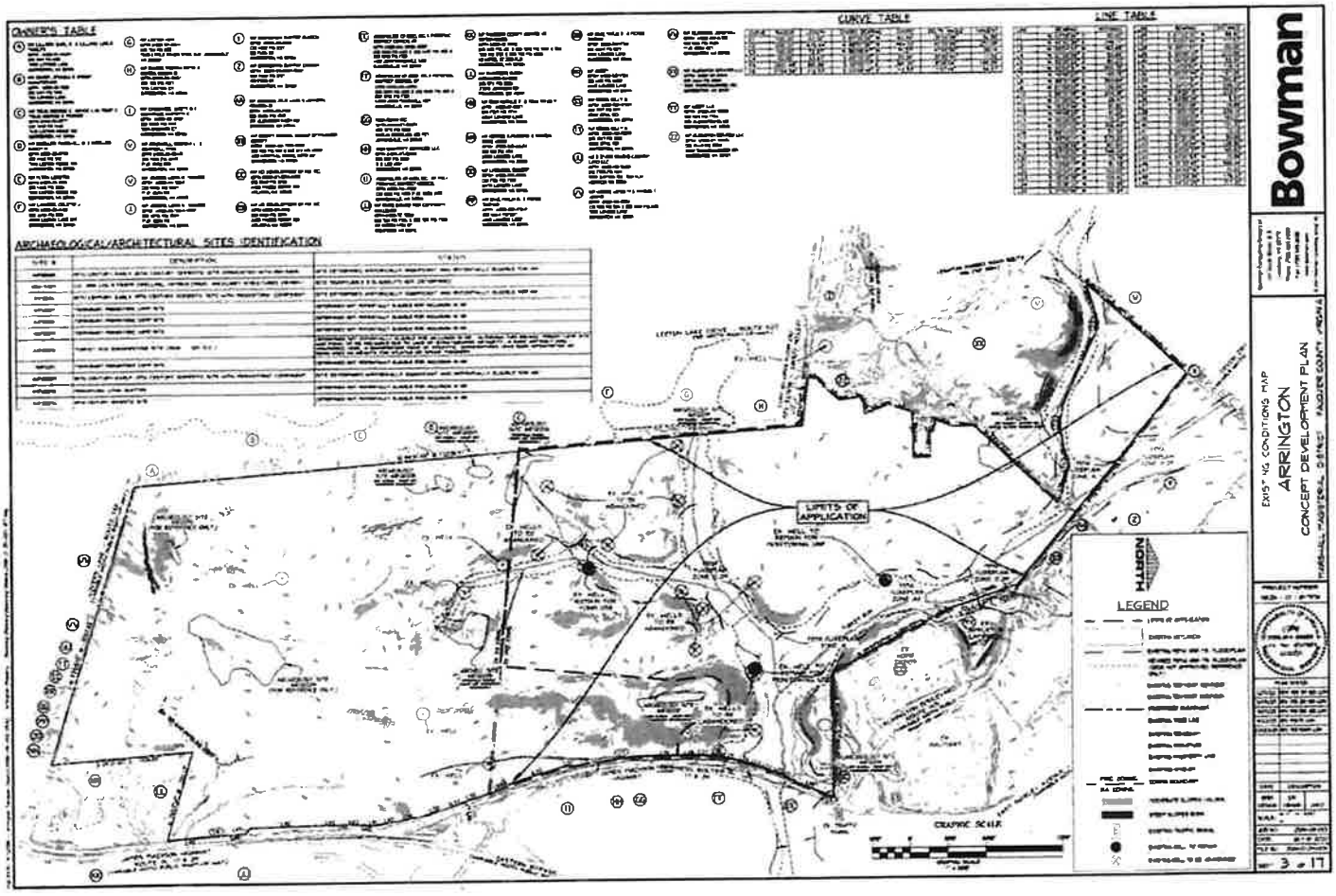
SCALE: AS SHOWN

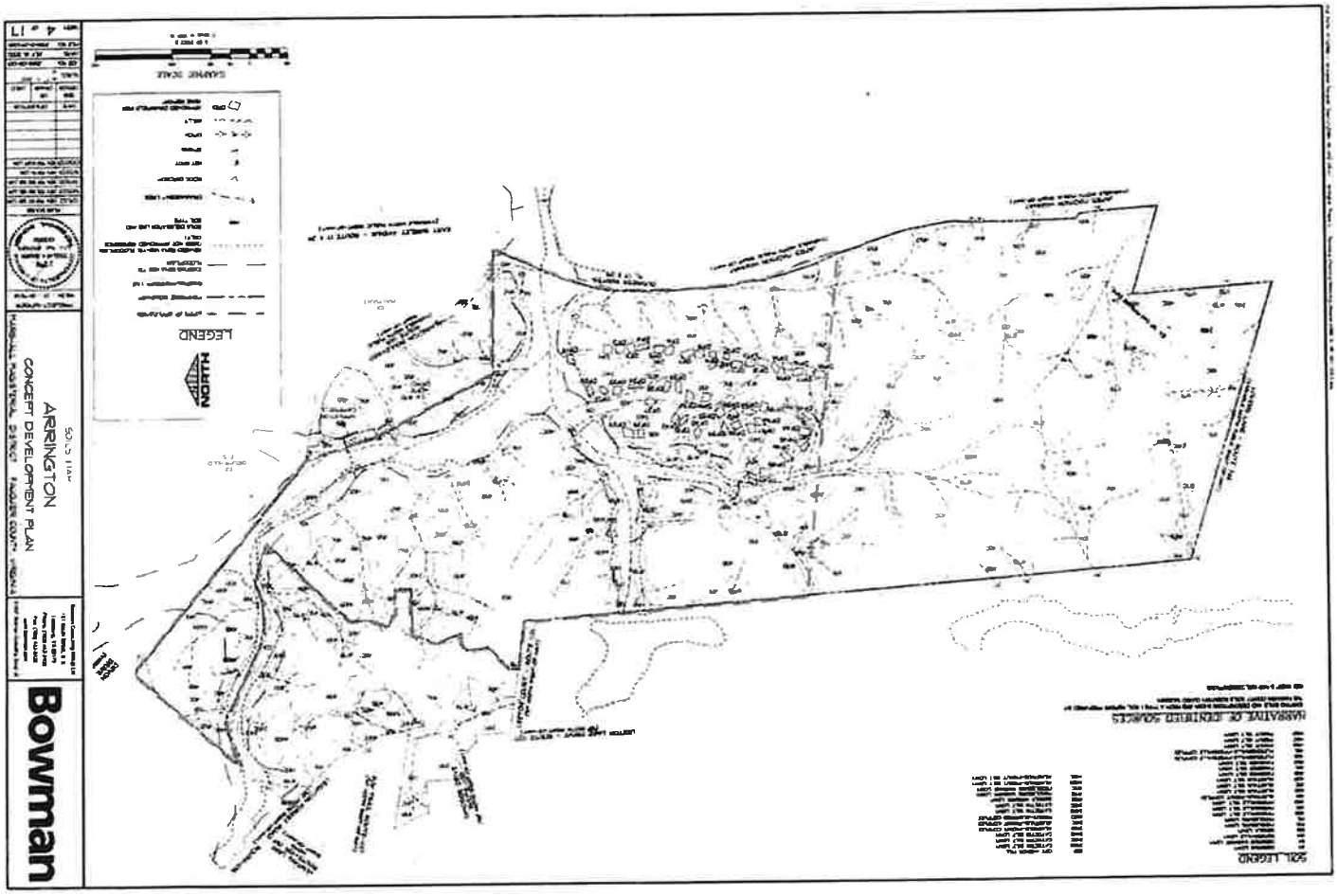
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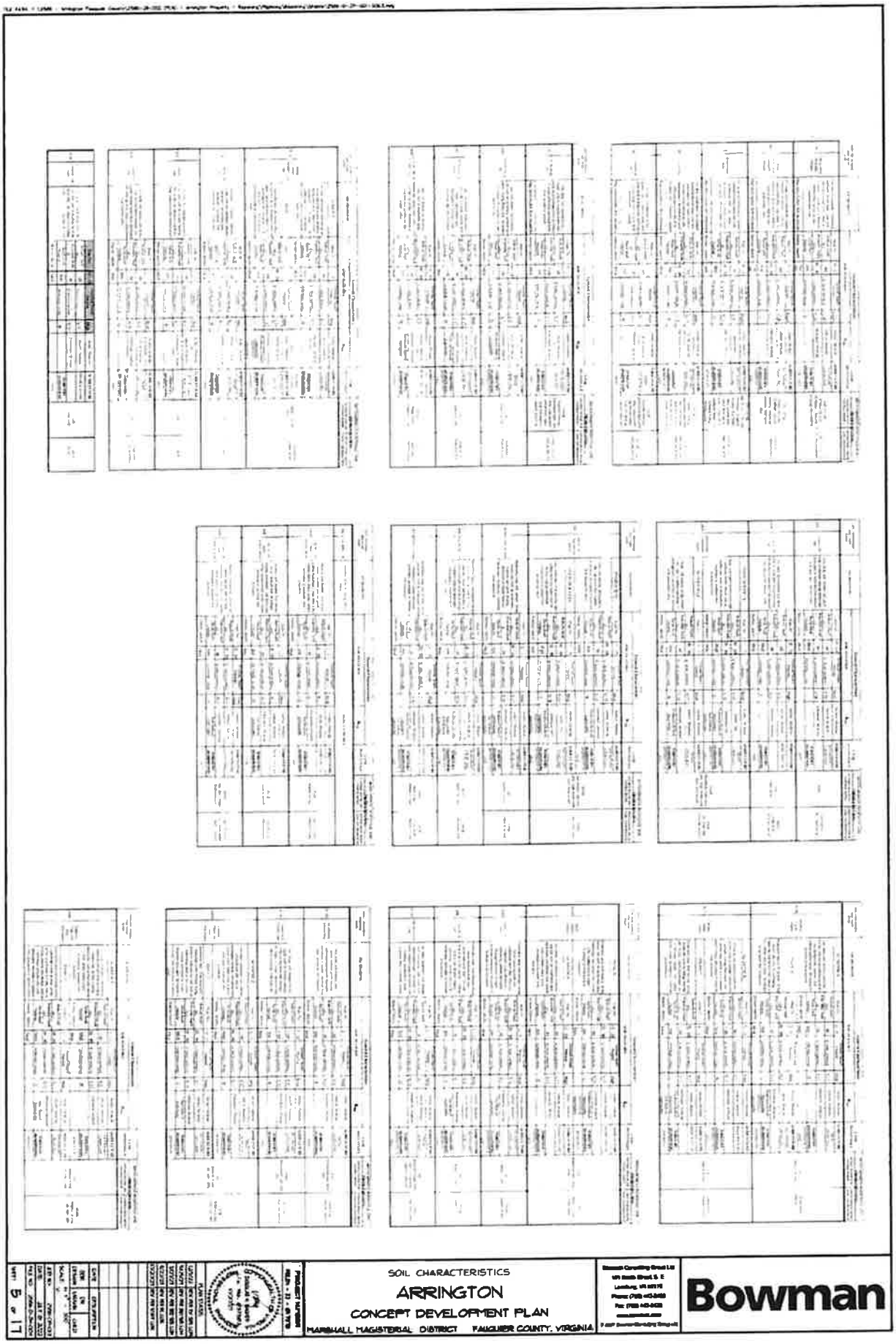
DATE

FILE NO. 2006-01-24-001

SHEET 2A of 17


OWNER'S TABLE
CURVE TABLE
LINE TABLE
ARCHAEOLOGICAL/ARCHITECTURAL SITES IDENTIFICATION
LIMITS OF APPLICATION
NORTH
LEGEND
GRAPHIC SCALE
Bowman
EXISTING CONDITIONS MAP
ARRINGTON
CONCEPT DEVELOPMENT PLAN
3 of 17


ARRINGTON
CONCEPT DEVELOPMENT PLAN
Bowman
LEGEND
NORTH
SOIL LEGEND



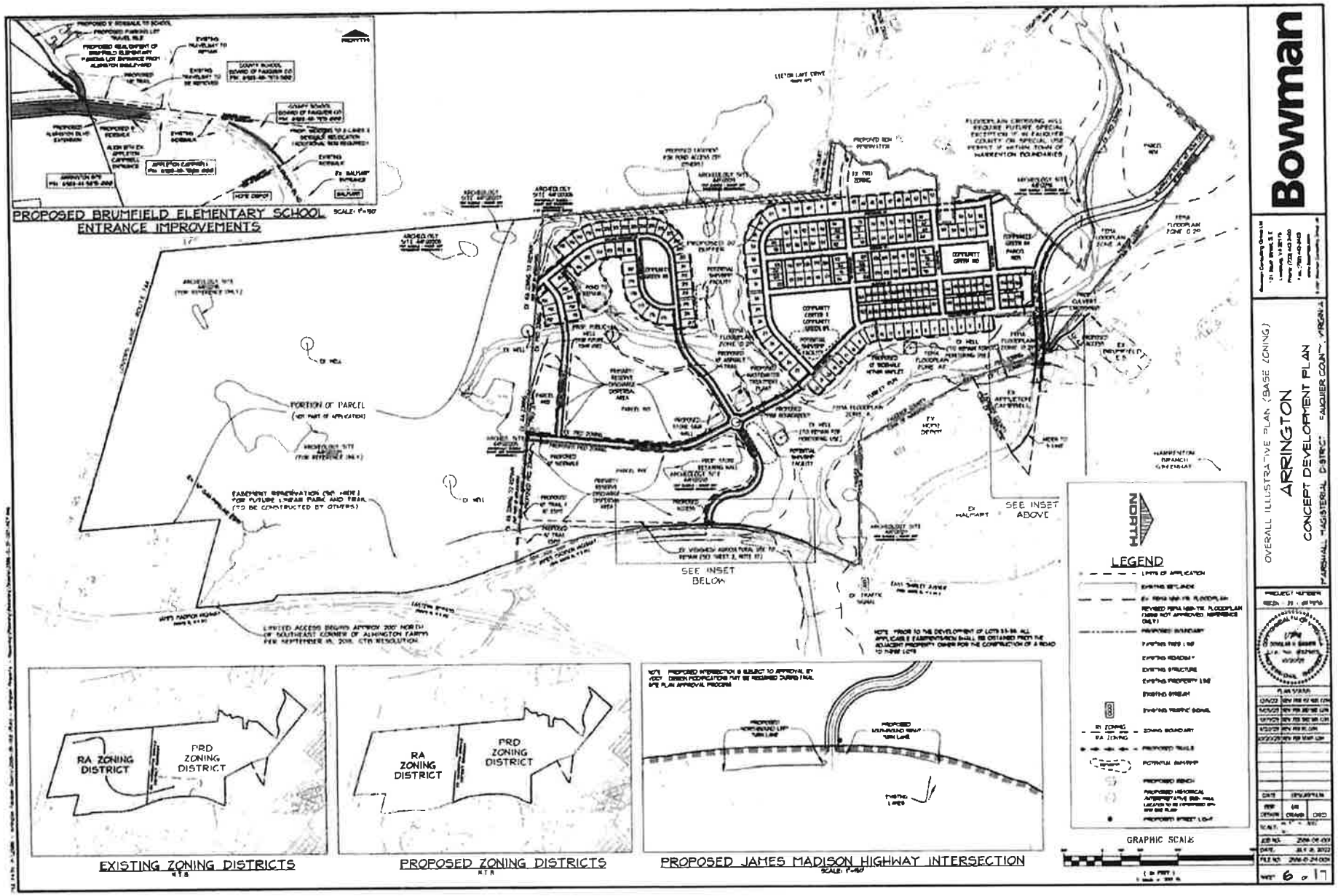
SOIL CHARACTERISTICS

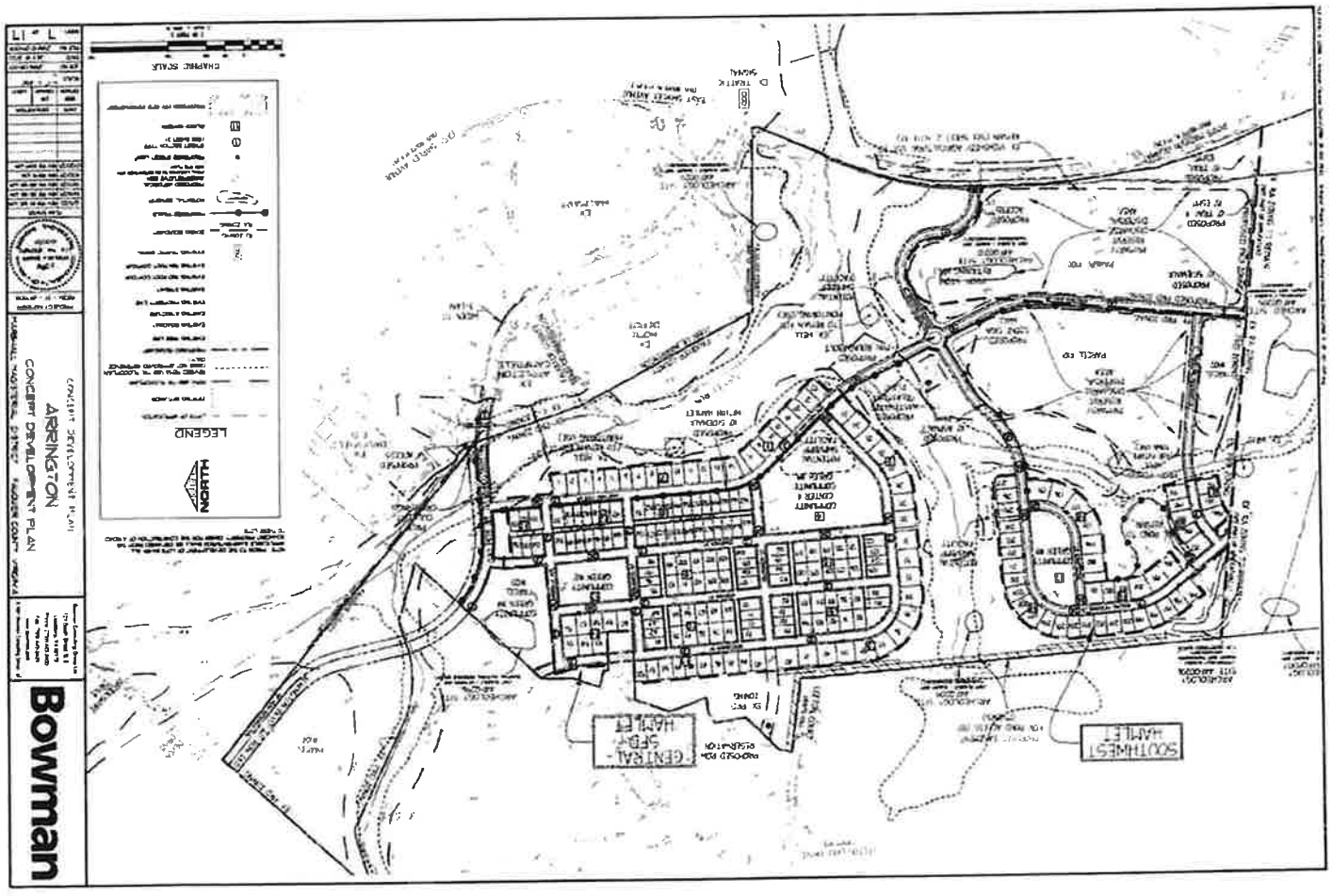
ARRINGTON

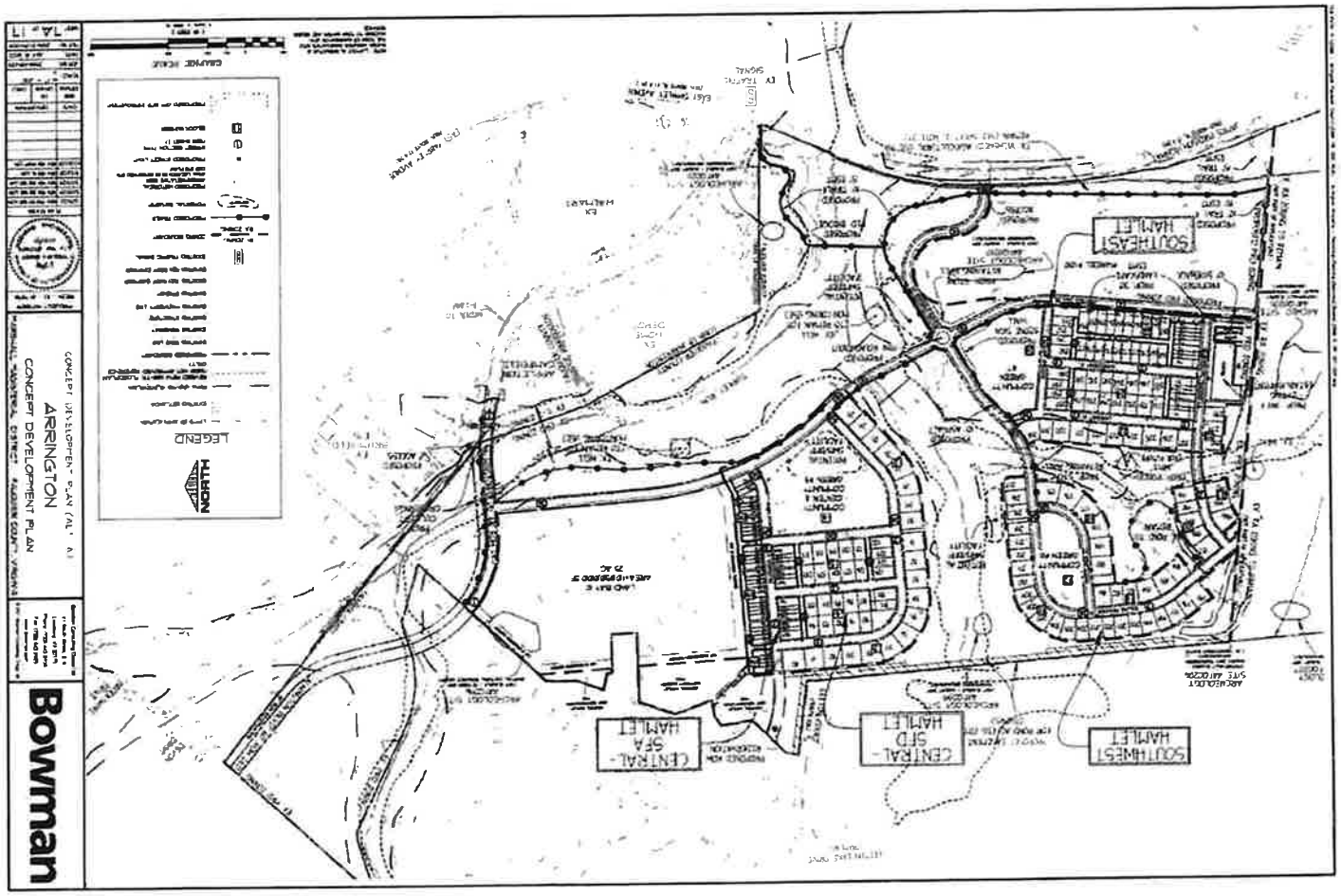
CONCEPT DEVELOPMENT PLAN

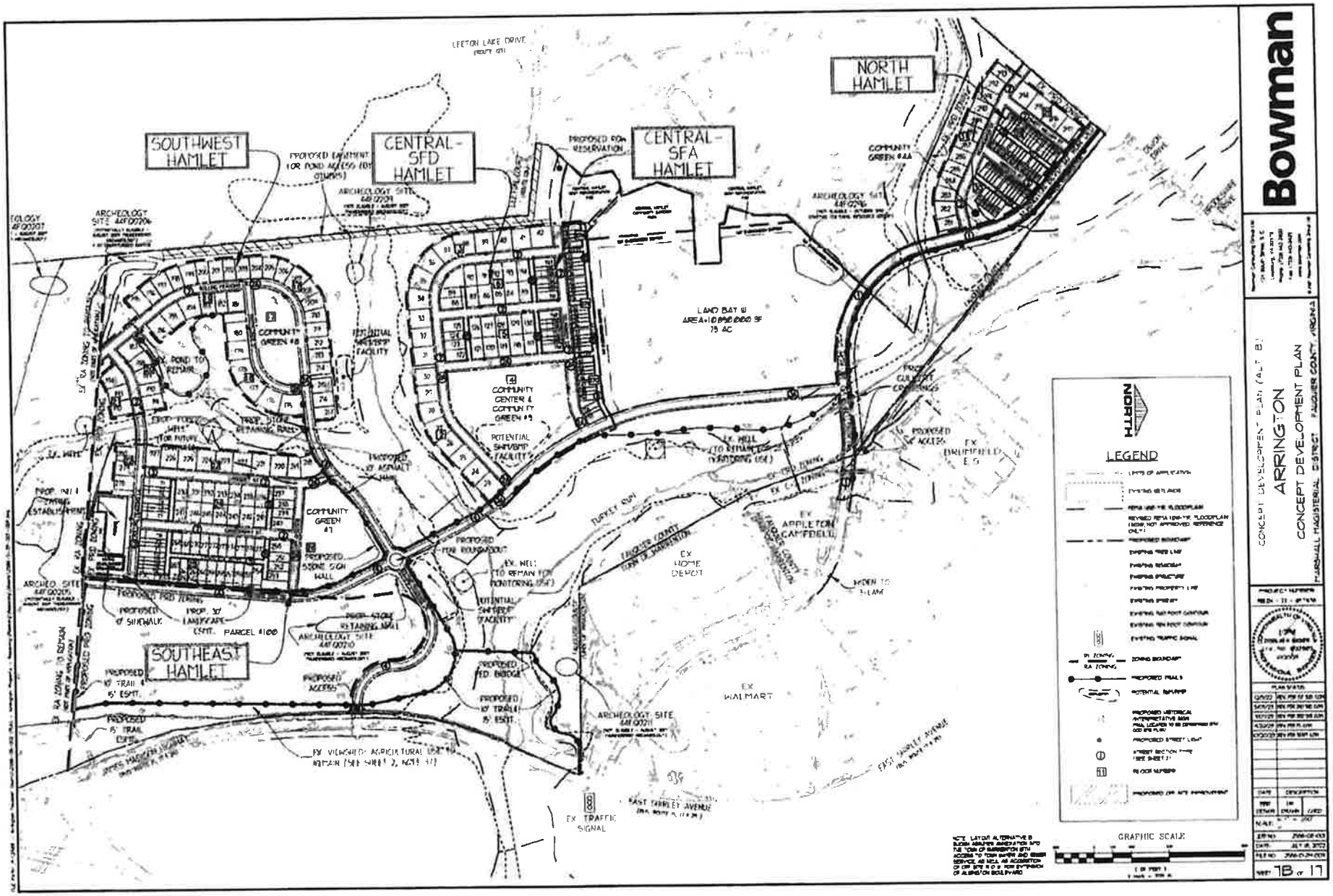
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA

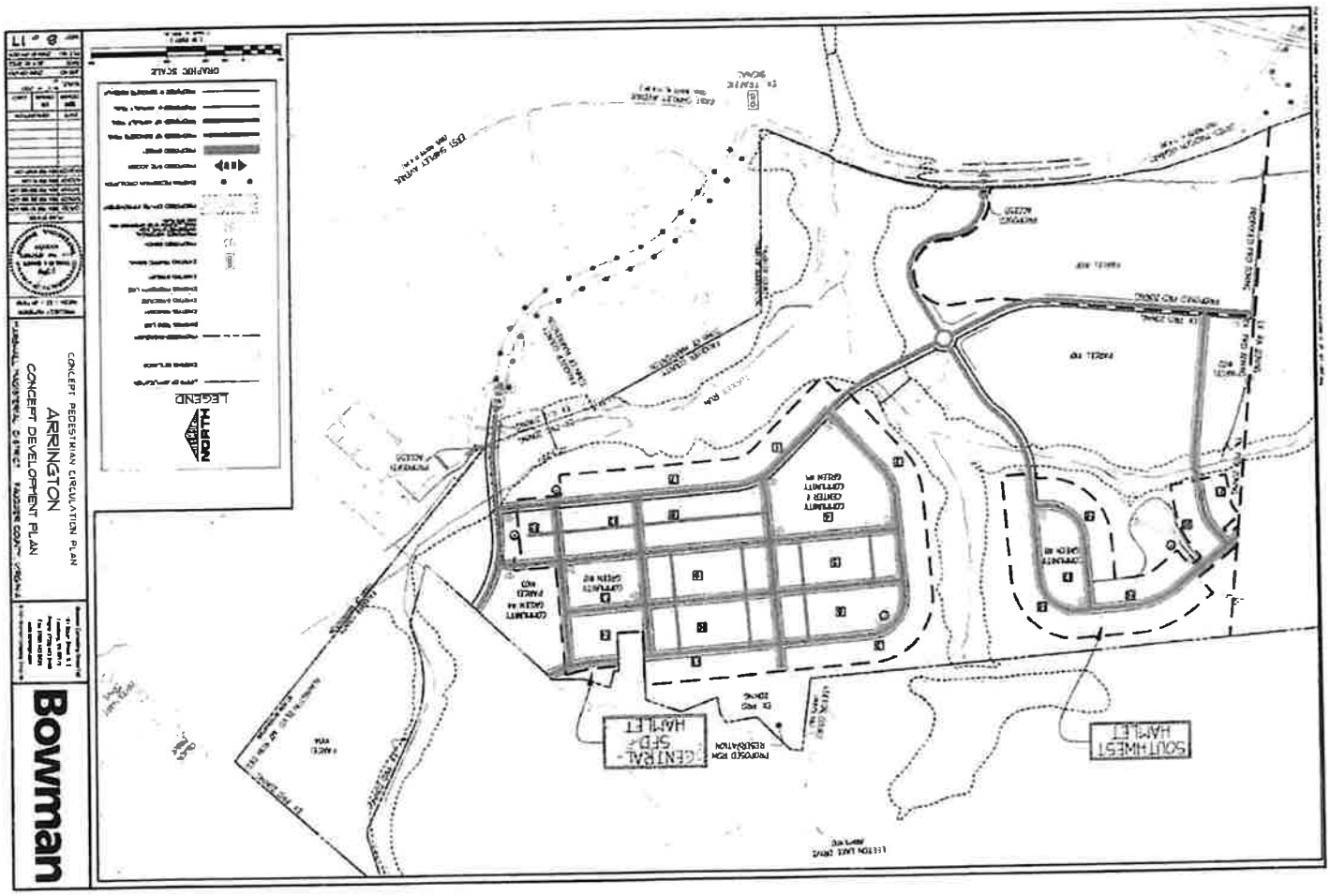
Bowman

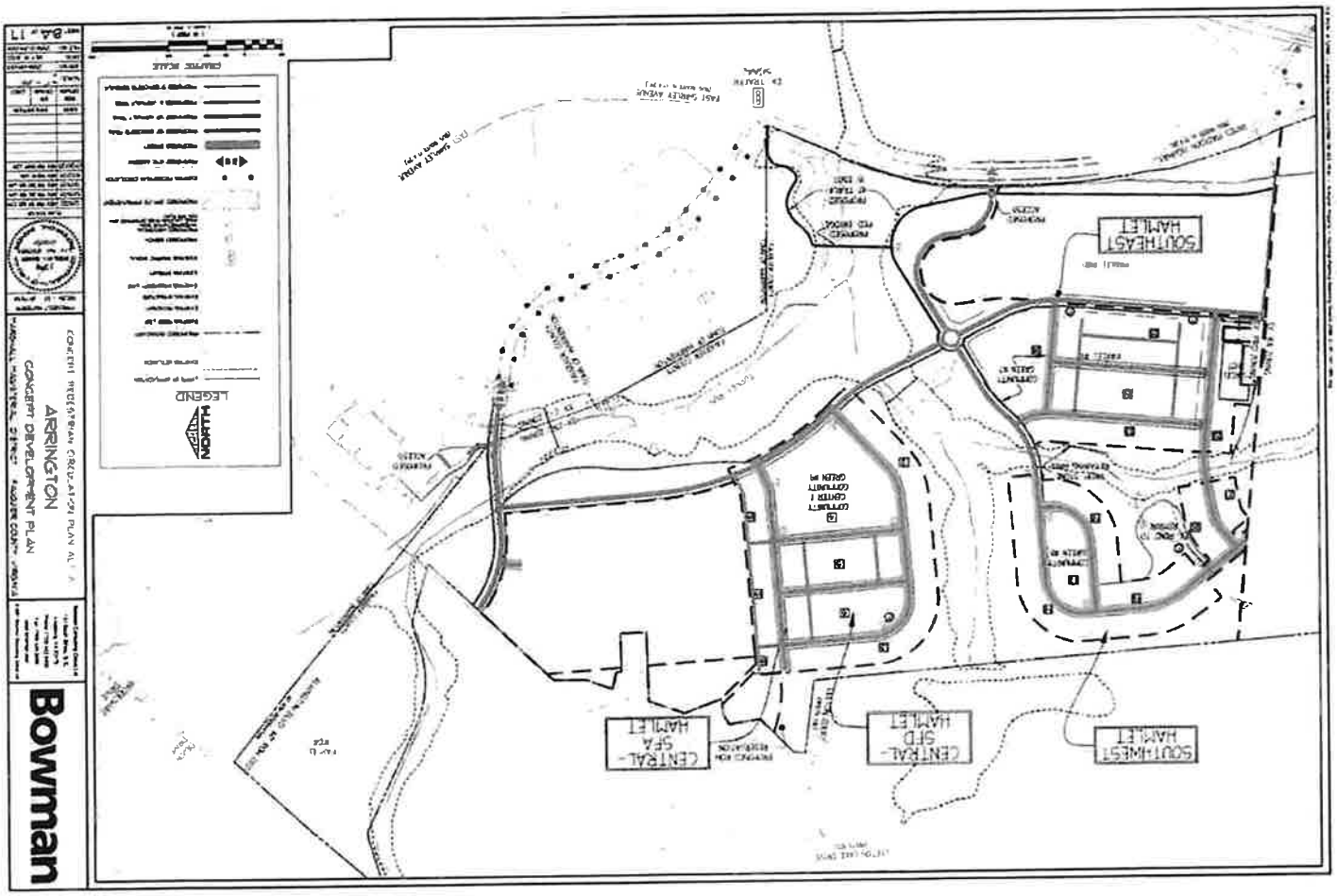

PROPOSED BRUMFIELD ELEMENTARY SCHOOL ENTRANCE IMPROVEMENTS
SCALE: 1"=50'
PORTION OF PARCEL
(NOT PART OF APPLICATION)
EASEMENT DEDICATION (SEE NOTE 1 FOR FUTURE LINEAR PARK AND TRAIL (TO BE CONSTRUCTED BY OTHERS))
LIMITED ACCESS BEGINS APPROX 200' NORTH OF SOUTHEAST CORNER OF ARRINGTON FARM'S PER SEPTEMBER 18, 2018, BOS RESOLUTION
SEE INSET BELOW
SEE INSET ABOVE
FLOODPLAIN CROSSING WILL REQUIRE FUTURE SPECIAL EXCEPTION IF IN FAUQUIER COUNTY OR SPECIAL USE PERMIT IF WITHIN TOWN OF WARRENTON BOUNDARIES
NOTE: PRIOR TO THE DEVELOPMENT OF LOTS 33-36, ALL APPLICABLE EASEMENTS SHALL BE OBTAINED FROM THE ADJACENT PROPERTY OWNER FOR THE CONSTRUCTION OF A ROAD TO THESE LOTS
NORTH
LEGEND
LIMITS OF APPLICATION
EXISTING BOUNDARY
EXISTING RIGHT-OF-WAY
EXISTING CONTOUR
EXISTING STRUCTURE
EXISTING PROPERTY LINE
EXISTING STREAM
EXISTING TRAFFIC SIGNAL
ZONING BOUNDARY
PROPOSED TRAILS
POTENTIAL SIDEWALK
PROPOSED BENCH
PROPOSED HISTORICAL INTERPRETATIVE SIGN AREA
PROPOSED STREET LIGHT
GRAPHIC SCALE
RA ZONING DISTRICT
PRD ZONING DISTRICT
EXISTING ZONING DISTRICTS
PROPOSED ZONING DISTRICTS
PROPOSED JAMES MADISON HIGHWAY INTERSECTION
SCALE: 1"=40'
Bowman
OVERALL ILLUSTRATIVE PLAN (BASE ZONING)
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA
SHEET 6 OF 17


Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
LEGEND
HILTON
CENTRAL SPEC HAMLET
SOUTHWEST HAMLET


ARRINGTON
CONCEPT DEVELOPMENT PLAN
Bowman
LEGEND
NORTH
SOUTHEAST HAMLET
CENTRAL-SFD HAMLET
CENTRAL-SFA HAMLET
SOUTHWEST HAMLET


SOUTHWEST HAMLET
CENTRAL - SFD HAMLET
CENTRAL - SFA HAMLET
NORTH HAMLET
SOUTHEAST HAMLET
LEESTON LAKE DRIVE
PROPOSED ENTRANCE FOR POND ACCESS (BY OTHERS)
PROPOSED RDA RESERVATION
COMMUNITY GREEN #8
COMMUNITY GREEN #8A
COMMUNITY GREEN #7
COMMUNITY CENTER & COMMUNITY GREEN #9
POTENTIAL SHELTER FACILITY
LAND BAY III
AREA=10,890,000 SF
25 AC
EX. POND TO REMAIN
PROP. STONE RETAINING WALL
PROPOSED 6' ASPHALT
PROPOSED STONE SIGN WALL
PROPOSED RED BRIDGE
PROPOSED 10' TRAIL & 5' ESMT.
PROPOSED 5' TRAIL EASEMENT
PROP. 30' LANDSCAPE ESMT. PARCEL #100
PROPOSED 6' SIDEWALK
EX. WELL (TO REMAIN FOR MONITORING USE)
EX. WELL (TO REMAIN FOR MONITORING USE)
EX. BRUNFIELD E.S.
EX. APPLETON CAMPFIELD
EX. HOME DEPOT
EX. WALMART
EX. TRAFFIC SIGNAL
EAST FAIRFAX AVENUE
TURNEY RUN
FAIRFAX COUNTY TURN OF JURISDICTION
PROPOSED 4 WAY ROUNDABOUT
PROPOSED ACCESS
PROPOSED 6' ASPHALT
EX. VIEWSHED AGRICULTURAL LOT TO REMAIN (SEE SHEET 2, NOTE 17)
ARCHEOLOGY SITE 44FX0070
ARCHEOLOGY SITE 44FX0071
ARCHEOLOGY SITE 44FX0072
ARCHEOLOGY SITE 44FX0073
ARCHEOLOGY SITE 44FX0074
ARCHEOLOGY SITE 44FX0075
ARCHEOLOGY SITE 44FX0076
ARCHEOLOGY SITE 44FX0077
ARCHEOLOGY SITE 44FX0078
ARCHEOLOGY SITE 44FX0079
ARCHEOLOGY SITE 44FX0080
ARCHEOLOGY SITE 44FX0081
PROP. WELL
PROP. WELL (TO REMAIN FOR FUTURE)
PROP. WELL (TO REMAIN FOR MONITORING USE)
PROP. WELL (TO REMAIN FOR MONITORING USE)
PROP. WELL (TO REMAIN FOR MONITORING US

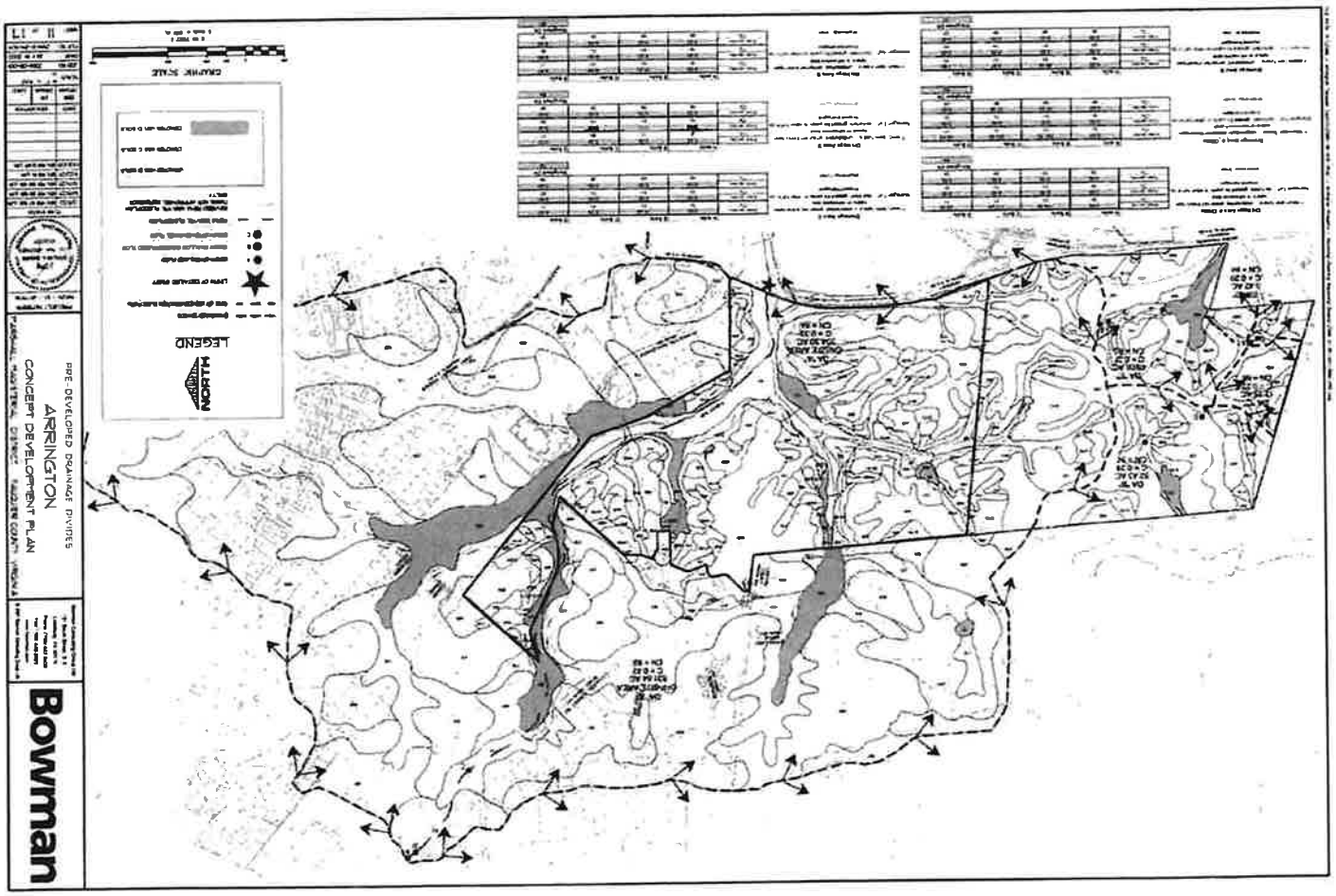

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
CONCEPT PEDESTRIAN CIRCULATION PLAN
LEGEND
NORTH
GRAPHIC SCALE
SOUTHWEST HAMLET
CENTRAL SF HAMLET

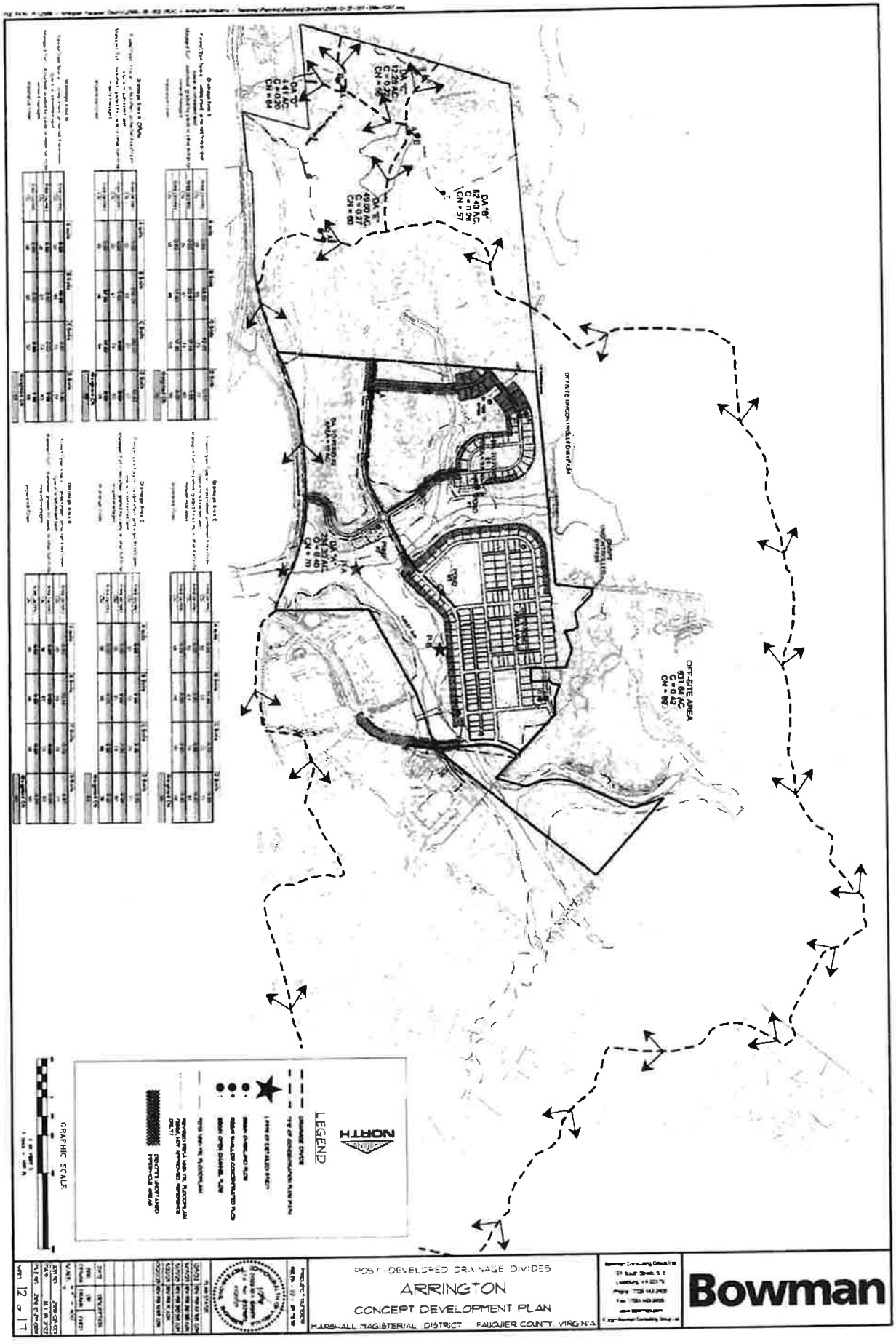

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
LEGEND
NORTH
SOUTHEAST HAMLET
CENTRAL-SFD HAMLET
CENTRAL-SFA HAMLET
SOUTHWEST HAMLET

Bowman
CONCEPT PEDESTRIAN CIRCULATION PLAN ALT B
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA
NORTH
LEGEND
GRAPHIC SCALE:
NORTH HAMLET
CENTRAL-SFA HAMLET
CENTRAL-SFD HAMLET
SOUTHWEST HAMLET
SOUTHEAST HAMLET
EAST SHIRLEY AVENUE
LEETON LAKE DRIVE
PROPOSED ACCESS
PROPOSED ROW DEDICATION
COMMUNITY CENTER & COMMUNITY GREEN #1
COMMUNITY GREEN #2
COMMUNITY GREEN #3
PROPOSED PED BRIDGE
PROPOSED 10' TRAIL TO EXIST
EX TRAFFIC SIGNAL

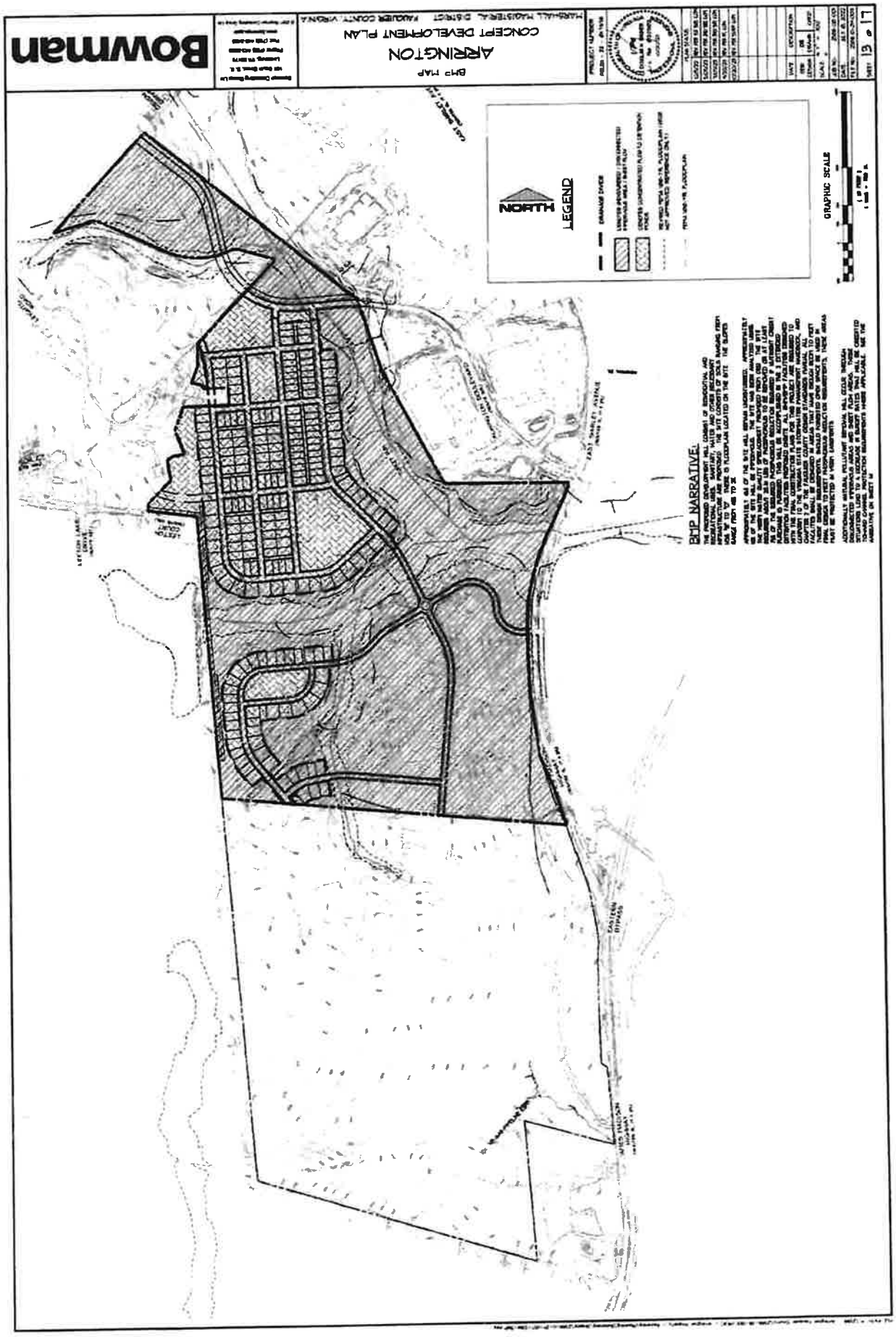
Bowman
CONCEPTUAL GRADING & UTILITY PLAN
ARRINGTON
CONCEPT DEVELOPMENT PLAN
NORTH
LEGEND
GRAPHIC SCALE
DRAINAGE/HAT LEGEND
UTILITIES LEGEND
CONNECT TO WATERLINE IN WINDSOR DRIVE
PROPOSED SANITARY STUB
PROPOSED WATERLINE STUBS
CONNECT TO WATERLINE ON SCHOOL PROPERTY
EX WALMART
EX HOME DEPOT
COMMUNITY CENTER & COMMUNITY GREEN #5
COMMUNITY GREEN #4
COMMUNITY GREEN #3
POND TO REMAIN
PROPOSED RETAINING WALL (IF NECESSARY) - BASED ON FINAL ENGINEERING TO MAINTAIN SUFFICIENT DISPERSAL FIELD AREA
PROPOSED WATERLINE STUB & 10' ESMT
PROPOSED EASEMENT FOR POND ACCESS (20' WIDE)
LEFTON LAKE DRIVE

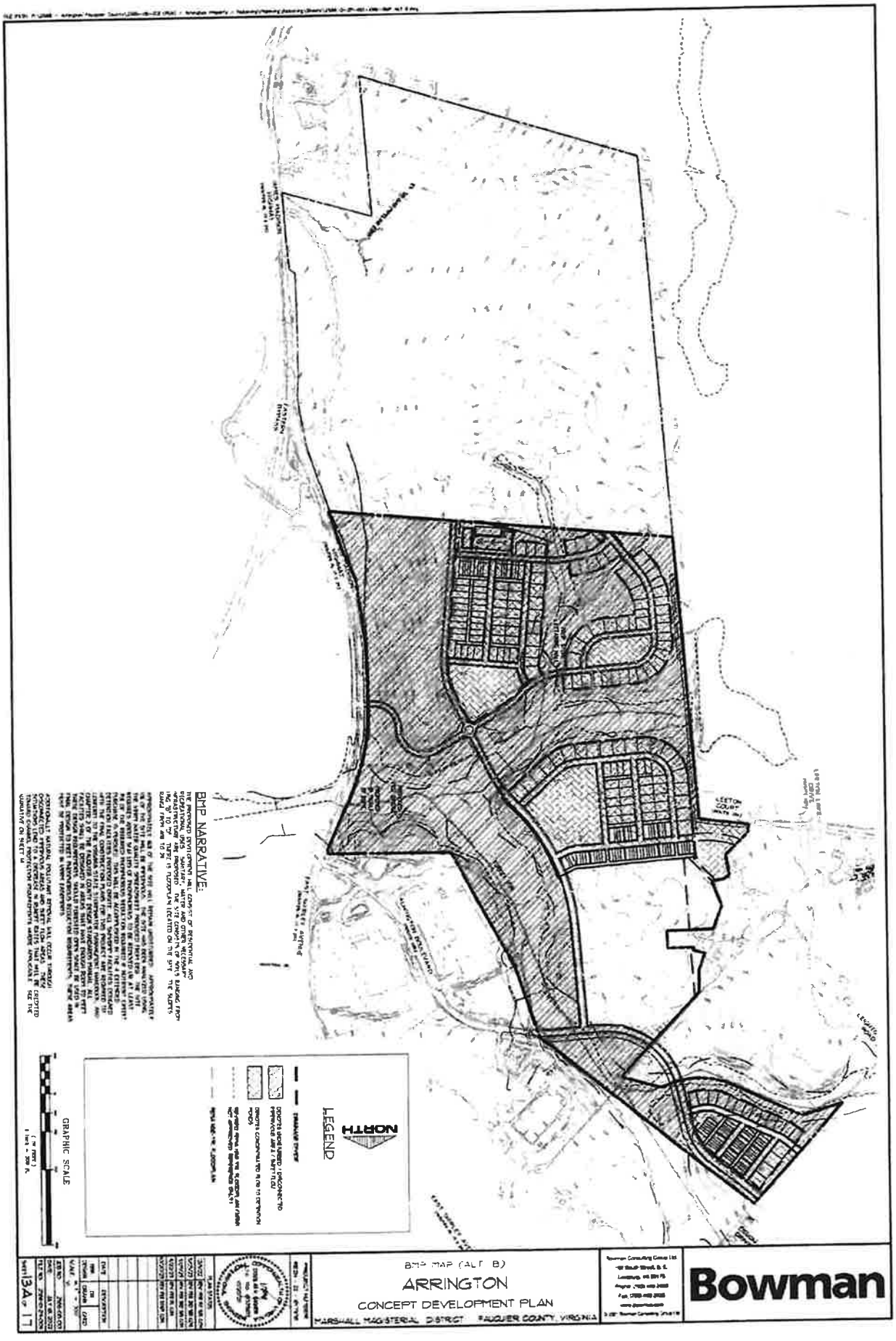
Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
CONCEPTUAL GRADING & UTILITY PLAN (ALT. B)
NORTH
LEGEND
GRAPHIC SCALE
DRAINAGEWAY LEGEND
UTILITIES LEGEND
PROPOSED SANITARY STUB
PROPOSED WATERLINE STUB
EX PUMP STATION TO BE DECOMMISSIONED
CONNECT TO WATERLINE ON SCHOOL PROPERTY
CONNECT TO WATERLINE ON WINDSOR DRIVE
EX WALMART
EX HOME DEPOT
PROPOSED PUMP STATION
PROPOSED SANITARY CONNECTION TO EX SAN SEWER
PROPOSED WATERLINE STUB & 10' ESMT


Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
PRE-DEVELOPED DRAINAGE DIVIDES
LEGEND
NORTH


POST-DEVELOPED DRAINAGE DIVIDES
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA
Bowman
LEGEND
NORTH
GRAPHIC SCALE
OFF-SITE AREA
51.84 AC
C = 0.42
CN = 86

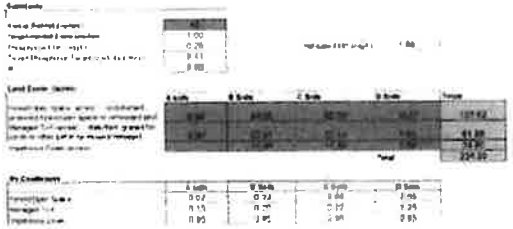
Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
POST-DEVELOPMENT DRAINAGE DIVIDES (ALT B)
FAUQUIER COUNTY, VIRGINIA
LEGEND
NORTH
GRAPHIC SCALE
OFF-SITE AREA
831.54 AC
C = 0.42
CN = 68
DA "A"
24.23 AC
C = 0.24
CN = 75
DA "B"
32.40 AC
C = 0.28
CN = 57
DA "C"
48.60 AC
C = 0.27
CN = 60
DA "D"
12.25 AC
C = 0.27
CN = 56
DA "E"
4.41 AC
C = 0.20
CN = 64
GRANT UNCONSTRUCTED BYPASS
ON SITE LINCOLN ROUTE 15 BYPASS

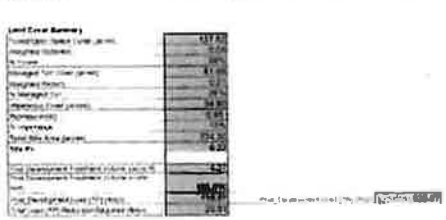

Bowman
BMP MAP
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA
NORTH
LEGEND
GRAPHIC SCALE
BMP NARRATIVE:


BMP NARRATIVE:
LEGEND
NORTH
GRAPHIC SCALE
BMP MAP (ALT B)
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA
Bowman

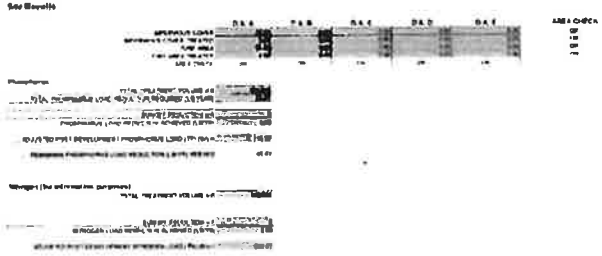
VRRM SPREADSHEET:

1 Post Development Project & Land Cover Information





Site Results



NOTE:

THE AREAS INCLUDED IN THE VRRM SPREADSHEET IS THE SITE AREA, OR ALL AREA WITHIN THE BOUNDARY REGARDLESS OF ZONE. THIS INCLUDES SOME AREAS ASSOCIATED WITH THE RESIDENTIAL PARCEL (GRASSED AREAS ALONG ROADS AND PARK AREA). IMPERVIOUS AREAS FOR FUTURE DEVELOPMENT ARE ALSO INCLUDED.

THE COMMERCIAL PROPERTY HAS NOT BEEN ENTERED INTO THE VRRM SPREADSHEET. IN THE EVENT THAT THE PROPERTY IS DEVELOPED, IT SHALL MEET CURRENT STORMWATER MANAGEMENT REQUIREMENTS.

PRELIMINARY STORMWATER MANAGEMENT NARRATIVE:

THE SITE WILL COMPLY TO THE REQUIREMENTS FOR CHANNEL PROTECTION BY INSTALLING 3 PONDS AT THE OUTFALL OF STORM SEWER SYSTEMS AND INSTALLED OUTSIDE OF THE FLOODPLAIN.

PRELIMINARY APPLICATION OF THE ENERGY BALANCE EQUATION TO THE DEVELOPED AREAS OF THE DEVELOPMENT RESULT IN A MAXIMUM RELEASE RATE FOR THE PONDS AS SHOWN HEREIN FOR ALL PONDS. SHEETFLOW AND DISCONNECTED PERVIOUS AREAS NEED NOT BE EVALUATED FOR CHANNEL PROTECTION. FLOW VELOCITIES WILL BE REDUCED TO NON-EROSIVE VELOCITIES WHILE CONVEYING THE FLOW WITHIN THE DEFINED CHANNEL. IF UNACCOUNTED CHANNEL FLOW IS CREATED WITH THE FINAL DESIGN OF THE PROPOSED IMPROVEMENTS, CHANNEL PROTECTION FEASIBLES SHALL BE APPLIED.

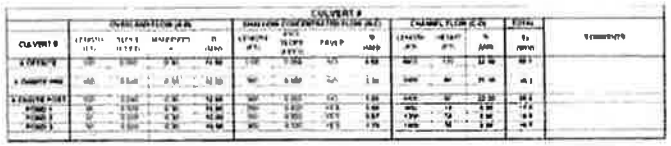
EACH POND HAS BEEN ASSIGNED WITH PERPETUAL SOFTWARE TO CONFIRM THAT THE REQUIRED STORAGE VOLUME FOR EACH POND CAN BE ACHIEVED WITHOUT DISTURBING AREAS WITHIN THE FLOODPLAIN. EACH POND CAN REDUCE THE 1-YEAR RUN-OFF RATE TO THE TARGET RATE AND PASS THE 10-YEAR STORM WHILE PROVIDING THE APPROPRIATE FREEBOARD. THE ROUTING IS PRELIMINARY AND DOES NOT REFLECT A DETAILED ENGINEERING OF EACH POND. DETAILED ENGINEERING WILL BE PROVIDED WITH CONSTRUCTION PLANNING.

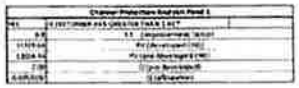
SWM GENERAL NOTES:

PONDS 1 - 3 WILL BE DESIGNED AS EXTENDED DETENTION DRY PONDS AT A MINIMUM WHICH WILL SATISFY THE REQUIRED POLLUTANT REMOVAL FOR THE SITE FOR QUALITY AND ADDITIONALLY BE SIZED TO CONFORM TO THE CHANNEL PROTECTION CRITERIA. FINAL CALCULATIONS FOR THE ENERGY BALANCE WILL BE PROVIDED AT FINAL ENGINEERING. OTHER FACILITIES IN ACCORDANCE WITH VA SWM CLEARINGHOUSE WILL BE EVALUATED AT FINAL DESIGN IF NEEDED.

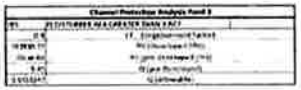
THIS PROJECT WILL BE REQUIRED TO FILE A VWPP PERMIT UNDER THE GP2010 VSMP/VRRM CRITERIA.

CHANNEL PROTECTION CALCULATIONS:









PRELIMINARY SWM CALCULATIONS

ARRINGTON

CONCEPT DEVELOPMENT PLAN

RURAL, INDUSTRIAL DISTRICT - FAUQUIER COUNTY, VIRGINIA

Bowman

Bowman Consulting Group Ltd
20 Park Street, Suite 201
Leesburg, VA 20175
Phone: (703) 443-2400
Fax: (703) 443-2405
www.bowman.com
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PROJECT NUMBER
RECH - 22 - 001700

PLAN STATUS

DATE	DESCRIPTION
03/03/23	REV PER 1ST SUB COM
04/04/23	REV PER 2ND SUB COM
05/05/23	REV PER 3RD SUB COM
6/23/23	REV PER PC SUB
8/28/23	REV PER BOS SUB COM

DRAWN BY	CHECKED BY
DMW	DMW

SCALE: AS SHOWN

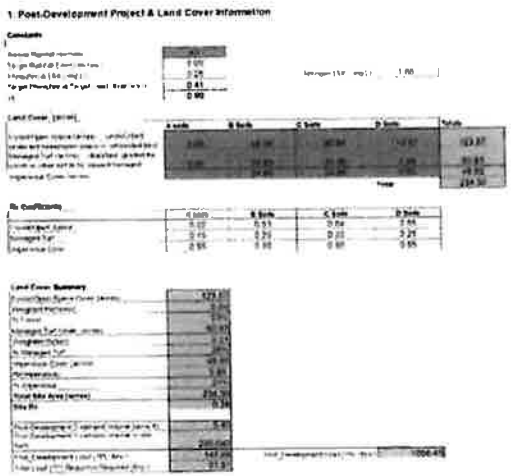
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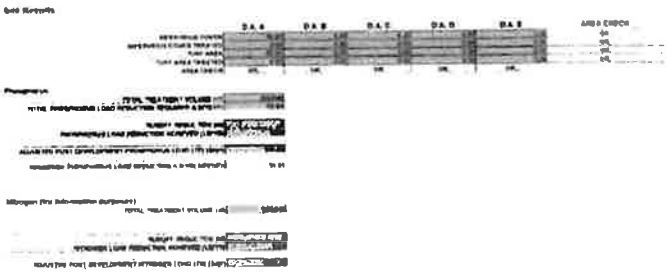
DATE: JULY 28, 2023

FILE NO. 2204-01-PH-004

SHT 14 of 17

VRRM SPREADSHEET:





NOTE:

THE AREAS INCLUDED IN THE VRRM SPREADSHEET ARE IN THE SITE AREA, OR ALL AREA WITHIN THE BOUNDARY REGARDLESS OF ZONE. THIS INCLUDES TURF AREAS ASSOCIATED WITH THE RESIDENTIAL TYPICAL GRADED SWALES ALONG ROADS AND PARK AREAS. IMPERVIOUS AREAS FOR THIS DEVELOPMENT ARE ALSO INCLUDED.

THE COMMERCIAL PROPERTY WAS NOT EVEN ENTERED INTO THE VRRM SPREADSHEET. IN THE EVENT THAT THE PROPERTY IS DEVELOPED, IT SHALL MEET CURRENT STORMWATER MANAGEMENT REQUIREMENTS.

PRELIMINARY STORMWATER MANAGEMENT NARRATIVE:

THE SITE WILL CONFORM TO THE REQUIREMENTS FOR CHANNEL PROTECTION BY INSTALLING 4 PONDS AT THE OUTFALL OF STORM SEWER SYSTEMS AND INSTALLED OUTSIDE OF THE FLOODPLAIN.

PRELIMINARY APPLICATION OF THE ENERGY BALANCE EQUATION TO THE DISTURBED AREAS OF THE DEVELOPMENT RESULT IN A MAXIMUM RELEASE RATE FOR THE PONDS AS SHOWN HEREIN FOR ALL POND. SHEETFLOW AND DISCONNECTED IMPERVIOUS AREAS NEED NOT BE EVALUATED FOR CHANNEL PROTECTION. FLOW VELOCITIES WILL BE REVISED TO NON-ERODIBLE VELOCITIES WHILE CONTAINING THE FLOW WITHIN THE DEFINED CHANNEL. IF UNACCOUNTED CHANNEL FLOW IS CREATED WITH THE FINAL DESIGN OF THE PROPOSED IMPROVEMENTS, CHANNEL PROTECTION MEASURES SHALL BE APPLIED.

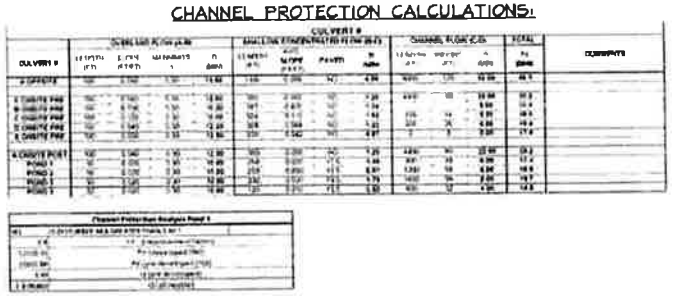
EACH POND HAS BEEN MODELED WITH PONDPACK SOFTWARE TO CONFIRM THAT THE REQUIRED STORAGE VOLUME FOR EACH POND CAN BE ACHIEVED WITHOUT DISTURBING AREAS WITHIN THE FLOODPLAIN. EACH POND CAN REDUCE THE 1-YEAR RUN-OFF RATE TO THE TARGET RATE AND PASS THE 100-YEAR STORM WHILE PROVIDING THE APPROPRIATE FREEBOARD. THE ROUTING IS PRELIMINARY AND DOES NOT REFLECT A DETAILED ENGINEERING OF EACH POND. DETAILED ENGINEERING WILL BE PROVIDED WITH CONSTRUCTION PLANNING.

SWM GENERAL NOTES:

PONDS 1 - 4 WILL BE DESIGNED AS EXTENDED DETENTION DRY PONDS AT A MINIMUM WHICH WILL SATISFY THE REQUIRED POLLUTANT REMOVAL FOR THE SITE FOR QUALITY AND ADDITIONALLY BE SIZED TO CONFORM TO THE CHANNEL PROTECTION CRITERIA. FINAL CALCULATIONS FOR THE ENERGY BALANCE WILL BE PROVIDED AT FINAL ENGINEERING. OTHER FACILITIES IN ACCORDANCE WITH VA SWM CLEARINGHOUSE WILL BE EVALUATED AT FINAL DESIGN IF NEEDED.

THIS PROJECT WILL BE REQUIRED TO PULL A VSMP PERMIT UNDER THE STATE VA SWM/VSMP CRITERIA.

CHANNEL PROTECTION CALCULATIONS:



Bowman

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101 South Street, S.E.
Leesburg, VA 20175
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Fax: (703) 443-0089
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PRELIMINARY SWM CALCULATIONS (ALT B)

ARRINGTON

CONCEPT DEVELOPMENT PLAN

MARSHALL MAGISTERIAL DISTRICT AUGUSTA COUNTY, VIRGINIA

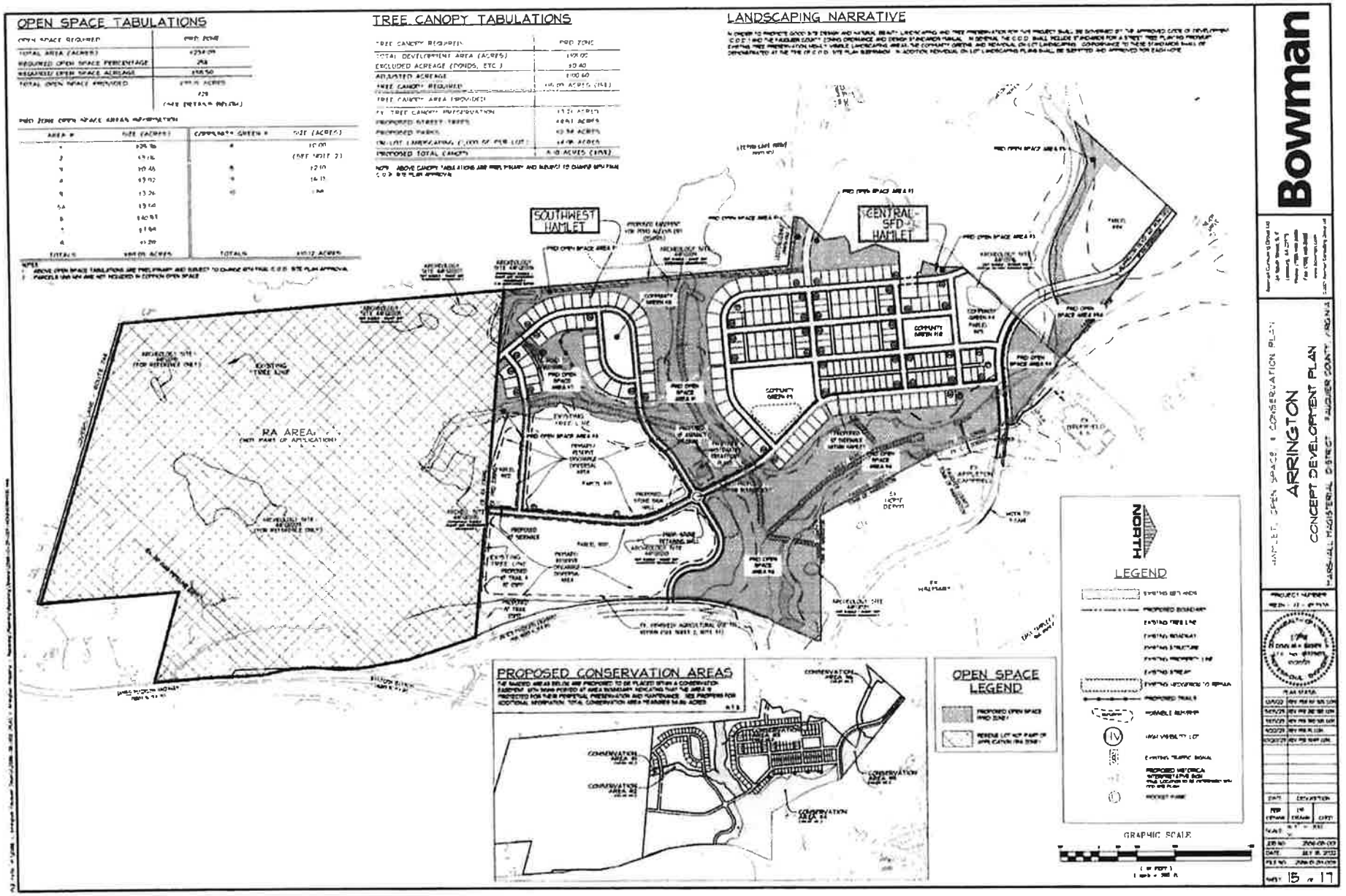
PROJECT NUMBER

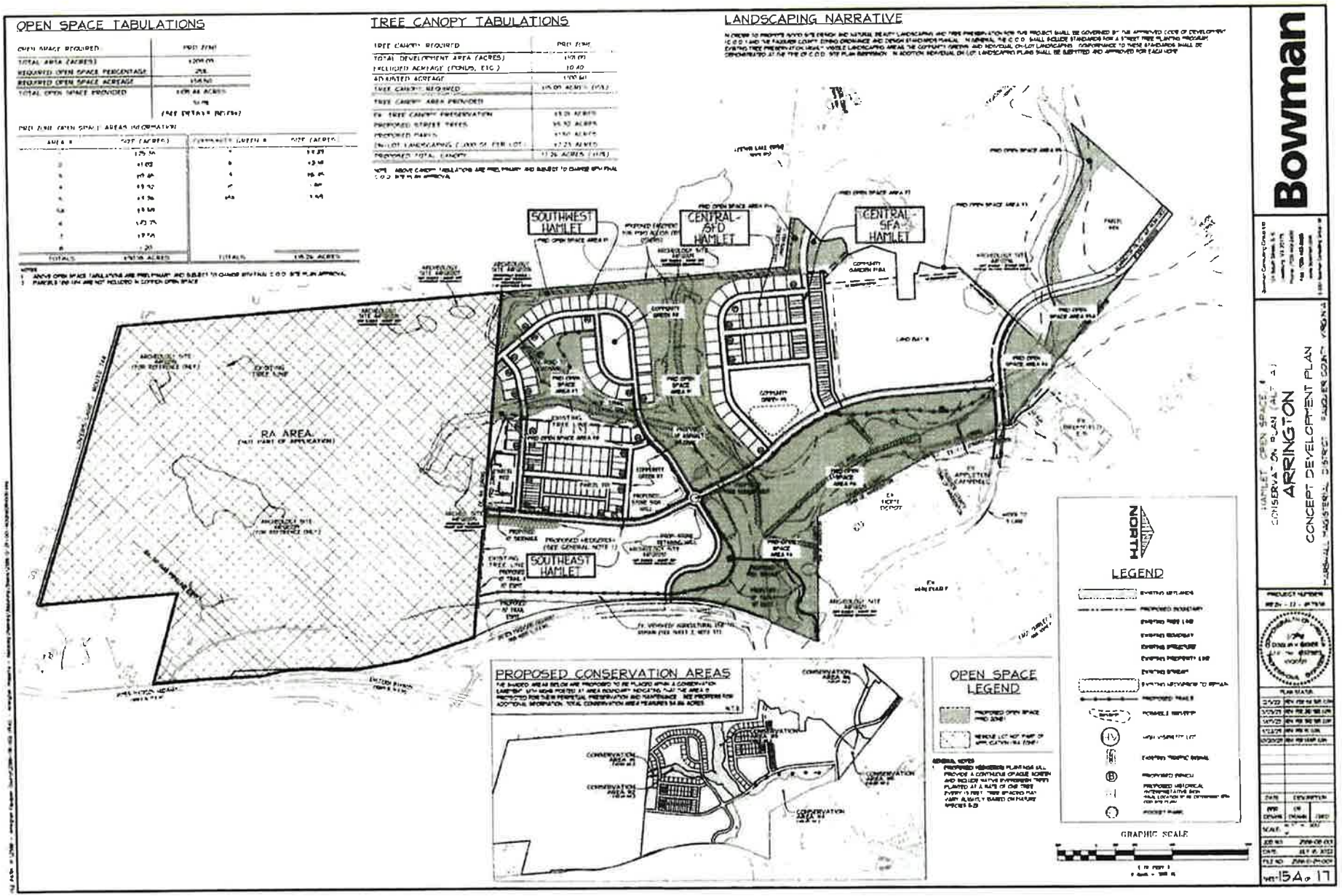
PLAN STATUS

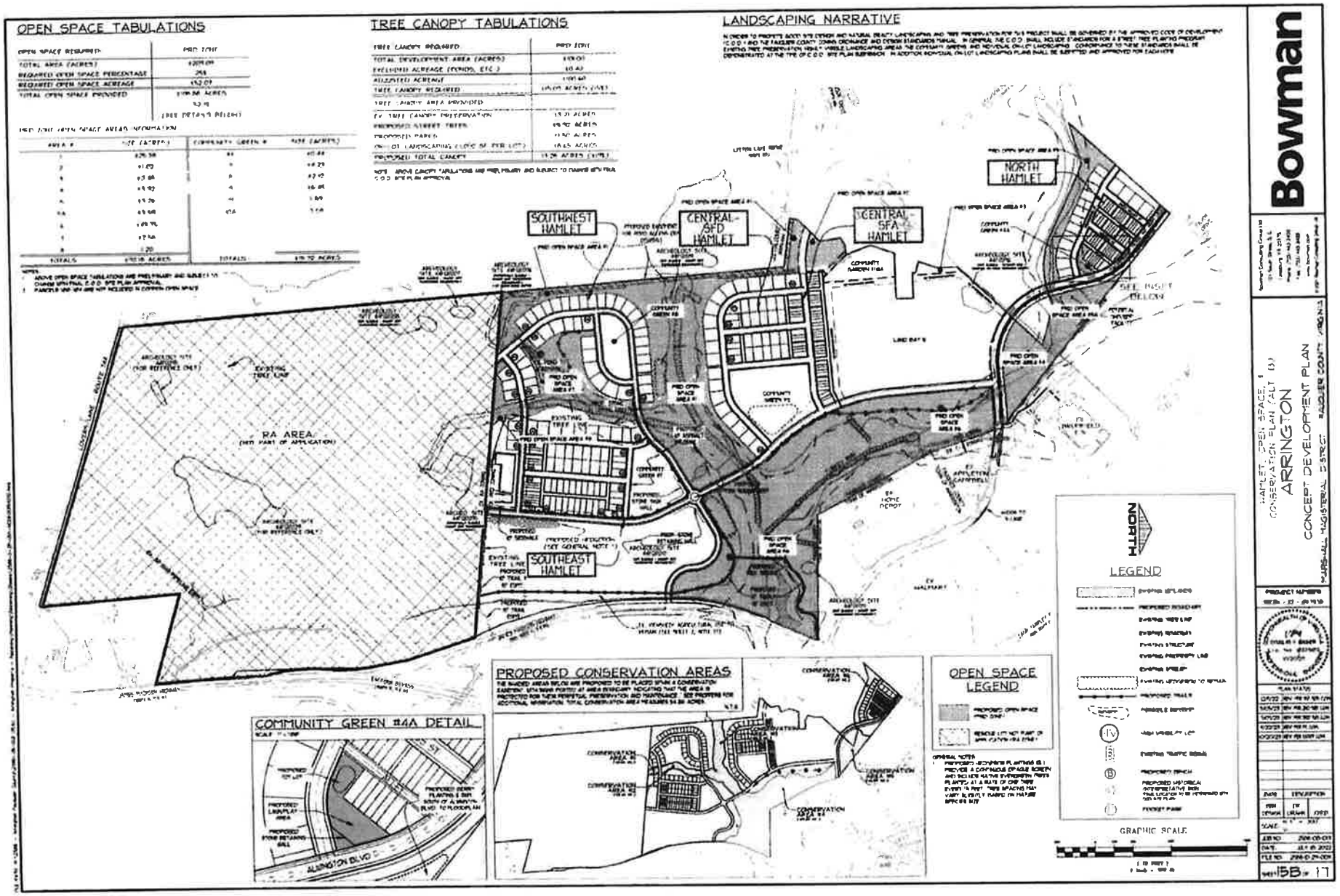
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5/31/23	REV PER 2ND SUB COM
10/17/23	REV PER 3RD SUB COM
4/22/24	REV PER PLANC
6/20/24	REV PER STAFF COM

JOB NO. 2184-01-00
DATE JULY 19, 2022
FILE NO. 2184-01-24-0004

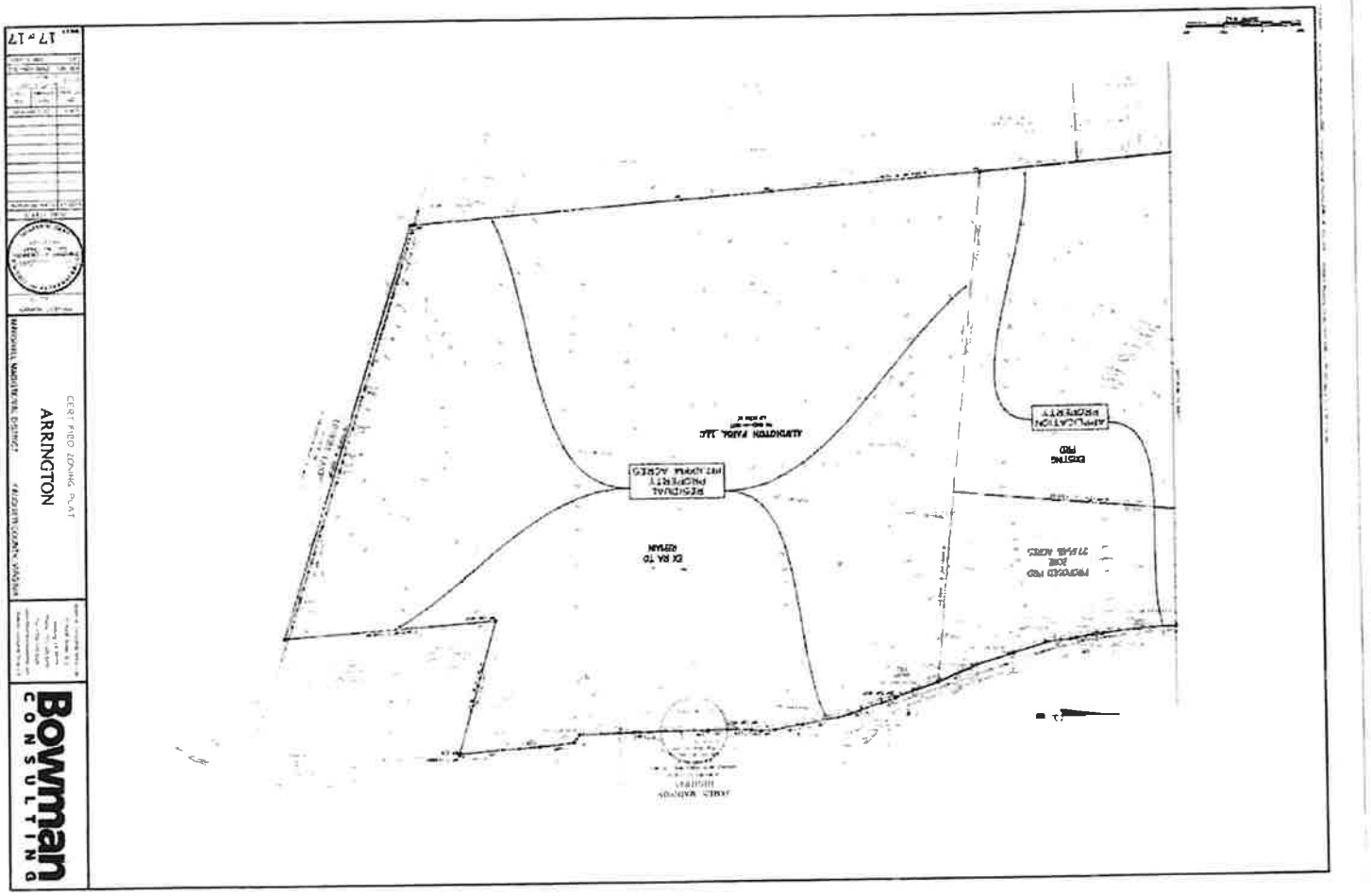
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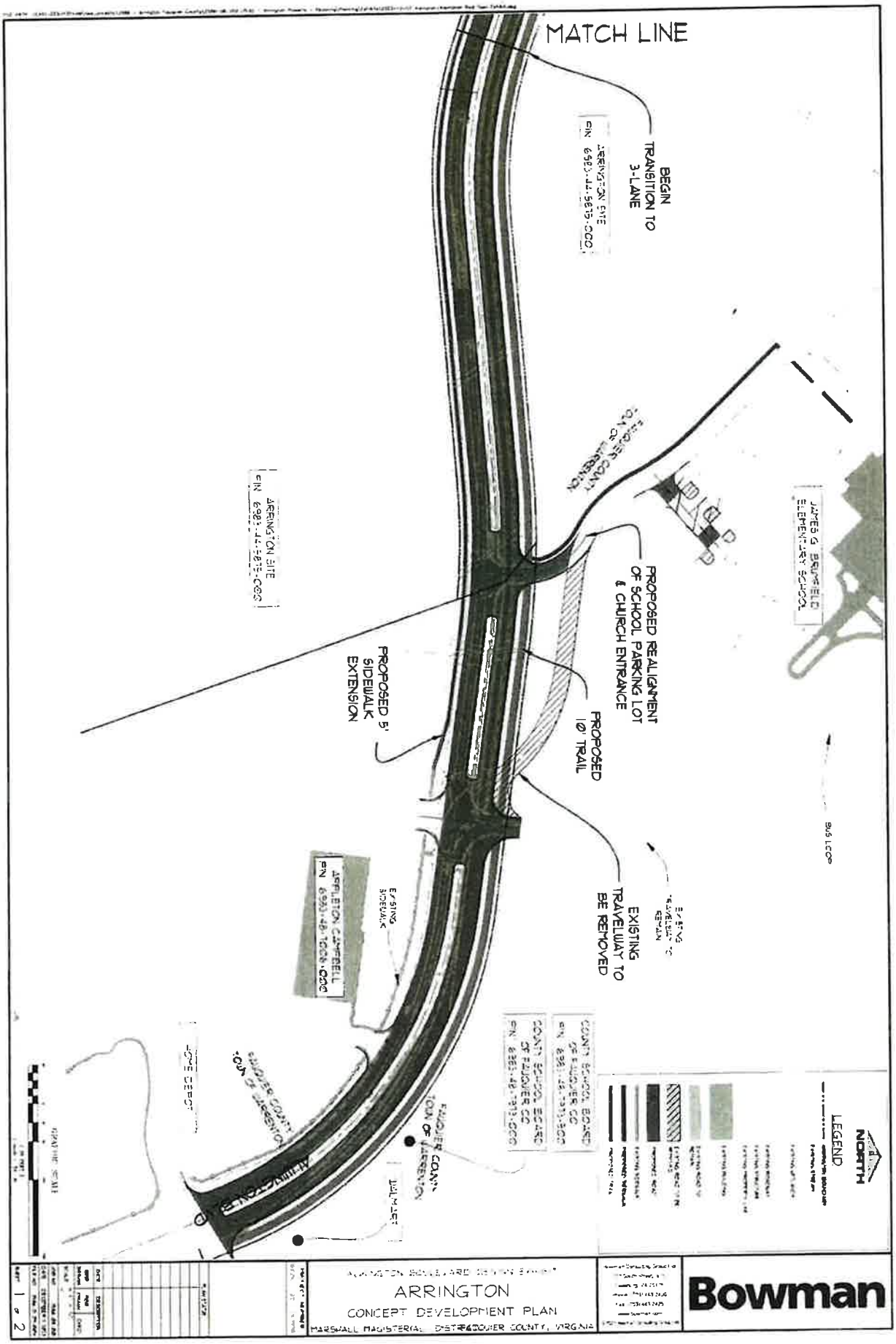

OPEN SPACE TABULATIONS
TREE CANOPY TABULATIONS
LANDSCAPING NARRATIVE
SOUTHWEST HAMLET
CENTRAL SFD HAMLET
RA AREA
PROPOSED CONSERVATION AREAS
OPEN SPACE LEGEND
LEGEND
NORTH
GRAPHIC SCALE
Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN


OPEN SPACE TABULATIONS
TREE CANOPY TABULATIONS
LANDSCAPING NARRATIVE
SOUTHWEST HAMLET
CENTRAL - SFD HAMLET
CENTRAL - SFA HAMLET
SOUTHEAST HAMLET
RA AREA
(NOT PART OF APPLICATION)
PROPOSED CONSERVATION AREAS
OPEN SPACE LEGEND
LEGEND
NORTH
GRAPHIC SCALE
Bowman
HAMLET OPEN SPACE & CONSERVATION PLAN (ALT. A)
ARRINGTON
CONCEPT DEVELOPMENT PLAN
NELSON COUNTY, VIRGINIA


OPEN SPACE TABULATIONS
TREE CANOPY TABULATIONS
LANDSCAPING NARRATIVE
SOUTHWEST HAMLET
CENTRAL - SFD HAMLET
CENTRAL - SFA HAMLET
NORTH HAMLET
SOUTHEAST HAMLET
RA AREA
(NOT PART OF APPLICATION)
SEE INSET BELOW
COMMUNITY GREEN #4A DETAIL
PROPOSED CONSERVATION AREAS
OPEN SPACE LEGEND
LEGEND
NORTH
GRAPHIC SCALE
Bowman
HAMLET OPEN SPACE & CONSERVATION PLAN (SHT 1)
ARRINGTON
CONCEPT DEVELOPMENT PLAN
RURAL MAGISTERIAL DISTRICT
FAUQUIER COUNTY, VIRGINIA

APPLICATION PROPERTY
EX PRD ZONE
ALLINGTON FARM, LLC
LAND BAY H
25.0000 ACRES
PROPOSED PRD ZONE
71.6545 ACRES
JAMES MADISON HIGHWAY
LEGION COURT
ZONING AREA TABULATION
EASEMENT LEGEND
VICINITY MAP
LINE TABLE
CURVE TABLE
SURVEYOR'S NOTE
SYMBOL LEGEND
CERTIFIED ZONING PLAT
ARRINGTON
MARSHALL MAGISTERIAL DISTRICT
FAUQUIER COUNTY, VIRGINIA
Bowman
CONSULTING
16 of 17


ARRINGTON
CERTIFIED ZONING PLAT
Bowman
CONSULTING


MATCH LINE
BEGIN TRANSITION TO 3-LANE
PROPOSED REALIGNMENT OF SCHOOL PARKING LOT & CHURCH ENTRANCE
PROPOSED 10' TRAIL
PROPOSED 5' SIDEWALK EXTENSION
EXISTING TRAVELWAY TO BE REMOVED
JAMES G. BRUMFIELD ELEMENTARY SCHOOL
ARRINGTON SITE
EIN 6983-44-5815-000
ASHLEIGH CAMPBELL
EIN 6983-48-1008-000
COUNTY SCHOOL BOARD OF FAUQUIER CO
EIN 6983-48-1311-000
NORTH
LEGEND
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA
Bowman

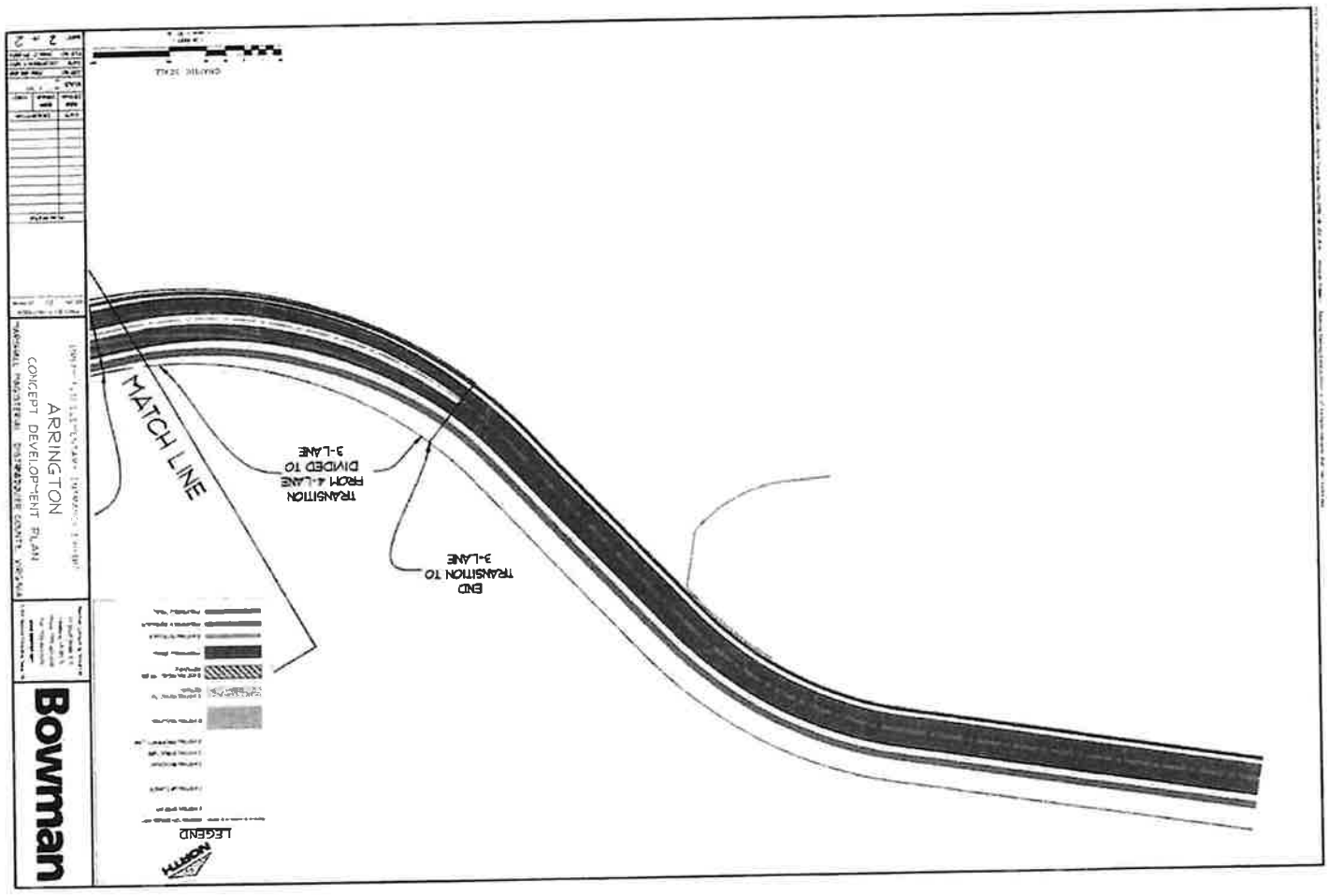

MATCH LINE
TRANSITION FROM 4-LANE DIVIDED TO 3-LANE
END TRANSITION TO 3-LANE
LEGEND
NORTH
ARRINGTON
CONCEPT DEVELOPMENT PLAN
Bowman

EXHIBIT C

Code of Development

Arrington

CODE OF DEVELOPMENT

REZN-22-017978



FAUQUIER COUNTY, VIRGINIA | OCTOBER 20, 2023

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OWNER
Arrington Farm, LLC

DEVELOPER/APPLICANTS
Arrington Farm Development, LLC
[illegible]
[illegible], VA [illegible]

Van Metre Communities, LLC
9800 Main Street, Suite 500
Fairfax, VA 22031

CIVIL ENGINEERING, PLANNING & LANDSCAPE ARCHITECTURE
[illegible]
[illegible]
[illegible], VA [illegible]

TRANSPORTATION ENGINEERING
Grove Slade
4114 Legato Road
Suite 650
Fairfax, VA 22033

WASTEWATER ENGINEERING
[illegible]
[illegible]
Suite 101
[illegible], VA [illegible]

LEGAL
Attention: John Foote
Walsh Colucci Lubeley & Walsh
4310 Prince William Parkway
Suite 300
Prince William, VA 22192

Bowman



ARRINGTON LOCATION MAP

DESCRIPTION OF THE PROJECT

Arrington is a development that organizes the design of homes, public spaces and environmental areas in a manner that complements and respects the traditional time-honored planning models of Warrenton and Fauquier County. Arrington embraces Traditional Neighborhood Design (TND) in a way that exemplifies the goals and objectives of the Planned Residential Development zoning district. Arrington is designed as a small, eclectic neighborhood that features the very best aspects of neo-traditional planning with an appreciation for the qualities that best represent Warrenton and Fauquier County. The community reflects the aesthetic form and warmth of older, established residential areas of Warrenton as well as the goals and objectives expressed in the recently adopted Town of Warrenton 2040 Plan and the Warrenton Service District Plan within the Fauquier County Comprehensive Plan. The Base Zoning plan for Arrington is composed of a combination of residential blocks, each with home constructed on lots of varying width and area, small pocket parks and internal open spaces served by a system of interconnected streets, sidewalks and trails providing multi-modal connectivity to nearby schools, shopping, recreation and services. Arrington is envisioned and designed as a walkable community. The residences will be of a Piedmont vernacular and vary in configuration, type, architectural style, form, and roof line (e.g. federal, colonial



ARRINGTON FARM POND

Revival, Farmhouse, Arts and Crafts styles, etc.) and contain various architecturally detailed front porches, garages and fenestrations.

The Arrington community will consist of two hundred seventeen (217) residential lots under the Base Zoning plan. The base density at Arrington is 0.93 dwelling units per acre. Alternative development plans are proposed which depend on the decision of Arrington with the corporate boundaries of the Town of Warrenton, availability of public water and sewer service, and, with Alternative B, the availability of off-site right-of-way for the construction of the off-site portion of Phase 2 of the currently extension of Arrington Boulevard.

Development Alternative A consists of two hundred and seventy (270) residential lots, of which 15 lots are reserved for the construction of affordable housing units with a density of 1.01 dwelling units per acre. This alternative includes twenty-five (25) acres to be developed in accordance with the regulations of the Town's Commercial (C) Zoning District. Development of the Arrington community under this alternative is based on Arrington being within the corporate boundaries of the Town of Warrenton and the availability of public water and sewer service.

Development Alternative B consists of two hundred and seventy (270) residential lots, of which 15 lots are reserved for the construction of affordable housing units. Proposed density of the planned community is 1.01 dwelling units per acre. This alternative includes twenty-five (25) acres to be developed in accordance with the regulations of the Town's Commercial (C) Zoning District. Development of this area by the Town of Warrenton during the Town/County boundary line adjustment process. Development of the Arrington community



ARRINGTON ILLUSTRATIVE PLAN - BASE ZONING

ILLUSTRATIVE PLAN

The Base Zoning Development Plan consists of one hundred seventeen (117) residential lots with a density of 0.93 dwelling units per acre. This is the same number of residential lots that was approved under the original Arrington PRD Rezoning of 2015.



ARRINGTON ILLUSTRATIVE PLAN (ALTERNATIVE A)

■ Illustrative Plan



ARRINGTON ILLUSTRATIVE PLAN (ALTERNATIVE B)

PROCESS

In accordance with these Building and Lot Requirements (the "BLRs") for the development of the Arlington Community, all new construction shall conform to the building and lot requirements, and design and construction specification requirements set forth below. The requirements set forth herein cover a broad scope of design elements including, but not limited to, lot layout of building and accessory structures (including garages and driveways), architectural design elements and requirements, fencing, lighting and landscape design and installation. The intention of these regulations is to ensure a consistent level of high quality design throughout the community.

All house designs and landscape plans, as well as the architectural design and details of each home to be constructed within the Arlington community, shall be submitted by the builder ("Builder") and approved by the Arlington Conservancy Architectural Review Committee ("ARC") before construction commences. ARC approval does not relieve the applicant of the responsibility of obtaining all other necessary approvals and permits required by Town of Warrenton, Fauquier County, the Commonwealth of Virginia, and/or other governmental agencies having jurisdiction over the construction of the same.

INITIAL ARCHITECTURAL REVIEW COMMITTEE:

MEMBERSHIP

The role of the ARC is the review and approval of all site planning, appearance, architectural design, and aesthetics of lots and homes in the Arlington community.

The ARC shall consist of three members, two of whom shall be appointed by the Declarant, and the third of whom shall be appointed by the applicable jurisdiction at its discretion. The ARC will select an architect to advise it as to conformance of applications with these BLRs. The Architect shall be licensed to practice architecture in the Commonwealth of Virginia, shall possess a minimum of ten years of experience working with Architectural Review Boards for historic districts, and traditional neighborhood design developments, and shall have completed previous projects that incorporate historical and/or adjacent community architectural styles found in Warrenton, Fauquier County and the broader Virginia Piedmont. Each of the three members shall have an equal vote.

Following completion of construction (defined herein as the issuance of the final certificate of occupancy of the first home constructed on 95% of the residential lots subject to these BLRs), ARC/D is to grant the jurisdiction authority of voting by right to accept a member of the ARC, whenever it so desires. The Declarant shall thereafter appoint all three members of the ARC.

NON-LIABILITY

Neither the ARC nor its members, their successors, agents, consultants, representatives, employees, or attorneys, shall be liable for damages, or other relief of any kind whatsoever, to anyone submitting plans to it for approval, or to any applicant, by reason of mistake in judgment, negligence arising out of any action of the ARC with respect to any submission, for failure to follow these BLRs, or for the performance or non-performance of any duty or responsibility assigned hereunder.

ACCURACY OF INFORMATION

Any person submitting plans to the ARC shall be responsible for verification and accuracy of all components of ALL submission, including, without limitation, all site components, grades, elevations, all lot locations, and all pertinent features of the lot or plans.

REGULATORY COMPLIANCE

It is the responsibility of any Builder to obtain all necessary permits and ensure compliance with all applicable governmental regulations and requirements. Plans submitted for ARC review shall comply with all applicable building codes, zoning regulations, and the requirements of all governmental entities having jurisdiction over the building project or the property. Regulatory approvals do not preclude or supersede the authority and responsibility of the ARC, which is independent of any other agency or entity with jurisdiction and which is established by the BLRs. It is not the responsibility or function of the ARC to review submissions for compliance with applicable governmental regulations and it will decline to do so.

NEW CONSTRUCTION APPROVAL PROCEDURES

In order to construct new homes, or any additional exterior improvements, Builder shall submit plans thereto for review and approval by the ARC.

- Applications for plan approval. A submittal package (referred to herein as the "Application") shall include two copies of legible plot plans including, among other things, driveway layout with lot grades, and landscaping plans (including detailed plant lists), architectural floor plans and elevations, material samples, color palette samples, light fixture blueprints or photographs, and details of any proposed decking or fencing. The application shall also include a tabulation showing compliance with corresponding Lot Standards for the Lot Category and Type as well as the Lot Mix Per Block standards and Unit Mix table listed in Part II and the Lot Layout Variety requirements set forth in Part III. The ARC may request additional materials that it deems necessary to complete a proper review of any building or other plans required hereby.

- ARC Review and Approval. The ARC will review the submission within fourteen (14) calendar days of receipt of a complete Application. The Applicant will within that time receive written approval (that may include conditions thereon), or written disapproval stating the bases for disapproval. Approval by the ARC does not relieve the applicant of the responsibility of obtaining all other necessary approvals and permits required by the Town of Warrenton, Fauquier County, the Commonwealth of Virginia, and/or any other agency having jurisdiction over the project.

  Notification of the ARC's final approval constitutes a binding agreement and commitment between the Builder and the ARC, and deviation from approved plans is prohibited without formal modification thereof pursuant to the procedures established herein.

  The Committee's action on any Application shall be in its sole discretion and shall be final and unappealable.

SUBMISSION OF A CODE OF DEVELOPMENT SITE PLAN:

The County's process under the PRD zoning for the submission of a Code of Development Site Plan shall be followed, including the submission of additional information as necessary to determine compliance with this Code of Development. A Code of Development Site Plan shall be submitted for administrative approval by the Zoning Administrator. A Code of Development Site Plan may include any combination of grading, infrastructure, lots or buildings for any portion of the development subject to phasing and proffers, provided it is consistent with the approved Concept Development Plan (CDP) referenced in this Code of Development. The established process for issuance of Land Disturbing Permits associated with site plans, infrastructure plans, and all construction plans involving land disturbance shall also be followed subsequent to the approval of a Code of Development Site Plan.

SUBMISSION OF FINAL PLATS:

The County's process under the PRD zoning and the applicable Subdivision Ordinance for the submission of a Final Plat shall be followed, including the submission of additional information as necessary to determine compliance with this Code of Development and the approved Code of Development Site Plan.

SUBMISSION OF BUILDING/ZONING PERMITS FOR INDIVIDUAL HOUSES OR OTHER STRUCTURES:

The established process for Building/Zoning Permits shall be followed, except that:

- A review by the ARC for compliance with the Code of Development shall occur. The ARC review shall be completed prior to submittal for zoning review for Zoning/Building Permits.

- A copy of the ARC's approval letter, the Application and all supporting materials submitted to the ARC shall be submitted with the building plans. Compliance with the Code of Development shall be required for issuance of a Zoning or Building Permit.

- Every structure on a residential lot, including all sheds (even those less than 150 square feet) and residential fences shall require a zoning permit.

- Upon completion of construction and prior to issuance of an occupancy permit for each house, the Owner shall submit to the County a copy of a letter issued by the ARC which confirms that such house was constructed in substantial conformance with the approved ARC application.

DEVIATIONS FROM THE CODE OF DEVELOPMENT:

The developer/applicant shall comply with the provisions of this Code of Development, provided that the Zoning Administrator shall have the authority and discretion to approve certain deviations from the requirements within the parameters specifically set forth in this Code. Deviations beyond those authorized by the language of this Code or the Proffer Statement shall be considered an amendment to the Arrington rezoning and shall require a rezoning and/or proffer amendment application, as determined by the jurisdiction.

APPEALS:

An appeal of any Zoning Administrator decision related to the interpretation of this Code of Development shall be made to the governing authority, following the established procedures for appeals of proffer interpretations.

DEVIATIONS IN PROCESS:

Should the jurisdiction amend the Zoning or Building Permit approval process or the approval authority, Arrington shall be required to follow that amended process.



EXISTING SERVICE DISTRICT MAP



PROPOSED ZONING MAP

DEVELOPMENT PROGRAM - BASE ZONING

2015 APPROVED REZONING					2022 PROPOSED REZONING (BASE)				
COMMUNITY SECTOR	LAND AREA (acs.)	TOTAL NO. OF LOTS	FRONT/SIDE LOAD (MAX)	REAR LOAD (MIN)		LAND AREA (acs.)	TOTAL NO. OF LOTS	FRONT/SIDE LOAD (MAX)	REAR LOAD (MIN)
PREMIALETS									
VIGNERONS		63	49	14					
MEDIAGES		53	45	8	CENTRAL		174	100	74
COOPERSGUILD		52	37	15					
VINTNERS		39	33	6	SOUTHEAST		33	33	0
					SOUTHEAST				
					CENTRAL SEA				
					NORTH				
TOTAL	206.41	212	162	55	TOTAL	238.09	212	148	64
DENSITY	1.03	lots/ac	76.4%	25.9%	DENSITY	0.93	lots/ac	69.8%	30.2%

LAND USE - BASE ZONING

The Arrington development proposes a [illegible] of residential single family dwelling units with varying lot frontages in a village design consistent with the Greenway/Gateway Residential objectives outlined in the Warrenton Service District Plan. Approximately 22 acres of the property was subject of a recent change in land use designation from "Public" or "Open Space" or "Park" and remains within the Warrenton Service District. As illustrated in the Development Program Chart below, the 212 residential lots proposed under the current Base Zoning Plan is the same as the 212 residential lots approved under the 2015 Rezoning even though the acreage of the community has increased by the 22 acres. Further, the number of lots with alley/reverse garages has been increased from 55 lots (25.5% of total) to 74 lots (34.1%) to further emphasize the pre-traditional design of the Arrington community and is consistent with the objective for the property outlined in the Warrenton Service District Plan.





LAND USE - ALTERNATIVES A & B

The alternative Arrington development program includes several single family dwelling lot sizes varying for frontages, market-rate and affordable townhomes, and a commercial component that includes an entertainment and retail component within a new traditional village design. The village will be bordered on the south and east by preserved open space and on the north by a 25-acre community commercial center to be developed in accordance with the regulations of the Town of Warrenton Commercial (C-1) Zoning District. The open spaces on the south and east will preserve the rural character of the southern gateway to the Town of Warrenton consistent with the Greenway/Gateway Residential objectives outlined in the Warrenton Service District Plan. The 25-acre community commercial center located adjacent to Alwington Boulevard and at close proximity to existing larger retail development provides the Town of Warrenton with the opportunity to expand the Greenway and Nature Parkway established within the Plan Warrenton 2040 vision of "maintaining the quality of experience of trails for [illegible]"

DEVELOPMENT PROGRAM - ALTERNATIVES A & B

	2022 PROPOSED REZONING (ALT A)				2022 PROPOSED REZONING (ALT B)			
COMMUNITY SECTOR	LAND AREA (acs.)	TOTAL NO. OF LOTS	FRONT/SIDE LOAD (MAX)	REAR LOAD (MIN)	LAND AREA (acs.)	TOTAL NO. OF LOTS	FRONT/SIDE LOAD (MAX)	REAR LOAD (MIN)
PERIMETER								
CENTRAL		66	36	30		66	36	30
SOUTHWEST		33	33	0		33	33	0
SOUTHEAST		77	77	33		77	77	33
CENTRAL SEA		33		33		33		33
NORTH								
TOTAL	209.09	211	110	101	209.09	220	127	141
DENSITY =	1.01	lots/ac	52.1%	47.9%	1.29	lots/ac	47.0%	53.0%

PERMITTED USES:

PRINCIPAL USES PERMITTED (PER ZO 4-103)

A. Detached, single family dwellings

B. Attached, single family dwellings including duplex, townhouses, atrium houses and patio houses

SECONDARY USES PERMITTED (PER ZO 4-104)

A. Parks, playgrounds, community centers and non-commercial recreational and cultural facilities such as tennis courts, swimming pools, game rooms, libraries and related facilities.
B. Electric, gas, water, sewer, and communication facilities, including transformers, pipes, meters, pump stations and related facilities for distribution of local service
C. Intentionally Deleted
D. Accessory uses and structures including home occupations, storage buildings, and detached garages
E. Temporary buildings, the uses of which are incidental to construction during development being conducted on the same or adjoining tract or section which shall be removed upon completion or abandonment of such construction
F - H. Intentionally Deleted
I. Eating establishments (maximum floor area of 8,000 square feet)
J - R. Intentionally Deleted
S. Farmer's market
T. Intentionally Deleted
U. Commercial/Office uses collocated with residential dwelling units
V. Bed and breakfast, inn (maximum of 15 guest rooms)

GENERAL USE LIMITATIONS:

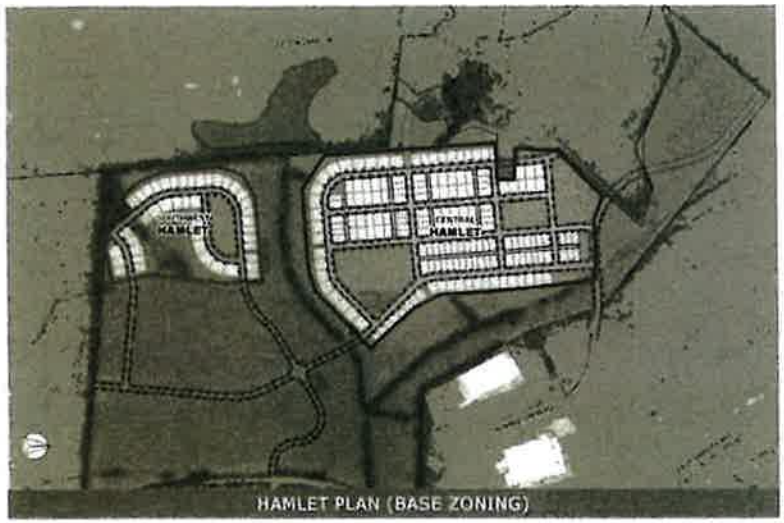
Unless otherwise specified under a specific provision of this Code of Development, all uses shall conform to the following use limitations and performance standards of the Fauquier County Zoning Ordinance:

1. Section 2-502: Limitations on the Occupancy of a Dwelling Unit
2. Section 2-508: Limitations on Junk and Inoperable Vehicles
3. Section 2-510: Sales from Vehicles
4. Section 2-512: Limitations on Keeping of Animals
5. Section 2-600: Common Open Space and Common Improvement Facilities
6. Article 5: Administrative Permits, Special Permits and Special Exceptions
7. Article 8: Signs
8. Article 9: Performance Standards
9. Article 11: Telecommunications Ordinance

ACCESSORY USES (PER ZO 6-102)

The following accessory uses shall be allowed within A1 and A10 in conjunction with and incidental to, and on the same lot as the principal use, provided that all other requirements of this Code of Development are also met:

1-3. Intentionally Deleted
4. Child's play house not to exceed 100 SF & play equipment
5-7. Intentionally Deleted
8. Gardening
9. Intentionally Deleted
10. Parking and loading spaces, off-street, as regulated by Article 7.
11-17. Intentionally Deleted
18. Statues, arbors, trellises, barbecue stoves, flagpoles, fences, walls and hedges. Maximum height for fences is 6 feet located to the rear of the front façade of the house.
19. Intentionally Deleted
20. Storage structures incidental to a permitted use
21. Swimming pool and bathhouses, private
22. Tennis, basketball or volleyball court and other similar private outdoor recreational uses
23a. Intentionally Deleted
24. Intentionally Deleted
25. Yard/garage sales accessory to residential uses (per ZO)
26-29. Intentionally Deleted
30. A Family day home for four or fewer children
31. The letting for hire of not more than two rooms to not more than two persons for periods not shorter than one month
32-33. Intentionally Deleted



HAMLET PLAN (BASE ZONING)

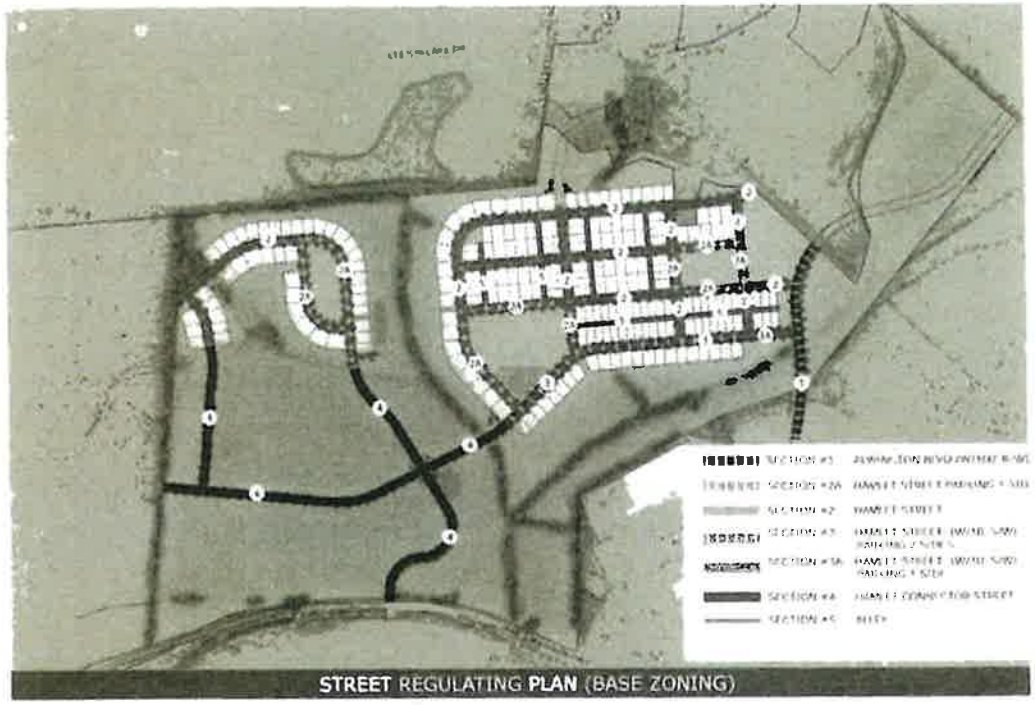


HAMLET PLAN (ALTERNATIVE B)

GENERAL REQUIREMENTS

STREETS:

All streets, excluding alleys, shall be public streets. Alleys shall be private streets owned and maintained by the HOA. All public streets and alleys shall be designed in a manner consistent with the typical sections shown on the subsequent pages subject to any modifications required to meet the applicable jurisdictional design standards and specifications. Arrington has been designed to provide an interconnected street grid within the community, with strategically located access points for future interparcel connectivity. This street grid design encourages a more friendly pedestrian circulation system, provides for dispersion of traffic, and



STREET REGULATING PLAN (BASE ZONING)



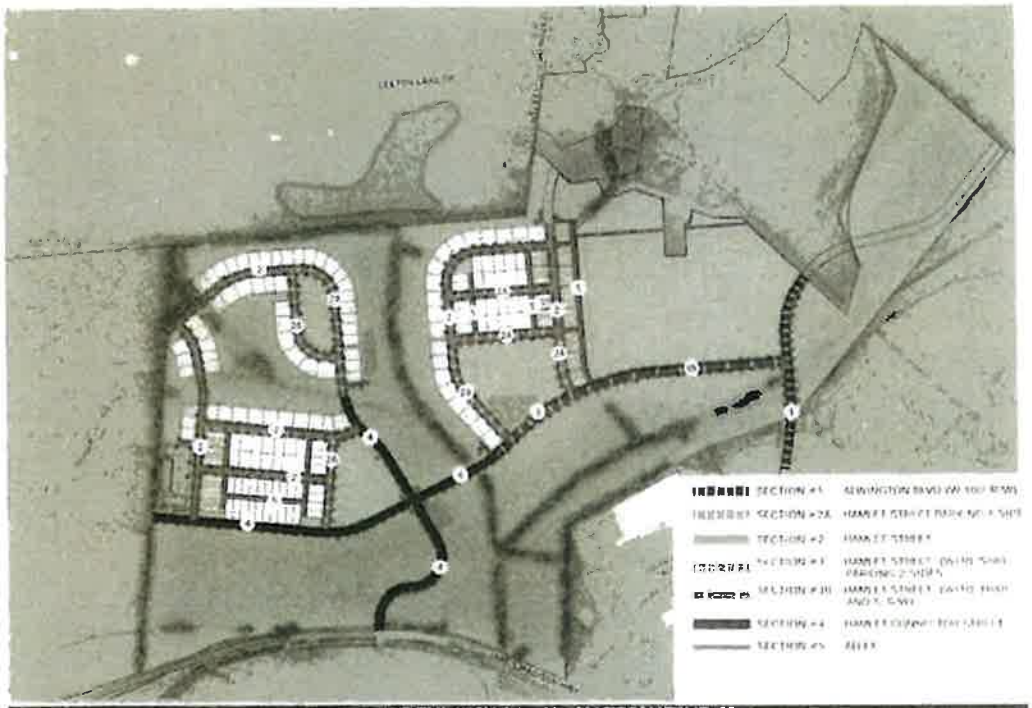
VDOT ROUNDABOUT



ALWINGTON BLVD. EXTENSION THROUGH FLOODPLAIN



PROPOSED CONNECTION TO WARRENTON WATER SYSTEM



STREET REGULATING PLAN (ALTERNATIVE A)



ON-STREET PARKING:

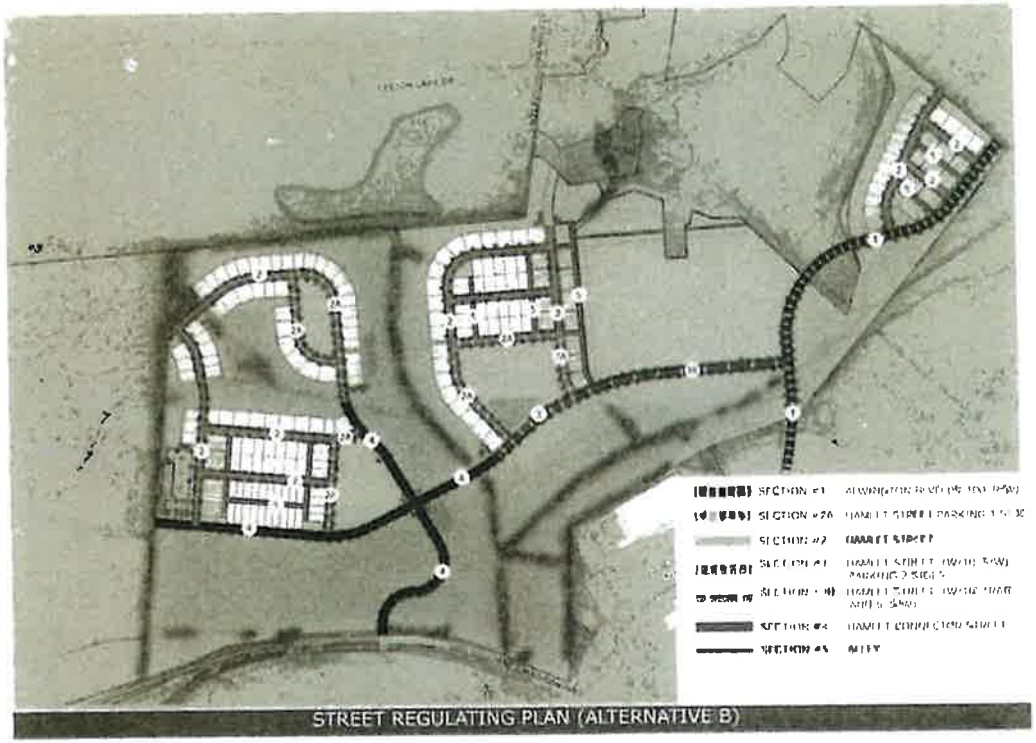
Internal on-street parking shall be provided along one or both sides of all residential streets within the public right-of-way, subject to approval by the applicable governmental authority with jurisdiction over such public right-of-way.

UTILITIES AND EASEMENTS:

All underground utilities shall be located within [illegible] in the [illegible] Public sewer and water line shall be within the public right-of-way where practicable based on standard engineering practices. Dry utilities serving lots with alley access shall be placed within the alley, subject to utility provider approval.

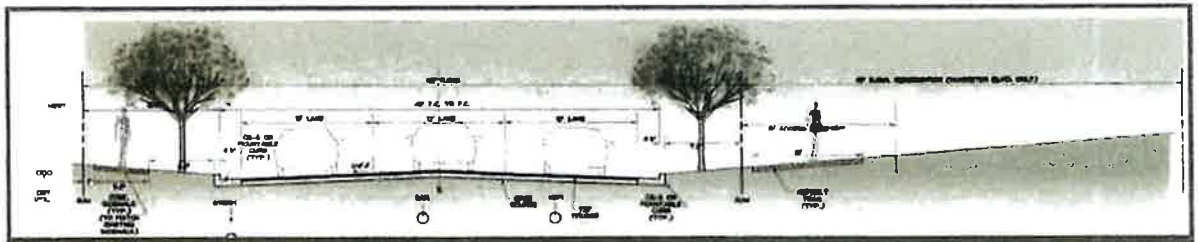
STREETSCAPE:

Streetscape elements, including street trees, sidewalks, crosswalks, and street lights, shall be provided [illegible] within the district.

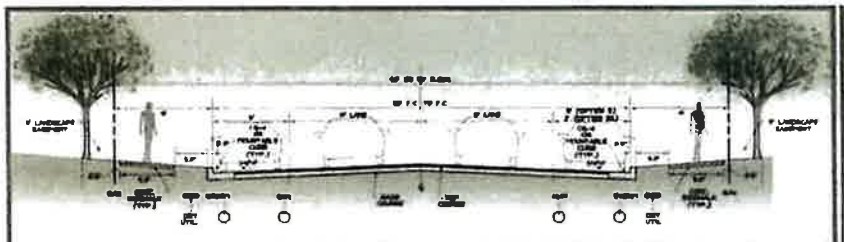


STREET REGULATING PLAN (ALTERNATIVE B)

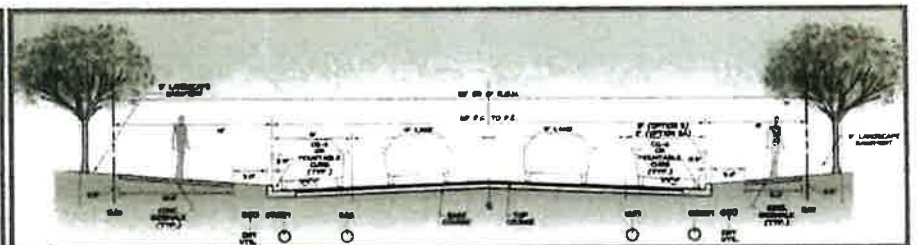
Typical Section



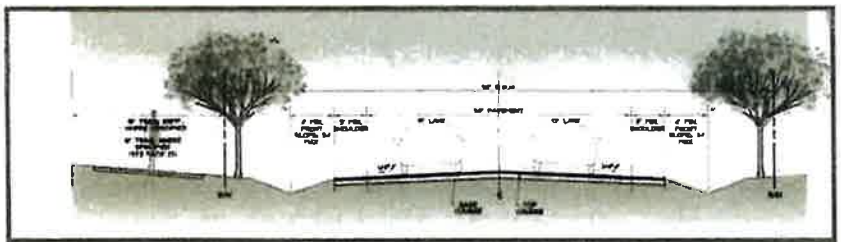
SECTION #1 & 3B - ALWINGTON BLVD & PUBLIC STREET, NO PARKING (W/5' SIDEWALK & 10' TRAIL) (NOT TO SCALE)



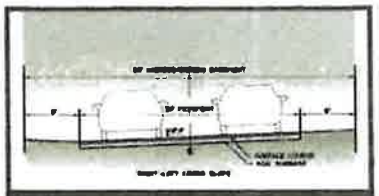
SECTION #2 & 2A - HAMLET STREET, PARKING ONE/BOTH SIDES (NOT TO SCALE)



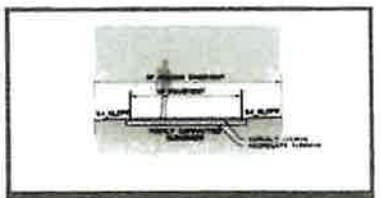
SECTION #3 & 3A - HAMLET STREET - PARKING ONE/BOTH SIDES & 10' SIDEWALK (NOT TO SCALE)



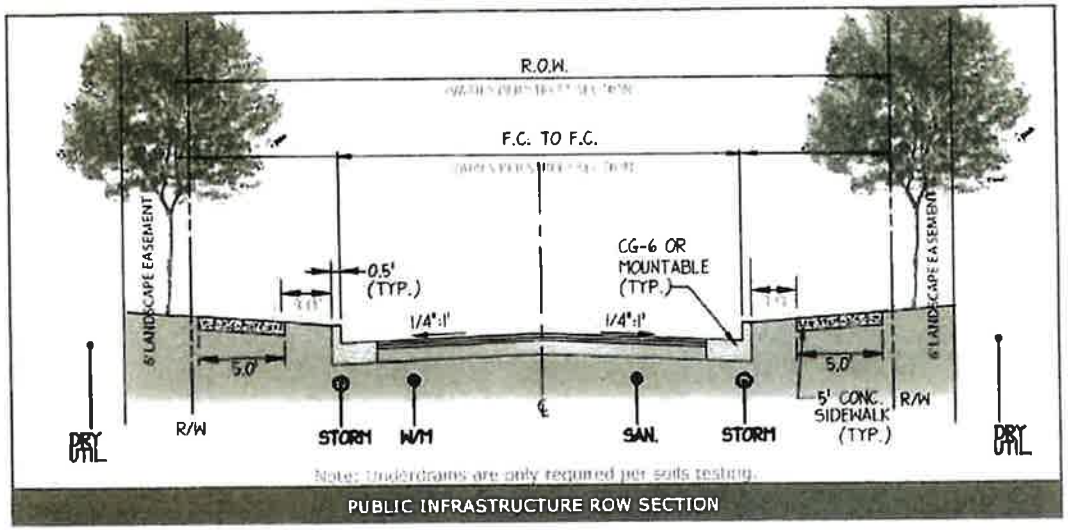
SECTION #4 - HAMLET CONNECTOR STREET, NO PARKING (NOT TO SCALE)



SECTION #5-PRIVATE ALLEY (NOT TO SCALE)



TYPICAL TRAIL (NOT TO SCALE)



Note: Underdrains are only required per soils testing.

PUBLIC INFRASTRUCTURE ROW SECTION

UTILITIES AND EASEMENTS

LOCATION:
All utilities and utility easements will be located in a manner that supports the goal of creating traditional character within Arrington. All new utility lines shall be placed underground. All utility lines/easements will be located within the public right of way to the greatest extent possible. Dry utility line/easements will be allowed to be placed within front yards to the extent such placement does not interfere with required landscaping or other required elements of the plan. To the extent achievable, shared easement and easements of reduced width will be utilized as allowed by various dry utilities.

FIRE HYDRANTS:
Placement of fire hydrants shall occur at locations that minimize spacing to adjacent parcels (and to street corners) subject to fire and rescue approval. And as contemplated will meet fire rescue standards.



TRANSFORMERS/UTILITY BOXES





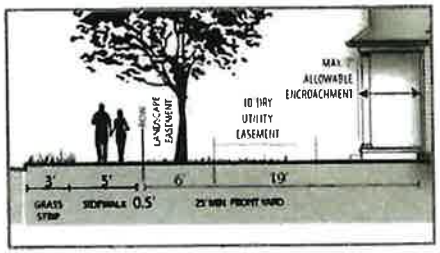
Streetscape

STREETSCAPE:

The streets within Arrington are designed to reflect the traditional neighborhood character of the development, as well as their carrying capacity. The goal is to provide narrow, traffic-calmed streets with on-street parallel parking in keeping with traditional forms of development. Every public street is lined with sidewalks and canopy trees, helping to create an environment that accommodates cars, but also welcomes pedestrians to walk through the neighborhood. Streetscape features shall include pedestrian scale street lights. Standards for lighting are found on the following page.

STREET TREE REQUIREMENTS:

1. Every street shall have street trees planted on both sides of each street adjacent to the public sidewalks or trails.
2. Street trees shall generally be located just outside the right of way within landscape easements on each lot located between the sidewalk and house. The number of street trees to be planted shall result in an average density of one tree per 40 feet of cumulative block frontage. Spacing and location may be adjusted in order to create unique effects and to accommodate utility crossings and other site design constraints.
3. Street trees shall be selected from those listed in the table titled Appropriate Street Trees at Arrington in Appendix C. The list highlights specific cultivars of tree types specifically recommended for street tree use in Virginia by VDOT and the Virginia Tech Department of Forestry.
4. Street trees shall be planted in a manner that helps to create special character and identity for individual streets. This shall be accomplished by using the same tree type along both sides of the street, and varying that type from street to street.

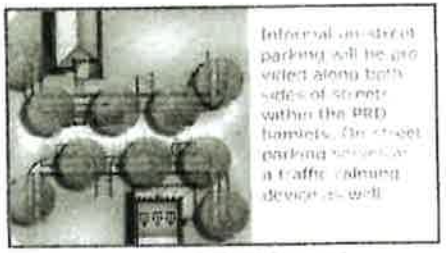


TYPICAL STREETSCAPE

SIDEWALK NOTES:

1. Concrete sidewalks shall be provided as shown on the typical street section.
2. Score joints shall be provided to demark the ends of sidewalk through driveway aprons subject to jurisdictional approval.
3. Sidewalks shall be constructed so there is no change in grade at the driveway apron, subject to jurisdictional approval.





ON-STREET PARKING





PEDESTRIAN STREET LIGHTS:



DOMINION CUTOFF ACORN FIXTURE

Comparable HID Wattage	Finish Color	Initial Lamp Lumens	Lighting Pattern	Correlated Color Temperature (CCT)	Input Wattage
70	Black	3838	Type III	5000K	45
100	Black	5472	Type III	5000K	66
150	Black	8133	Type III	5000K	131

The illumination of streets will be provided in accordance with the following standards:

1. Street lights shall be provided along every street with a sidewalk or trail.
2. Street lights shall be a maximum of 12 feet in height as required by Dominion or the applicable jurisdiction.
3. Light shall be spaced at intervals of 200-240 feet, or as determined by final photometrics.
4. Lights shall be shielded to direct light downward.
5. Fixtures and poles shall have a dark finish and be generally of a traditional design, consistent in character and quality to those shown on this page subject to approval in the public ROW by Dominion and the applicable jurisdiction.

GUARDRAIL:

Guardrail and guardrail signage (as required) shall utilize materials and colors as required by the applicable jurisdictional authority.



MAIL BOXES:

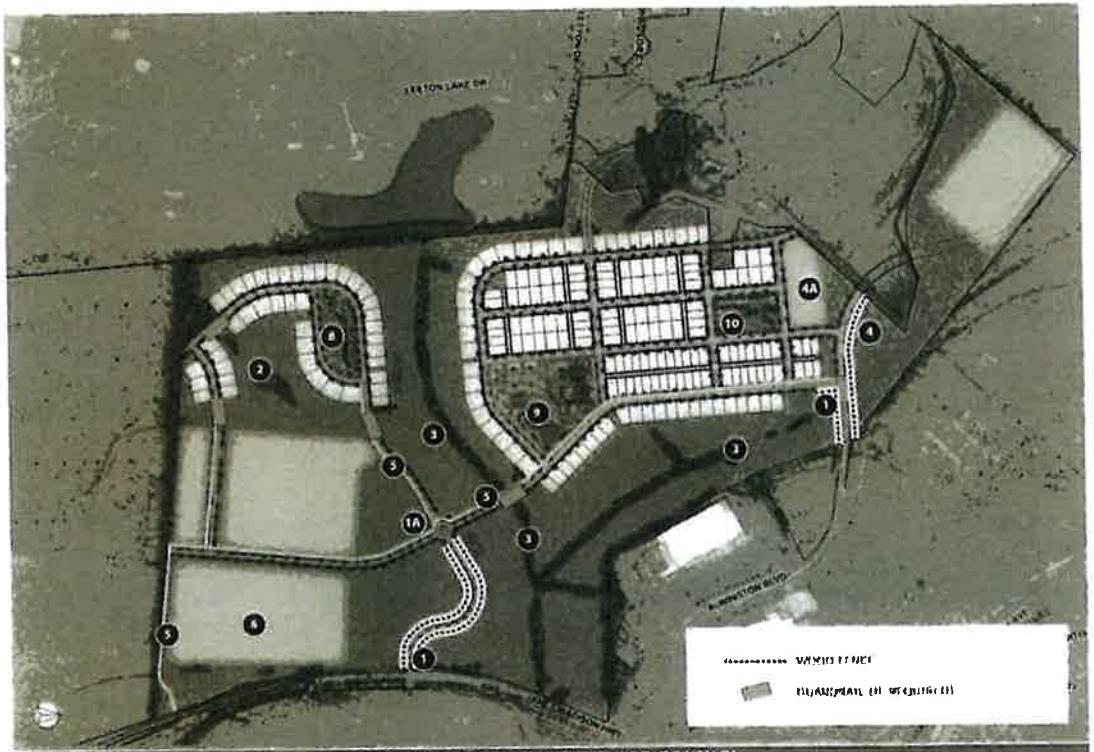
Mail boxes shall be simple, functional, and in accordance with approved projects standards. Their design and location should minimize their visual impact and comply with all applicable design standards and codes. Individual freestanding mailboxes shall be allowed, with a requirement for dark finishes for the mailboxes and posts. No separate newspaper delivery boxes shall be allowed. Grouped mailboxes shall be allowed where required by the United States Postal Service (Postal Service). All group mailboxes shall be in dark finishes, subject to approval by the Postal Service.



CLUSTERED MAILBOX
BLACK IN COLOR



FREESTANDING MAILBOX
BLACK IN COLOR



OPEN SPACE SYSTEM MAP (BASE ZONING)

■ Open Space to Amenities

OWNERSHIP, MANAGEMENT AND ACCESS TO OPEN SPACE:

Arrington includes a system of open spaces that will connect the development with the surrounding neighborhoods and provide access to the natural features on the site. The open space strategy is designed to provide access to the surrounding context by creating a network of trails and sidewalks that connect to the open space for recreation. All of the open spaces created within the development will be owned and maintained by the Arrington Property Owners Association, unless otherwise noted herein and/or within the applicable

PROGRAMMED OPEN SPACE AREAS: (BASE ZONING)

1 Active Recreation	6 Acres
1A Dog Park	0.1 Acre
2 Event Pond	0.6 Acres
3 Wildflower Meadow	20.9 Acres
4 Open Pavilion	0.7 Acres
4A Community Garden	1.1 Acres
5 Trails	1.4 Acres
6 Viewshed Overlook Area	27.5 Acres
7 N/A	
8 Neighborhood Pocket Community Green	2.1 Acres
9 Central Hamlet Community Center and Community Green	0.1 Acre
10 Central Hamlet Community Green	1.0 Acre
Total Programmed Open Space	65.6 Acres
Offset Open Space	13.5 Acres
Total Open Space	79.1 Acres



OPEN SPACE SYSTEM MAP (ALTERNATIVE A)

PROGRAMMED OPEN SPACE AREAS: (ALTERNATIVE A)

1	Entry Signage	0.4 Acres
1A	Fort Redoubt	1.1 Acres
2	Open Field	2.0 Acres
3	Wildflower Meadow	20.0 Acres
4	Berry Planting	0.1 Acres
4B	Central Hamlet West Retail Plaza	2.0 Acres
5	Trail	1.5 Acres
6	Village Green Passive Area	2.0 Acres
6A	Lobby & Administration and Agricultural Use (HA Zones Only)	2.5 Acres
7	Southeast Hamlet Community Center	1.2 Acres
8	Southwest Hamlet Community Center	1.1 Acres
9	Central Hamlet Community Center and Community Green	0.5 Acres
10A	Creek & Open Space Corridor	5.8 Acres
	Total Programmed Open Space	51.1 Acres
	Other Open Space	58.1 Acres
	Total Open Space	109.2 Acres





OPEN SPACE SYSTEM MAP (ALTERNATIVE B)

■ Open Space & Amenities

PROGRAMMED OPEN SPACE AREAS: (ALTERNATIVE B)

1 Parks Service	11 Acres
1A Lake Leeton	9.1 Acres
2 Open Play	4.6 Acres
3 Old Town Meadow	20.0 Acres
4 Berry Pavilion	0.7 Acres
4B Central Linear Park Recreation Corridor	2.8 Acres
5 Base	1.0 Acres
6 Wetland Conservation Area	17.0 Acres
6A Falling Leaf Interpretive Site	2.1 Acres
7 Southeast Family Community Garden	1.2 Acres
8 Southeast Hamlet Greenway Connector	0.1 Acres
9 Center Hamlet Community Center and Community Garden	0.1 Acres
10A Central Hamlet Community Garden	1.5 Acres
Total Programmed Open Space	61.3 Acres
Other Open Space	17.1 Acres
Total Open Space	78.4 Acres



Accomac County Virginia

1 & 1A. ENTRY SIGNAGE & ENTRY FEATURE:

Muted entry signage will consist of a contemporary, hanging frame sign on a post flanked by stone columns and black farm fence. Imagery is provided on page 59 in the signage section of the Appendices. Two natural fieldstone retaining walls framing a non-roundabout exit behind Accomac ridge will signify arrival to the community. One wall will have a muted sign board farm fencing adjacent to it before visitors will continue into the community. The entrance will be accented with trees, shrubs, and/or perennial flowers, including at its location along the perimeter fence line.

2. FARM POND:

The small farm pond will keep its current size and informal, unmanicured appearance. Invasive vegetation will be removed and replaced with native wetland plantings. A proposed trail will provide access to its banks for fishing and sightseeing. One bench will be provided for a natural, rest and retreat from everyday life.

3. WILDFLOWER MEADOW: (FLOODPLAIN)

This passive recreational area will provide native wildflower seeding to the stream valley ecosystem as it is anticipated as a natural meadow for passive recreational enjoyment of residents and visitors alike. Bird houses will also be provided within the meadow. It will be visible from James Madison Highway and be a major contribution to the southern gateway of Warrenton. Select areas within the floodplain will be seeded based on field conditions and increased visibility. Alternatives A and B will include a trail meandering through the meadow with two seating areas.

4. BERRY PLANTINGS: (1,200 LINEAR FT.)

An informal thicket containing hawthorn, blackberries, beach plums, and/or huckleberries will be planted for the enjoyment of people and wildlife alike. They are located along a proposed paved trail in sufficient amounts to graze or harvest.

4A. CENTRAL HAMLET NORTH GREEN (BASE) OR NORTH HAMLET GREEN (ALTERNATIVE B)

The green will be a visible focal point when entering the site from Alwington Boulevard. This informal green will provide a well landscaped perimeter along Alwington Boulevard with active recreation and sitting on the interior. It will incorporate perimeter trees and internal pathways and plantings.

4B. CENTRAL HAMLET WEST REFORESTATION

Native [illegible] trees [illegible] shall be planted at a rate of one (1) tree per 1,000 square feet of land area or approximately two (2) acres. Along the western boundary of the site, the reforestation area will serve as a natural visible buffer, as an environmental area, and as additional western buffer.

OPEN SPACE AMENITIES/FEATURES:

- [illegible]
- Bench
- Bike rack
- Community Park
- Communal green
- Pedestrian access
- Community garden
- Berry Plantings
- Wildflower meadows with bird houses
- Gazebo or covered structure
- Community center
- Pool
- Patio
- Trail
- Stone wall
- Ornamental tree
- Fencing

OPEN SPACE AMENITY DESIGN NOTE

Open space amenity designs suggested are preliminary and conceptual. Actual design will follow the approval of exceptions and provide the amenities features mentioned. Actual layout may vary. Parking in the community center, and food restaurant will be provided per the Zoning Ordinance.









5. TURKEY RUN TRAIL:

The Turkey Run Trail (minimum 10ft wide) will provide a pedestrian/bicycle and equestrian connection from the southerly boundary at Arrington near the intersection of James Madison Highway and the Eastern Avenue northward through the Arrington community to its northern boundary. A public access easement shall be provided for any portion of the Turkey Run Trail not located with a dedicated public street right of way. The easement shall be a minimum of fifteen feet (15') in width. The proposed trail system will connect sidewalks in and around Arrington to provide access and interconnectivity to each of the hamlets, the stream valley corridor, and all community amenities. The Turkey Run Trail will be privately maintained but open to the public.

6. VIEWSHED AGRICULTURAL AREA:

The Arrington ridge and its views framing the southern gateway to Warrenton will remain in agricultural use. [illegible] Various agricultural uses along the ridge and other areas of the site will preserve the county's farming tradition and scenic identity. If the Property is developed under the Base Zoning, only shallow root crops requiring no tilling will be planted within the area reserved for future drainfields.

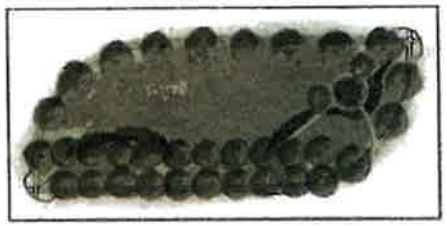
6A. RESTAURANT, INN & FUT. AGROBUSINESS

A special amenity of the site will be an eating establishment and hotel/inn proposed under development Alternatives A and B bordering the RA area to the south. The proposed eating establishment and hotel/inn along with the adjoining RA zoned parcel holds picturesque views west to the mountains. The RA zoned area could also provide the perfect setting for a single residence, farm, or agribusiness that could be a unique rural destination within Arrington. A winery could be the venue of weddings and special events which could be served by the adjacent inn and restaurant. Furthermore, the site is home to the historic Leston Forest Plantation ruins which could be restored and displayed or restored and adaptively reused within the grounds of the agribusiness.

FORMAL & COMMUNITY GREENS:

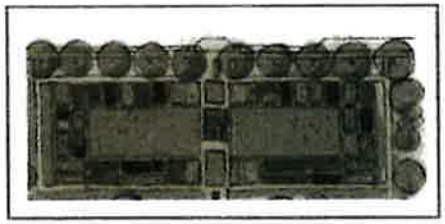
[illegible] Arrington [illegible] A community [illegible] and [illegible] gazebo, [illegible] and shade and [illegible] for [illegible] and [illegible] organized events.

[illegible] of the community [illegible] and the amenities to be provided therein are proposed on page [illegible] of the code. In addition to these [illegible] amenities [illegible] Arrington will also feature [illegible] pocket parks. These [illegible] amenities are [illegible] and [illegible] the community [illegible] and [illegible] [illegible] and [illegible] [illegible] [illegible]

















■ Open Space & Amenities

8. SOUTHWEST HAMLET COMMUNITY GREEN

Retaining the current Perimeter Road (Lot 1) as it leaves and alters the existing entrance, create new access to the site and create allée making your way through the first existing longrow. Map the south Tree grove as a welcome point of convolved open space. Trees and shrubs edge the perimeter, and the allée forms a meandering path with two benches, noting the preserved plants, and a [illegible] outlet of the green, being the start of the smaller hamlet

9. CENTRAL HAMLET

COMMUNITY CENTER & COMMUNITY GREEN

This is the largest green and will be the most active and heavily programmed. It will house the community center, pool, one tennis court or two pickleball court, formal garden with seating, and contain the largest area of open turf providing the opportunity for more active recreation. A gazebo or other covered structure is also proposed at this location, sized to allow for the [illegible] and [illegible]. Plantings will [illegible] the [illegible] and [illegible] from the street.

10. CENTRAL HAMLET COMMUNITY GREEN

The central green will be a focal point and amenity within the largest Central Hamlet. This [illegible] green will provide supplemental recreation amenities not provided by the more active community green in the Central Hamlet. Much like the Southwest green, it will incorporate perimeter tree and interior pathways, two benches, and plantings. It will have a relatively flat topography so could be used from active play as well as passive recreation.

10A. CENTRAL HAMLET COMMUNITY GARDEN

Development of the community garden under Alternatives A and B will be a place where residents can gather to socialize, share gardening skills and get fresh herbs and vegetables to garden. Three (3) benches and a [illegible] table or potting and planting will be available as well as a shed to keep tools and supplies. Raised beds will contain the soil, produce and provide easy maintenance. Design of the bed and paths will be well organized and carefully designed to be the point of the composition. A rain collection system may be provided for irrigation.

LOT TYPES:

The Arrington community will provide a mix of homes of varying category, type, and architectural styles to ensure neighborhood quality and visual diversity. Market-rate single family detached homes will consist of three categories (Village, Neighborhood, and Estate) with two distinct lot types (A and B) within each category. The widths of the market-rate single family detached lots will range from 40 feet to 116 feet with the specific range of lot widths for each lot category and type listed on page 27. The "Lot Regulating Plan" corresponding lot areas range from 4,752 square feet to 12,093 square feet as listed in the Lot Standards included on Pages 31 and 32 in this Code of Development. The width of each rectangular lot shall be measured at the front lot line. The width of each lot on a curvilinear street shall be measured at the minimum front setback line. The variation in lot widths and lot areas will facilitate a corresponding diversity in home sizes, placement on the lots, and garage orientation. Development under Alternative A would add a single family attached (townhome) lot category for the construction of market-rate and affordable townhomes. The location of all lot categories is shown on the Lot Regulating Plan. The "Lot Mix (Per Block and Total)" table on the right provides the proposed distribution of the lot categories, types, and garage orientations by block and hamlet under the Base Zoning to further define lot variation and distribution throughout the community. A similar table is provided for Alternatives A & B on page 26A. Visual diversity will be further enhanced through varying architectural styles of a Piedmont vernacular (e.g. Federal, Colonial Revival, Bungalow, American Four-square, and Contemporary Variations) with each style having distinct form, massing, and roofline definitions as well as window, door, and porch details as illustrated in Part IV of this Code of Development. The variety in architectural styles is assured within these Plan Requirements as well as the Lot & Building Requirements in Part III.

All hamlets as defined on Page 12 of this Code of Development and shown on the Concept Development Plan are required to have a variation of lot type, architectural styles, and setbacks (both front and side), all as set forth within this COD.

Corner lots with generous front and side yards are important to the character of the development because they are highly visible and serve as key features within the community. Homes on corner lots should include architectural features for both the front and side elevations fronting street, including items like wrap around porches, turrets, columns, balconies, or other unique items.

BASE ZONING LOT MIX (PER BLOCK AND TOTAL)

	SINGLE FAMILY DETACHED						SINGLE FAMILY ATTACHED		
	Estate		Neighborhood		Village		Townhome	Townhome	
	A	B	A	B	A	B	Market	Affordable	
HAMLET/BLOCK	Side Load Garage		Front Load Garage		Alley Load Garage		Alley Load Garage		TOTAL
CENTRAL HAMLET									
1			4	4					8
2	5	1							6
3	1	5							12
4	CENTRAL HAMLET COMMUNITY CENTER & COMMUNITY GREEN (9)								
5			6	3	6	3			18
6			5	4	4	3			16
7			2	1					10
8					8	16			24
9			5	3	6	3			17
10			5	3	6	3			18
11			3	3					10
12					8	5			13
13	CENTRAL HAMLET COMMUNITY GREEN (10)								
14			3	3					8
15						6			6
SUBTOTAL	6	12	33	24	34	36	0	0	139
SOUTHWEST HAMLET									
16	4		11	9					24
17	SOUTHWEST HAMLET COMMUNITY GREEN (8)								
18	1	5							6
19	4		3	2					9
20			2	2					4
21				1					1
SUBTOTAL	9	5	16	17	0	0	0	0	44
TOTAL (BASE)	13	17	62	51	38	36	0	0	217
MIX %	6.0%	7.8%	28.6%	23.5%	17.5%	16.6%	0.0%	0.0%	100.0%

HOME MIX PER BLOCK NOTE:

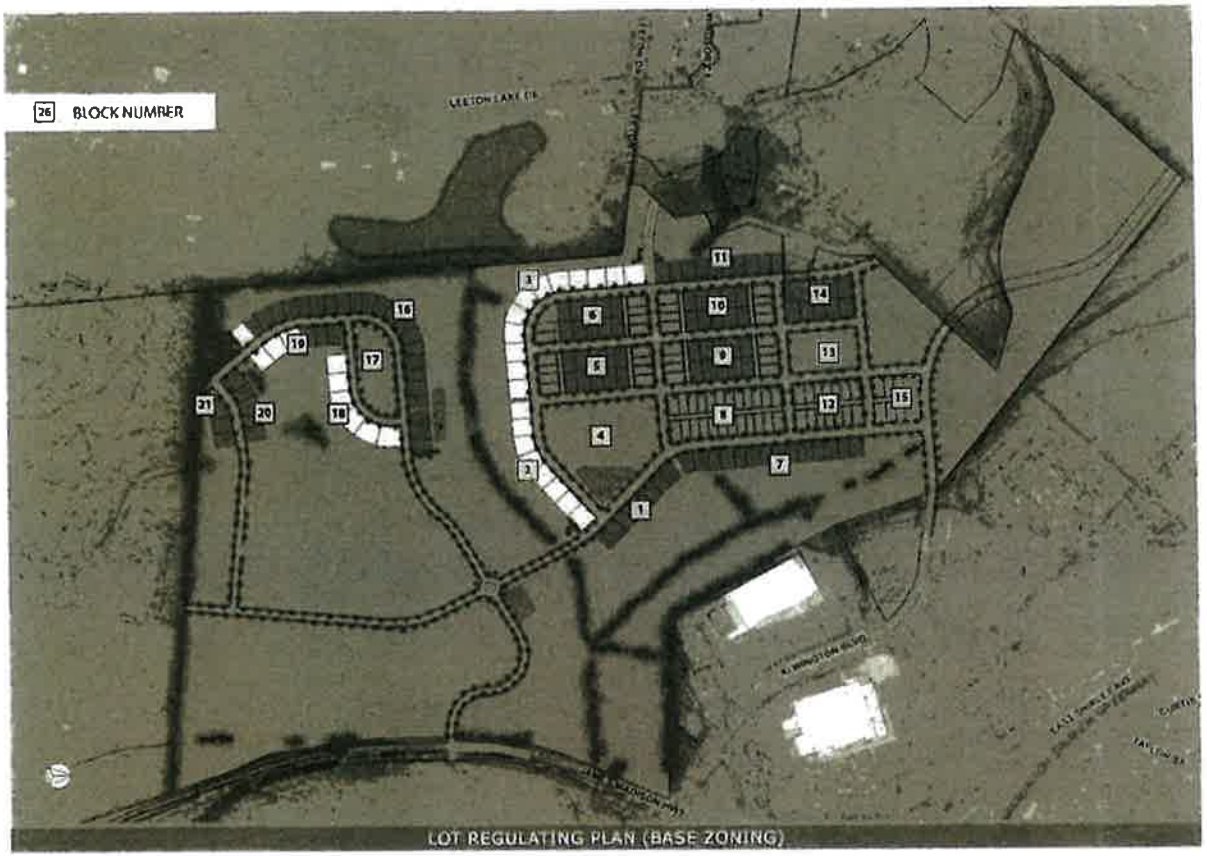
The number of lots of a certain category and type to be located within each block is subject to change during preparation of the Code of Development Site Plan up to a maximum of twenty percent (20%) for each category type (rounded up) within each block for those types within a category with more than two (2) lots in such block as long as the cumulative effects of any changes do not exceed the maximum allowable change in number of lots of each category and type per hamlet as set forth in the overall hamlet tabulations previously described herein.

No more than three (3) market-rate single family detached lots of the same category and type (e.g. Village, Type A) may be located adjacent to each other along each street frontage of a block.

ALTERNATIVE A UNIT MIX (BY BLOCK AND TOTAL)

	SINGLE FAMILY DETACHED						SINGLE FAMILY ATTACHED		
	Estate		Neighborhood		Village		Townhouse	Townhouse	
	A	B	A	B	A	B	Market	Affordable	
HAMLET/BLOCK	Side-load Garage		Front-load Garage		Alley-load Garage		Alley-load Garage		TOTAL
CENTRAL HAMLET									
2	5	8							8
3	3	9							12
4	CENTRAL HAMLET COMMUNITY CENTER & COMMUNITY GREEN (9)								
5			6	6	3	1	7		21
6			6	4	1	1	7		19
SUBTOTAL	8	12	12	8	4	2	14	0	60
SOUTHWEST HAMLET									
16	1		13	9					23
17	SOUTHWEST HAMLET COMMUNITY GREEN (8)								
18	1	5							6
19	3		1	2					6
20			2	3					5
21				3					3
SUBTOTAL	5	5	16	17	0	0	0	0	43
SOUTHEAST HAMLET									
22				3					3
	COMMERCIAL - EATING ESTABLISHMENT AND HOTEL (INN)								
24	3	4	3						10
25			8	4	3	1		7	25
26					10	14		9	33
	SOUTHEAST HAMLET COMMUNITY GREEN (7)								
SUBTOTAL	3	4	11	9	13	15	0	16	71
CENTRAL SFA HAMLET									
27A							5		5
27B							20		20
27C							12		12
	CENTRAL HAMLET COMMUNITY GARDEN (10A)								
	CENTRAL HAMLET WEST REFORESTATION (4B)								
SUBTOTAL	0	0	0	0	0	0	37	0	37
TOTAL (ALT A)	**16**	**21**	**39**	**34**	**17**	**17**	**51**	**16**	**211**
MIX %	**7.6%**	**10.0%**	**18.5%**	**16.1%**	**8.1%**	**8.1%**	**24.2%**	**7.6%**	**100.0%**
NORTH HAMLET:									
28	2	2							4
29							75		75
30							17		17
31			7	6					13
SUBTOTAL	2	2	7	6	0	0	42	0	59
TOTAL (ALT B)	**18**	**23**	**46**	**40**	**17**	**17**	**93**	**16**	**270**
MIX %	**6.7%**	**8.5%**	**17.0%**	**14.8%**	**6.3%**	**6.3%**	**34.4%**	**5.9%**	**100.0%**

Lot Regulating Plan



LOT WIDTHS				
RESIDENTIAL LOTS CATEGORY	TYPE	INTERIOR/ CORNER/ END	LOT WIDTH MIN (Ft)	LOT WIDTH MAX (Ft)
VILLAGE	A	INTERIOR	48	48
	A	CORNER	59	63
	B	INTERIOR	49	53
	B	CORNER	64	68
NEIGHBORHOOD	A	INTERIOR	62	66
	A	CORNER	77	81
	B	INTERIOR	74	78
	B	CORNER	89	93
ESTATE	A	INTERIOR	89	93
	A	CORNER	103	108
	B	INTERIOR	97	101
	B	CORNER	112	116
TOWNHOUSE		INTERIOR	19.5	20.5
		CORNER - PUB STREET	35	40
		END - PVT. ALLEY/OS	29.5	30.5
TOWNHOUSE - AFFORDABLE		INTERIOR	19.5	20.5
		CORNER - PUB STREET	35	40
		END - OPEN SPACE	29.5	30.5

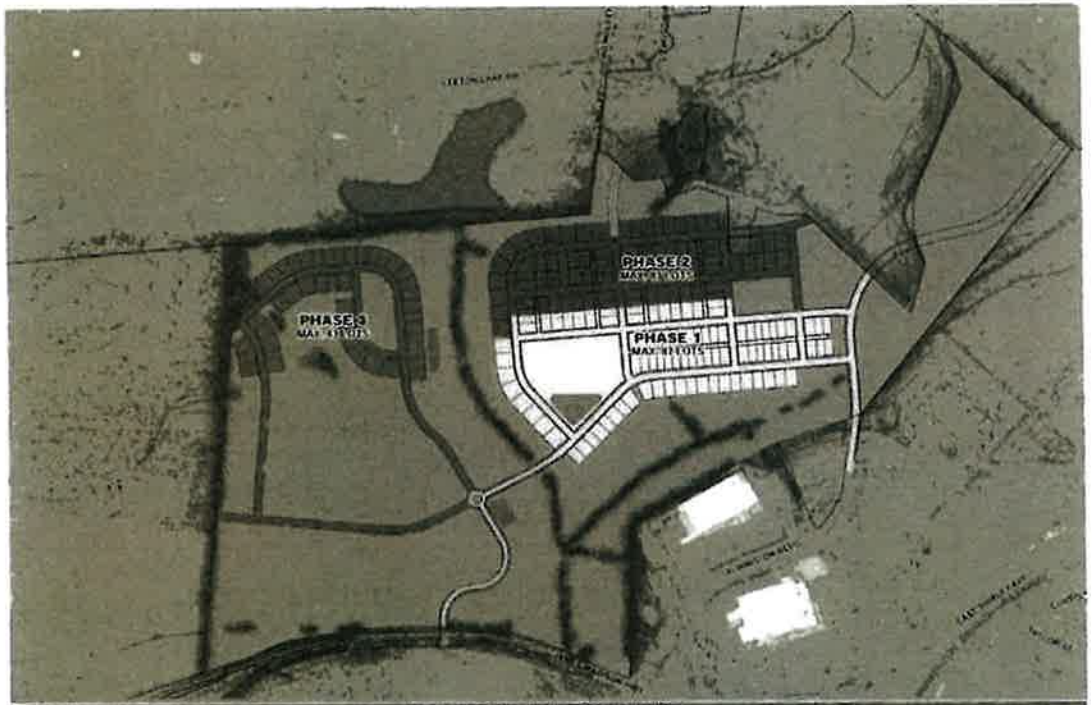




Note: See page 29 and profiles for project phasing.

BLOCK NUMBER
LOT REGULATING PLAN (ALTERNATIVE A)

BLOCK NUMBER
LOT REGULATING PLAN (ALTERNATIVE B)



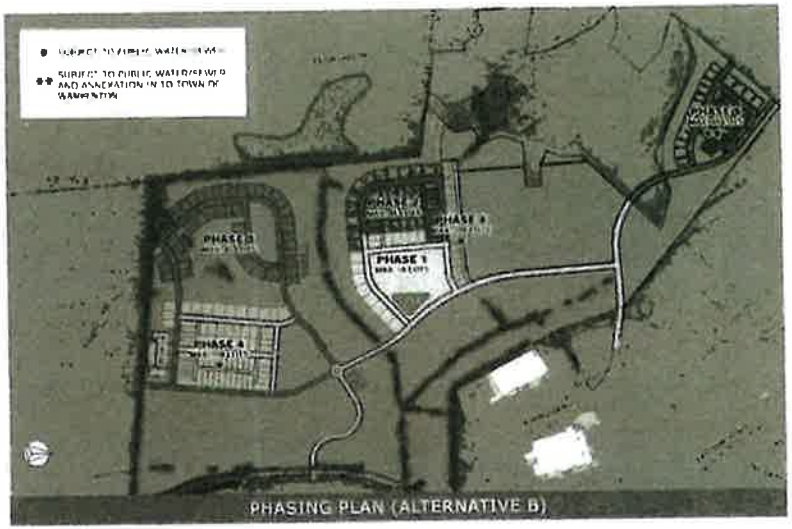
PHASING PLAN (BASE ZONING)

DEVELOPMENT PHASING

PHASING TABULATIONS (BASE ZONING)		



PHASING PLAN (ALTERNATIVE A)



PHASING PLAN (ALTERNATIVE B)

PHASING TABULATIONS (ALTERNATIVE A)

1		
2		
3		
4		

PHASING TABULATIONS (ALTERNATIVE B)

1		
2		
3		
4		

Notes:

1. Phase 1 is subject to access to town water and sewer service and inclusion of Arrington within the corporate boundaries of the Town of Warrenton.
2. Phase 5 is subject to access to town water and sewer service, inclusion of Arrington within the corporate boundaries of the Town of Warrenton, and availability of offsite right-of-way for the northerly extension of Alwington Boulevard.

LOT LAYOUT STANDARDS (SINGLE-FAMILY DETACHED HOMES)

ACCESSORY STRUCTURES (EXCLUDES DETACHED GARAGES):

Notwithstanding the side and rear yard setbacks as set forth in the Lot Standards, accessory structures and pools may be located in the side and rear yard provided a minimum of five (5) feet setback is provided from all side and rear property lines and the accessory structure in use is located at least ten (10) feet to the rear of the principal structure on the subject lot. The floor area of any accessory structure, except detached garage, shall be no larger than 150 square feet and the building height shall be limited to fifteen feet (15').

CURB-CUTS:

Driveway curb-cuts shall be no wider than the greater of 12 feet or the minimum width allowed by the applicable jurisdiction. Curb-cuts and driveways shall be designed to encourage and facilitate the continuation of the sidewalk across the apron.

DRIVEWAYS:

Driveways serving front loaded garages shall not exceed the width of the garage for a distance of 20 feet in front of the garage (the "Front Required Parking Area"), and shall then transition (within no [illegible] 10 feet) from the width of the garage to the width of the curb-cut referenced above and the remainder of the driveway from the transition to the curb-cut shall not exceed the width of the curb-cut.

Driveways serving rear loaded garages shall be of any shape and size provided the width of the garage for a distance of up to 20 feet between the alley and the garage (the "Rear Required Parking Area"). Driveways serving side loaded garages shall not exceed the width of the garage and shall transition (within 10' thereof) at the front line of the garage to the width of the curb-cut referenced above and the remainder of the driveway from the transition to the curb-cut shall not exceed the width of the curb-cut. Driveways and the Required Parking Areas may be constructed of asphalt, brick or concrete pavers. No gravel, grass [illegible] or loose finished concrete.

GARAGES:

All front loaded garages shall be sized for no more than two (2) vehicles, with a maximum width of 24 feet. Front loaded garages shall be set back a minimum of 20 feet behind the "front" of the house. Side loaded garages need not be set back where the side wall of the garage is aligned with, or set back to the extent that, the main mass of house and may contain garage parking for up to three (3) vehicles.

Any rear loaded garage shall be sized for no more than two (2) car. Rear loaded garages shall be subject to meet all side and rear yard setbacks as set forth in the Typical Lot Details hereof.

The "Front" of a house shall be defined as that element of the residential structure that is located closest to a street (e.g. the main mass, front addition, or greatest frontward projection of a bay or box window or front porch). Side and rear loaded garages are required for those lots designated to side garages.





LOT LAYOUT VARIETY:

Each residential block shall incorporate a variety of lot category, type, and architectural styles, and a variety of setbacks between the front lot line and the front of each house to ensure visual diversity. To achieve the aforesaid, the following design requirements shall be followed:

- Each street frontage of a block shall include a variety of setbacks between the front lot line and front of each house with a minimum setback of two feet (2') and a maximum setback of five feet (5') between the main massing of adjacent houses.
- Architectural front facades of the same style shall not be utilized on market-rate single family detached homes placed on adjacent lots of the same category and type or on lots of the same category and type directly across the street from each other.
- Market-rate single family detached homes with the same architectural style shall not be constructed on more than three lots of the same category and type along each street frontage of a block.
- Architectural styles with two-story elevations shall be offered for all lot categories and types except the Cottage category.
- No more than more twenty percent (20%) of the homes located along each street frontage of a block shall be the same color scheme.
- No more than 50% of all single-family detached houses constructed along each street frontage of a block shall consist of front facades with all siding above the water table, or utilize a front elevation where siding is the predominant (more than 50%) material above the water table.
- Homes on corner lots warrant special consideration due to the visibility of the home's side elevation. The side elevation of homes on corner lots shall be designed to include similar architectural elements and articulations as the front façade including items like wrap around porches, number of windows, and window treatments (e.g. shutters).
- Each street frontage of a block with more than five (5) market-rate single family detached lots adjoining such street shall include a minimum of three (3) different lot widths for said lots with a minimum of ten feet of variation between the narrowest and widest lot widths. Each street frontage of a block with five (5) or less market rate single family detached lots adjoining such street shall include a minimum of two (2) different lot widths for said lots with a minimum of ten feet of variation between the narrowest and widest lot widths.
- Homes on no more than three (3) adjoining market rate single family detached lots along each street frontage of a block may be of the same width.

MECHANICAL AND ELECTRICAL EQUIPMENT:

All mechanical and electrical equipment for each individual house (i.e., meters and condenser units) shall be located no closer to the street than the front line of the house and shall be screened from view from any public travel way by architectural treatment, landscaping, or both. Electric, telecommunication, and video distribution cable and equipment maintained by a municipality or public utility company (i.e. transformers and splicing pedestals) is excluded from this requirement.

LOT LAYOUT STANDARDS (SINGLE-FAMILY ATTACHED HOMES)

ACCESSORY STRUCTURES (EXCLUDES DETACHED GARAGES):

Accessory structures shall be located on the rear half of the lot and shall meet all side and rear yard setbacks as set forth in the Lot Regulating Standards. The floor area of any accessory structures, except detached garage, shall be no larger than 50 square feet and the building height shall be limited to one-story.

CURB-CUTS:

Driveway curb-cuts along public ROW shall be prohibited. Access for garages shall only be off of a private alley.

DRIVEWAYS:

Driveways serving rear loaded garages from an alley shall not exceed the width of the garage (the "Rear Parking Area"). Driveways and the parking areas may be constructed of asphalt, brick or concrete pavers, (to include open paver), stamped concrete, or broom finished concrete.

GARAGES:

Garages shall not be required, but if provided, shall be rear loaded and sized for no more than two (2) cars. Garages shall be sited to meet all side and rear yard setbacks as set forth in the Zoning Ordinance.

LOT LAYOUT VARIETY:

No more than six (6) single family attached dwelling units shall be located in any one building and no more than thirty-seven (37) units shall be located in any block. Each building shall incorporate a variety of setbacks and front facades for the townhome units (consist of a minimum of two (2) units with a porches within each building). Variation in architectural styles and building heights is recommended. The intent of these requirements is to create variation along each block. No two adjacent, diagonal, or opposite buildings may be of the same elevation or color scheme. It is the intent of the architectural style of two adjoining townhomes is to create a massing and appearance of a single larger townhome.

MECHANICAL AND ELECTRICAL EQUIPMENT:

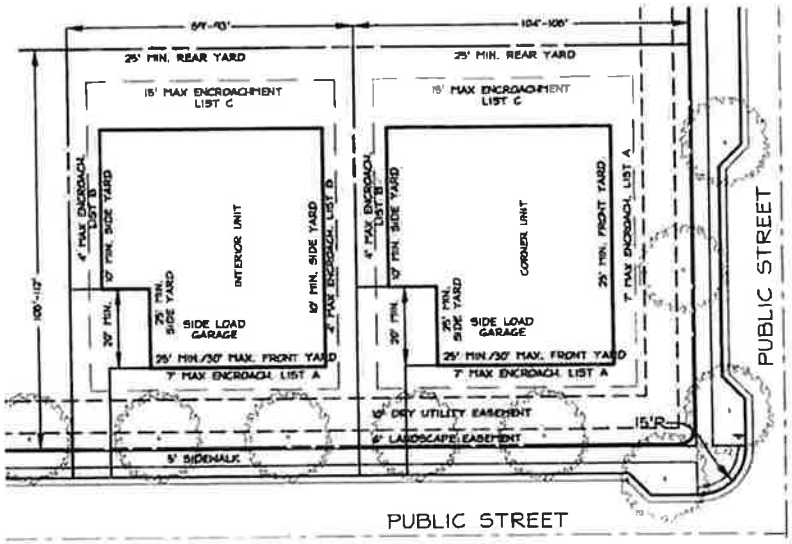
All mechanical and electrical equipment for each individual house (i.e., meters and condenser units) shall be located no closer to the street than the front line of the house and shall be screened from view from any public travel way by architectural treatment, landscaping, or both. Electric, telecommunication, and video distribution cable and equipment maintained by a municipality or public utility company (i.e. transformers and splicing pedestals) is excluded from this requirement.

LIGHTING (SINGLE-FAMILY DETACHED AND ATTACHED):

ALLOWABLE ENCROACHMENTS:

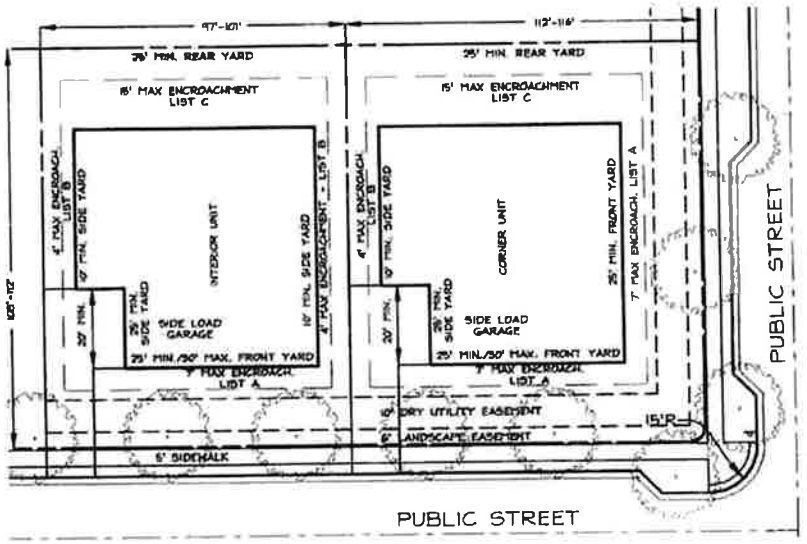
ESTATE LOT LAYOUT STANDARDS (TYPE A)
(SIDE-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



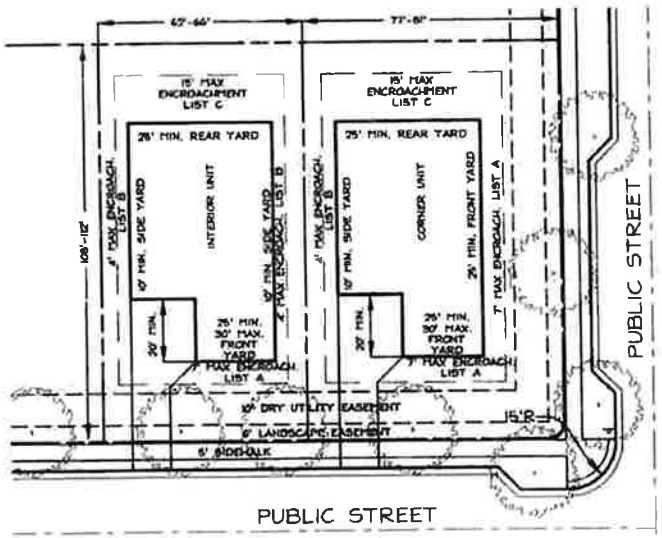
ESTATE LOT LAYOUT STANDARDS (TYPE B)
(SIDE-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



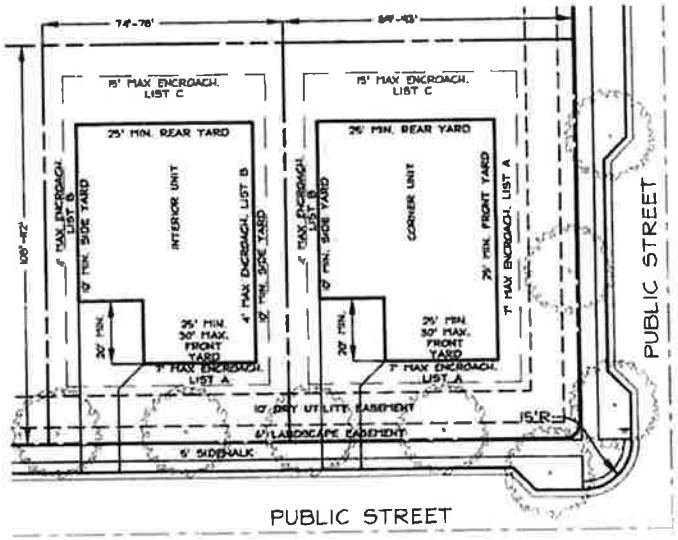
NEIGHBORHOOD LOT LAYOUT STANDARDS (TYPE A) (FRONT-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



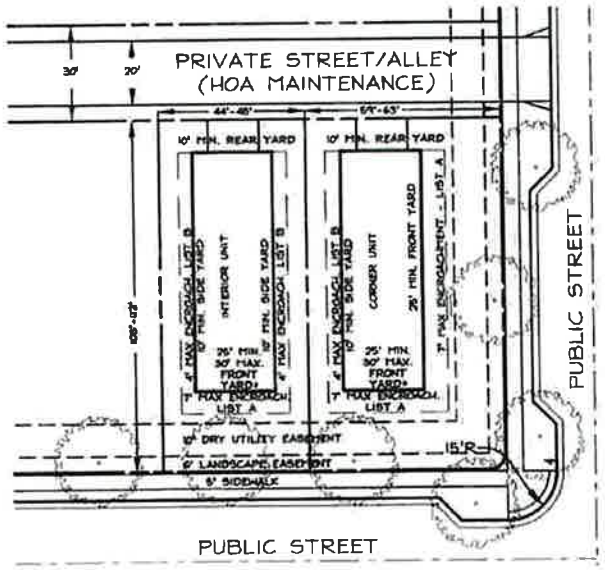
NEIGHBORHOOD LOT LAYOUT STANDARDS (TYPE B) (FRONT-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



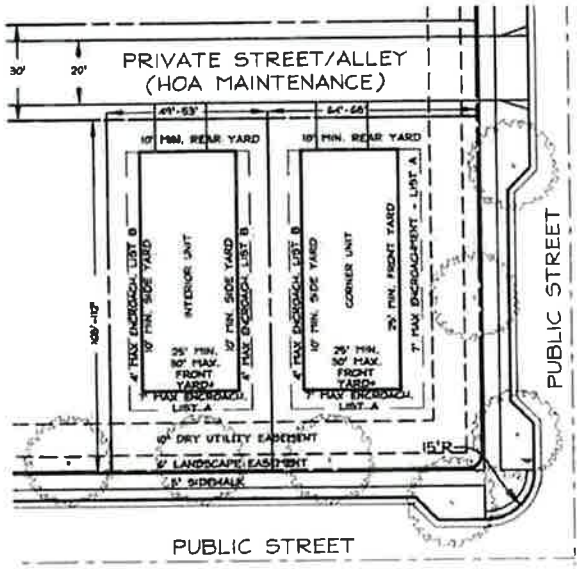
VILLAGE LOT LAYOUT STANDARDS (TYPE A)
(REAR-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



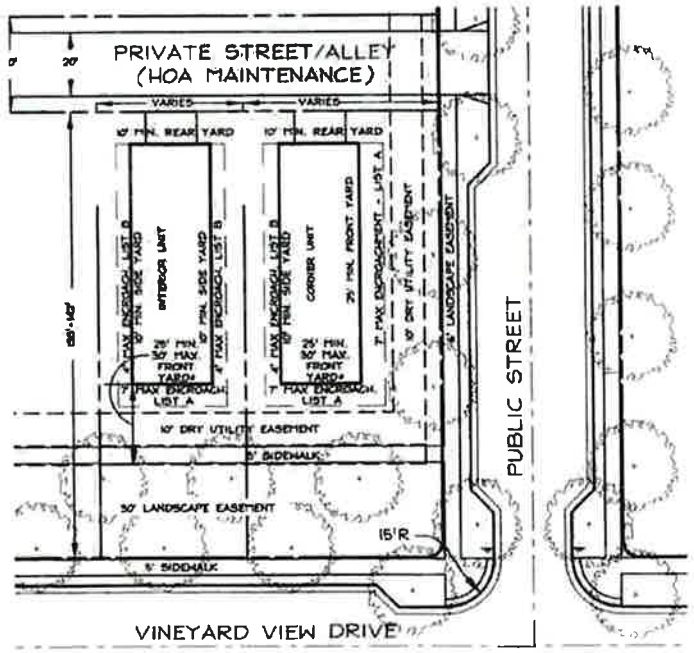
VILLAGE LOT LAYOUT STANDARDS (TYPE B)
(REAR-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



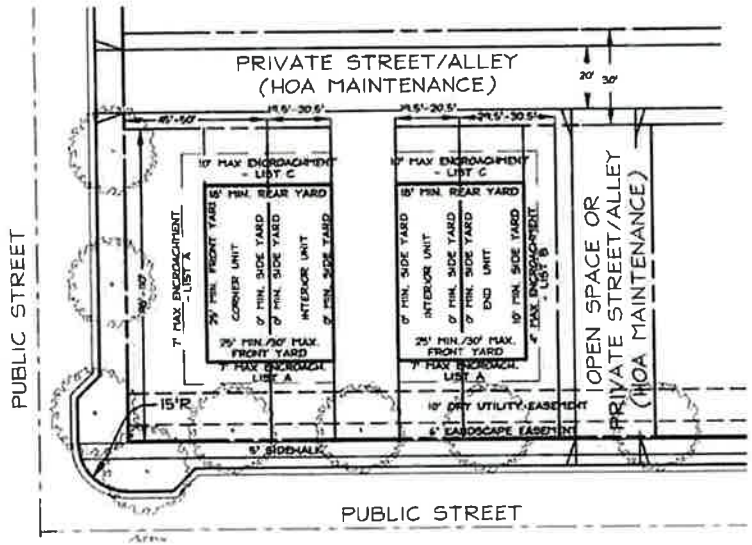
VILLAGE LOT LAYOUT TYPE A & B, BLOCK 24 & 25
(REAR-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



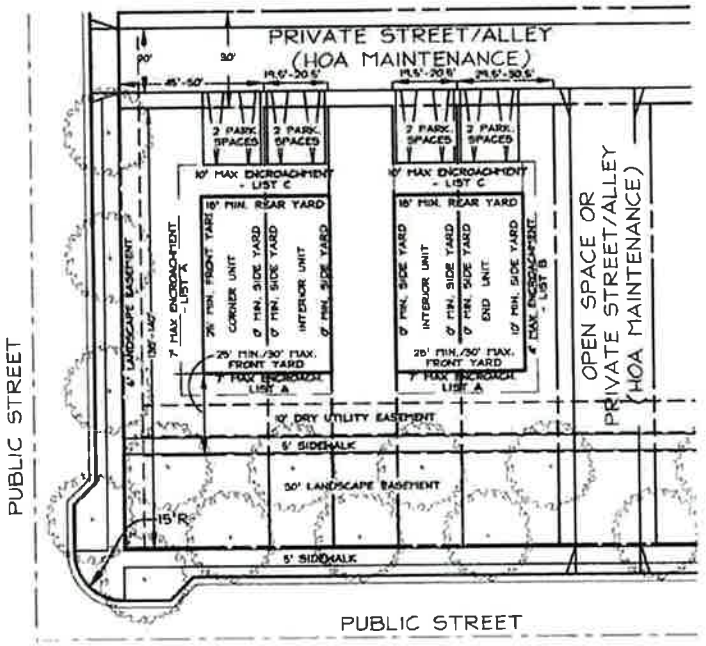
TOWNHOUSE LOT LAYOUT STANDARDS
(REAR-LOAD, SINGLE-FAMILY ATTACHED)

NOT TO SCALE



AFFORDABLE TOWNHOUSE LOT LAYOUT STANDARDS
(REAR-LOAD, SINGLE-FAMILY ATTACHED)

NOT TO SCALE



ARCHITECTURAL STANDARDS:

ACCESSORY STRUCTURES (EXCLUDES DETACHED GARAGES)

Accessory structures such as gazebos or sheds shall be of similar architectural design and color scheme as the primary structure.

GARAGES:

All attached garages shall be integrated into the architectural design of, and consist of the same quality of material and finish as, the principal structure. Attached garage foundation walls shall be of the same material as the main structure. Detached garages shall be of consistent architectural character as the principal dwelling.

BRICK DETAILING:

A minimum height of two feet (brick veneer is required on all brick facades under three stories) of architectural element that combines the two feet (brick veneer ending at architectural features e.g. brick chimney) are encouraged.

BUILDING HEIGHT:

Building heights for single family detached homes may range between 1 and 2 ½ stories above the grade. Building heights









for single-family attached homes may range between 2 and 4 stories above grade. Building heights for detached garages may range from 1 to 2 stories, provided that no detached garage shall exceed the height of the main structure and provided further that no structure shall exceed the height permitted under the Lot Regulating Standards.

BUILDING MATERIALS

Building materials shall be selected to have equal rating Building Material Standards in Part IV, Section B of the Code of Development.



CHIMNEYS:

Chimneys exterior surfaces shall be of a material that the building and have a material and color compatible with the building or stone or stucco. Exposed chimneys on the ground level (including wood fireplaces) and be constructed to grade and may not appear to be suspended in the air while those on upper levels must have a concealed base returning to the building facade. Metal caps may but should extend no higher than the minimum required by the building code. Unacceptable caps include [illegible] that are not compatible with the [illegible]. Flues should be capped or tidy [illegible].

CONSISTENT DESIGN:

[illegible] shall be consistent with the [illegible] and the overall architectural [illegible] with [illegible] and [illegible] on [illegible] buildings [illegible] and [illegible] [illegible] shall be [illegible] [illegible] [illegible]

METAL FLASHING:

Exposed metal flashing, vents, pipes, etc. shall be painted to blend with the surface to which they are attached.

PROJECTING EAVES:

All homes shall have a roof overhang of no less than the typical dimension that is consistent with the architectural style of the main building mass, except where the building designer can demonstrate to the satisfaction of the ARC that the building adheres to a particular style that does not include eaves.

ROOFING:

Roof line and pitch shall be consistent with the architectural style of the building. The roof pitch on any major roof is required to be not less than 6:12. A variety of roof styles (such as hip, gable, and gambrel) are recommended. Intersecting of gable roof homes or a hipped roof homes is encouraged to promote a visually exciting and animated streetscape. Flat or low pitch roof designs may be appropriate for porches and breezeways but are not permitted for the main building mass unless there is historic architectural evidence of the use of same with a certain architectural style.









SECURITY DEVICES:

Security devices must be installed without detracting from the design integrity of the building. Security signage should be placed proximate to the front door.

SKYLIGHTS:

Skylights must be well integrated into the overall building design, with a low profile and shall be flat or with a slight curve. Skylights shall be installed parallel with the roof ridge and edges, with frames painted to blend with the color of the roof. Skylights should be located only on the backside of the roof ridge. Skylights on the front elevation are strongly discouraged.

WINDOWS:

Bay windows on the first floor should have a substantial base or extend to the ground. The extension of the bay window from the wall of the house and the pitch of the roof of the bay window should achieve maximum dramatic effect as it relates to the house.

PATIOS, DECKS & BALCONIES:

Decks, patios, and balconies should generally be located in rear yards. Decks more than two feet above grade shall be finished with heavy trimmed latticework and plant materials to screen views to the underside. Decks, porches, and railings shall be painted, stained or left natural depending on the architectural style, color combinations and detailing of the house as well as visibility from any public street.

CONSTRUCTION OPERATIONS

TEMPORARY FACILITIES:

Sales offices, construction offices/trailers, storage sheds, trailer yards plus necessary construction operations are permitted during construction only and only in accordance with any applicable zoning requirements. These facilities and related items must be removed promptly when construction is substantially complete as determined by the ARC. Site planning, architectural and landscape guidelines for permanent structures shall apply to the location and design of temporary facilities as well.

TRASH AND CONSTRUCTION DEBRIS:

Builders and contractors shall be responsible for maintaining a neat environment. Dumpsters and recycling containers shall be emptied frequently, and shall not be overflowing. Contractors shall also clean adjacent streets, sidewalks and curbs regularly.

PRESALES STRUCTURES AND MODEL HOME SALES CENTERS:

Temporary sales office(s)/trailer(s) shall be located so as to minimize traffic impacts. Site design, off street parking and accessibility shall be provided as required by the applicable governmental agencies having jurisdiction. All plans shall be submitted, reviewed, and approved by the ARC in the same manner as set forth in Section II above.

RIGHT OF ENTRY:

The Arrington Community shall have the right to enter onto any of the Arrington property subject hereto, at reasonable times, for the purpose of inspecting the property and determining conformance with the Code of Development.

DEVIATIONS FROM THE BUILDING AND LOT REQUIREMENTS:

The Zoning Administrator may approve deviations from the Lot and Building Requirements set forth in Part III of this Code of Development when such deviation does not impact neighborhood quality and visual diversity nor detract from the overall goal of creating a traditional, pedestrian oriented community.

A. PARKING AND LOADING REQUIREMENTS:

Parking and loading design will meet applicable jurisdictional standards.

B. SCREENING & ON-LOT LANDSCAPE REQUIREMENTS:

Landscape related requirements are set forth in Part IV, Section C of this Code of Development.

EXAMPLES OF PIEDMONT VERNACULAR

NON-RESIDENTIAL DESIGN GUIDELINES (PRD ZONE)

INTRODUCTION

The Arrington community includes non-residential buildings such as a community center and other amenity facilities as outlined in Part Two of the CDP. In the event the Arrington community is developed under either Alternative A or Alternative B plan options, a commercial area at the southwestern portion of the community will be included. The commercial area will consist of two additional non-residential buildings – an eating establishment with a gross floor area no greater than 8,000 square feet and a hotel (inn) with a maximum of fifteen (15) sleeping rooms. Separately, and not included in REZN-22-017978, is the potential to complement these commercial uses with a winery and/or brewery constructed on the residual portion of PIN 6983-44-5825-000 which is currently zoned RA. These commercial uses will provide the residents of Arrington and their guests, as well as the local Warrenton community, with dining and lodging opportunities. Arrington residents will have the ability to access these services via a pedestrian trail connecting the residential areas to the commercial uses in addition to vehicular access on Vineyard View Drive. Throughout the commercial component of Arrington, landscaping, site planning, and architectural design will be implemented which creates a friendly and welcoming environment.

In order to maintain the character of Arrington's residential community, the above referenced non-residential uses shall be developed with a compatible architectural design and harmonious quality. These Non-Residential Design Guidelines will help guide the design and construction of these non-residential uses to maintain uniformity in architectural and quality innovative site design that contributes to the character of the entire Arrington community. Through well executed planned, architecture, and landscape design, these non-residential uses within Arrington are intended to complement the residential community.

The design of these non-residential uses within Arrington shall adhere to the following Guiding Principles:

- Buildings should contribute to the positive nature of the overall neighborhood and be of compatible scale and proportions in massing and details.
- Buildings should have an enduring quality and the architectural design, materials, and colors should be reflective of the Virginia Piedmont vernacular.
- Open spaces should be pedestrian friendly, and
- Parking areas should be deemphasized as much as possible.

NON-RESIDENTIAL COMMUNITY ARCHITECT SELECTION PROCESS

These design guidelines are to be used as a general tool to guide the development of the above referenced non-residential uses within the Arrington community. All site plans for these non-residential uses within Arrington as well as the architectural design and details of such non-residential buildings to be constructed within the Arrington community, shall be submitted, and approved by the Owner and the Non-Residential Community Architect before construction commences. Such approval does not relieve the applicant of the responsibility of obtaining all other necessary approvals and permits required by laws of Warrenton, Fauquier County, the Commonwealth of Virginia, and/or other governmental agencies having jurisdiction over the construction of each non-residential building. The Non-Residential Community Architect shall be licensed to practice architecture in the Commonwealth of Virginia, possess a minimum of ten years of experience working with Architectural Review Boards for historic districts and traditional neighborhood design developments, have completed previous projects that incorporate historical and/or agrarian community architectural styles found in Warrenton, Fauquier County and/or the Virginia Piedmont area, and not be affiliated with the Owner, or contracted by the Owner, for any architectural design services while serving as the Non-Residential Community Architect. In the event the Non-Residential Community Architect is not the same person as the Architect who sits on the Architectural Review Committee for residential homes and lots, then the Owner shall coordinate with the Zoning Administrator at the outset of the Non-Residential Community Architect's review process to ensure compliance with the above separate reviews.

NON-RESIDENTIAL COMMUNITY ARCHITECT REVIEW AND COUNTY SUBMISSION PROCESS

In addition to the Non-Residential Community Architect review and approval process, the following non-residential guidelines shall supplement applicable provisions of the following:

- A review by the Non-Residential Community Architect for compliance with these Non-Residential Design Guidelines shall be completed prior to submittal for zoning permits and/or building permits.
- A copy of the Non-Residential Community Architect's letter of approval accompanied by all materials or drawings shall be submitted with site plans, plans and specifications for zoning permits or building permits.
- Upon completion of construction and prior to issuance of an occupancy permit for each non-residential building, the Owner shall submit to the County Zoning Administrator a letter signed by the Non-Residential Community Architect which confirms that such building was constructed in substantial conformance with the approved applicable architectural plans.

SITE PLANNING

ORIENTATION/SETBACKS:

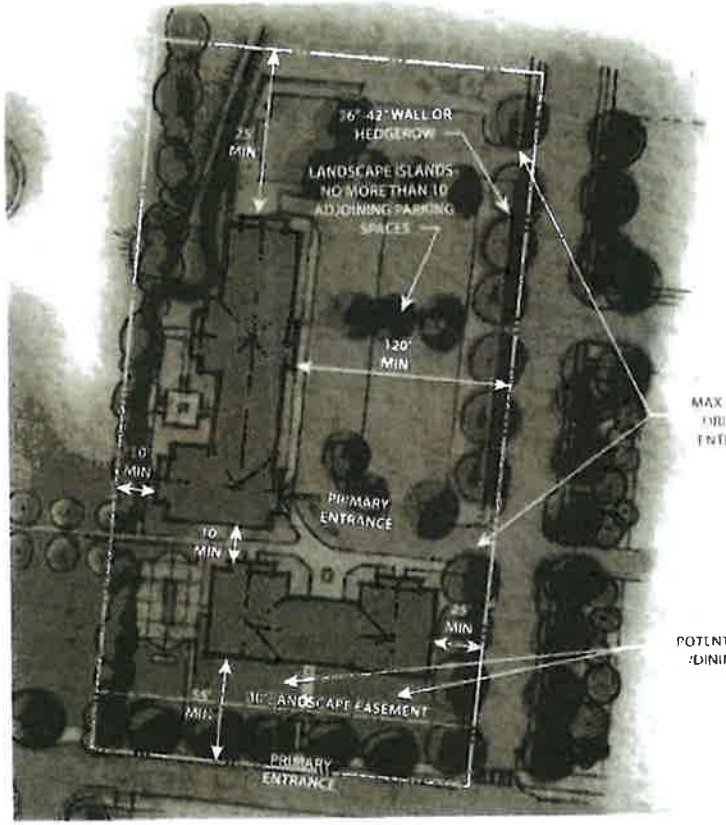
Non-Residential development within Arrington shall continue the peaceful rural friendly character established in the

residential community. By reducing the impact of the automobile on the appearance of the non-residential development, appropriate site planning can de-emphasize the vehicle, creating a pleasant outdoor environment without ignoring the necessary needs of vehicular traffic. Buildings shall front, and be oriented for best visibility from, the surrounding streets. Windows and the primary entry shall face the adjoining street with the widest frontage. All other entries should face onto a street or a connecting internal walkway. The sides of buildings along street edges should be landscaped within the setback to soften the building's appearance to the street. Free standing residential buildings with commercial uses shall adhere to the property line setbacks as well as the maximum floor area and building height requirements prescribed in the Lot Standards.

NON-RESIDENTIAL STREET FRONTAGES AND PARKING LOTS:

Parking areas for the commercial uses shall not front on, nor be visible from, Vineyard View Drive. Such parking shall be accessed from Rolling Meadows Lane via a maximum of two driveway connections. Parking areas adjacent to Rolling Meadows Lane shall be designed to minimize the dominant façade of the automobile along the street and be screened from street view from each roadway through installation of a continuous (except for driveway entrances) hedgerow maintained with a minimum height of 36 inches, or construction of a stone wall with a minimum height of 30 inches. Any walls along public streets should not exceed 42 inches in height. The streetscape shall also include street trees planted at a density equal to one tree for each 40 linear feet of lot width. Parking areas serving non-residential uses shall not include more than ten contiguous parking spaces. Each group of ten or less contiguous parking spaces shall be separated from another grouping by a landscaped island no less than nine feet in width.

An illustration of the commercial buildings area is shown on the right for purposes of clarity of site requirements and property line setbacks.



SIDEWALKS:

Sidewalks shall be installed to provide pedestrian access from parking areas to all building entries and access to open space areas and courtyards. Sidewalks should be a minimum of 6 feet wide when a pedestrian pathway.

OUTDOOR STORAGE AND LOADING AREAS:

Outdoor storage and loading areas are to be located behind or to the side of buildings, using only secondary access and not primary streets. These areas should not be visible from adjoining public streets and should not conflict with pedestrian walkways.

REFUSE CONTAINERS, UTILITY AND MECHANICAL EQUIPMENT:

Refuse containers and utility and mechanical equipment should be easily accessed by service vehicles but screened from view of public streets, parking lots, and connecting walkways through roof forms, walls, and/or landscaping. Screening details should incorporate elements that are compatible with the architectural style of the building. Proper landscaping, including trellises, also may help to screen these elements. Equipment and enclosures shall not be located near pedestrian walkways.

SITE ACCESSORIES:

Site accessories, such as bike racks, trash cans, planters, and benches, should use material and have an architectural character consistent with the selected building architectural style.

COURTYARDS AND GREENS:

Courtyards and greens are encouraged as part of the site design for the commercial uses to encourage a pleasant, pedestrian friendly environment. These outdoor places may include water features, landscaping, and other elements to create a comfortable place to sit.

LANDSCAPING:

Landscaping helps to soften the look of the buildings and parking lots while enhancing the visual quality of the site. The following landscaping techniques may be used:

- Provide special landscaping treatment at the primary building entries.
- Provide shade/canopy trees within parking lot areas.
- Use plants to define outdoor spaces such as edges, outdoor courtyards and greens, or pedestrian walkways between parking and building entrances, and/or
- Choose plantings that will provide a continuity of form across the entire project site.

LIGHTING:

Light pole height and fixture design shall be consistent with those prescribed for the neighborhood generally. Building and landscaping can be illuminated indirectly to create a strong positive image. Along pedestrian walks, building should provide appropriate illumination at a human scale without glare. Lighting within large parking lots should be adequate to provide safe area but should be positioned to not be seen from the public streets or adjoining residential home.

BUILDING DESIGN

ARCHITECTURAL STYLE OF COMMERCIAL BUILDINGS:

A commercial architectural style should be used for the building using straightforward and bold lines to create a sense of continuity between the two commercial areas. Re-

[illegible] planters, split-faced [illegible] details [illegible] the Warrenton, Fauquier County [illegible] Design Area.

BUILDING MASSING:

With larger buildings, appropriate massing becomes very important to maintain the human scale of the development and create a visually pleasing environment. Facades that are visible from adjacent street or walkways should display enough greater visual interest by using art to create spots that break up the long [illegible].

ENTRY DESIGN:

Building entrances shall be prominent and well-defined. Various elements can be utilized to accomplish this, including massing, location, materials and [illegible] height changes in roof line.

BUILDING WALL TREATMENT:

All walls should include [illegible] to lessen [illegible] the side [illegible] monotonous [illegible]. Further, [illegible] second thirty feet [illegible] uninterrupted length [illegible] including one of the following:

- Change in texture
- Change in material
- Change in plane
- Addition of a [illegible] box or bay window [illegible] length
- Extensive Application of Lattice, and/or
- Planting of a [illegible] [illegible] [illegible]

EXTERIOR MATERIALS:

Recommended materials include stucco, exterior plaster, brick, cement siding, or stone. Selected materials and detailing should be consistent with the selected architectural vernacular and have an enduring appearance. All sides of each building will be substantially similar in architectural design, exterior finish, and detailing to any other side of such building, unless otherwise approved by the Non-Residential Community Architect and Zoning Administrator.

ROOF FORMS/MATERIALS/COLORS:

Hipped and gable roofs are encouraged. Roof pitches should be compatible with the architectural style of the building. Flat roofs, if utilized, should vary in height and be accentuated by cornice, trim, or other accent features. Hipped and gable roof materials that are generally acceptable include metal standing seam, architectural grade asphalt shingles, and slate or slate like materials. The color of the roof materials should be consistent with the selected architecture style.

ARCHITECTURAL STYLES

The Code of Development requires that the elevations of every house be designed to be consistent with one of more historical architectural styles found in Warrenton, Fauquier County, or the greater Virginia Piedmont in order to create a sense of place for Avington with a scale and character that is sympathetic to the regional context.

The range of architectural styles allowed include: Federal, Colonial Revival, Bungalow, and American Foursquare. Other historical styles documented to be found repeatedly in the Town of Warrenton, Faulquier County or the greater Piedmont may also be included at the discretion of the Zoning Administrator taking into account the advice of the Community Architect. Contemporary housing design will only be allowed on a limited basis, with no more than one such house allowed on any block and only then if it is determined by the jurisdiction that the design complements rather than conflicts with surrounding buildings and does not undermine the broader principle of creating a community with a character reflective of a traditional Piedmont neighborhood. Examples of acceptable contemporary variation are included at the end of this Appendix A.

Elevations will generally adhere to the key defining features of styles identified to include massing, height, roof-line, windows, doors, porches and trim details. These principles are grounded in historic precedent. Contemporary interpretations of building elements, such as windows, shall be allowed provided the overall form and mass are consistent with the chosen style, and the house retains an overall architectural character derived from that style.

At the time of application for a building and/or zoning permit, the Community Architect shall review the proposed elevations and accompanying details as required sufficient to determine compliance with the Code of Development, including compliance with the stylistic and materials standards and variation set forth in this Appendix and in Appendix B. The community Architect review of the proposed elevations of each house shall be required prior to issuance of a zoning permit for said house by the Zoning Administrator.

DISCLOSURE:

The following sketches, details, dimensions and photographs are for illustrative purposes only and are not intended to be exact representations of the elevation required for each house. Alternative designs and details are permitted, provided they adhere to the general characteristics for the particular architectural style or styles identified for each house, and are approved by the Zoning Administrator, taking into account the advice of the Community Architect.

FEDERAL STYLE:

Federal architecture is formal and balanced in design, with classically inspired detailing. Federal Style buildings generally are relatively plain and rectangular, oriented with gable-ends with their ridge lines parallel to the street. Windows aligned horizontally and vertically, are double hung, with small panes. In Federal Style buildings, porches typically have a modest projection, and the principal ornamentation of the façade is lavished on the door surround, which often features pilasters, full classical entablatures, and transom windows. Federal houses were most typically built in brick in this area, although some frame examples can also be found.

KEY DEFINING FEATURES OF THE FEDERAL HOME:

- Formal symmetry, with three and five bay facades most common.
- Gable end box, with gable or end chimneys.
- Central entrance on five-bay facades, but off center on three-bay facades.
- Modillioned entablatures with rectangular transom's or elliptical fanlight above doors, with or without sidelights.
- Double hung windows, usually with 6 to 9 panes per sash, narrow muntins; windows were placed

- Modest corner pilasters

GENERAL STANDARDS

MASSING: Rectangular or block form oriented with the long side facing the street. Façade symmetrical, with three and five bays most common. Chimney placement is usually at either end of the main block of the house, shifting the chimneys just [illegible] the ridge towards the end walls permitted greater flexibility for interior room configurations. In some high style houses it is not unusual to see a pair of chimneys at either end of the house.

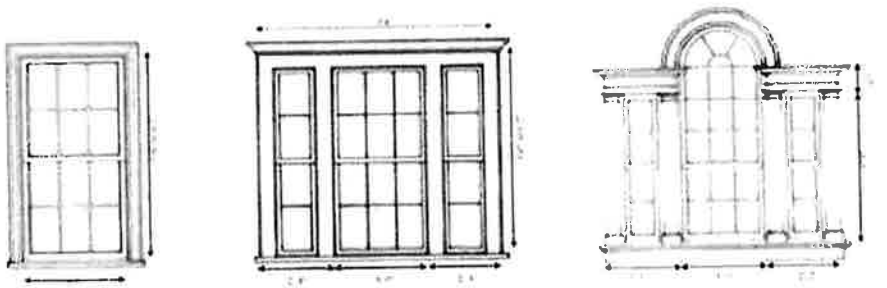
ROOF:

Typically a low pitched side gabled or shallow hipped roof. Dormers are typical, but sometimes found, particularly in larger formal homes. Sometimes parapet walls on gable end



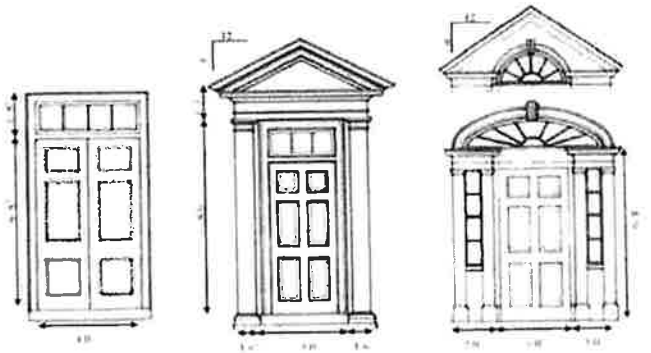
WINDOWS:

Windows, aligned vertically and horizontally, are double-hung, and were originally glazed with 6-over-6 sash panes. Many windows are simply flush with the wall without any decorative detail, or when present, lintels are simple, usually constructed with a keystone or a segmental arch. Pediment or overdoor elements, including swags, garlands, urns and geometric patterns. Double-hung windows have six panes per sash. In three-story houses, window openings may get smaller as they go up the façade. For example, the first floor windows might be large paired six-over-six sashes and the top floor might be a three-part, 12-over-six. Box cornice treatment was used to enhance the perception of a building's height. Several types of ornamental window forms were used as decorative elements in Federal homes including semi-circular windows, Palladian windows, and fan-shaped transom windows. The windows were originally all shuttered with solid shutters on the first floor and louvers on upper floors. Shutters should be sized and mounted to appear functional.



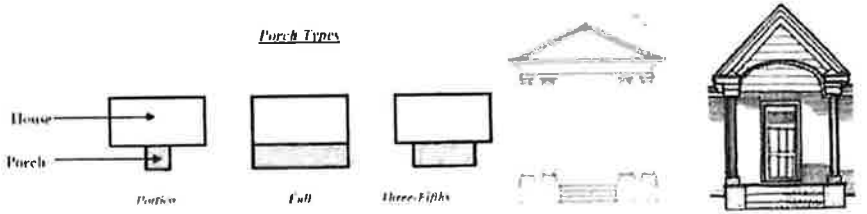
DOORS:

Doors are typically multi-paneled. The front door is usually centered on the primary façade with a semi-circular or elliptical fanlight window above it, or flanked by sidelights that typically have leaf tracery.



PORCHES:

Federal homes rarely have full porches. The door is often accentuated with simple pilasters and a broken triangular pediment. In some houses, the entry pediment is carried forward to create an entrance portico. The portico may be rectangular or elliptical and is often supported by groupings of slender, fluted columns.



COLONIAL REVIVAL STYLE:

The Colonial Revival Style encompasses a number of architectural traditions, such as English, Dutch, and Spanish colonial influences that were combined during the late nineteenth and early twentieth centuries to create buildings that celebrated Colonial America. Blue Cape Cod cottages, gambrel roofed houses, large formal Georgians, Federal rowhouses, columned southern mansions, as a wide variety of one, two and two and a half story houses can fall under the Colonial Revival heading, with ornate entrances, dormers and windows are outfitted with classical details.

KEY DEFINING FEATURES OF THE COLONIAL REVIVAL HOME:

- Small to large scaled, simple massing
- Symmetrical façade with orderly relationship between windows, doors and building mass
- Classical details on doors, windows, rooflines and corners
- Prominent front entry, door with decorative pediment supported by pilasters or posts supported by classical columns
- Multi-pane windows
- Steep side gable 7:12 or 12:12 main roof pitch



COLONIAL REVIVAL

GENERAL STANDARDS:

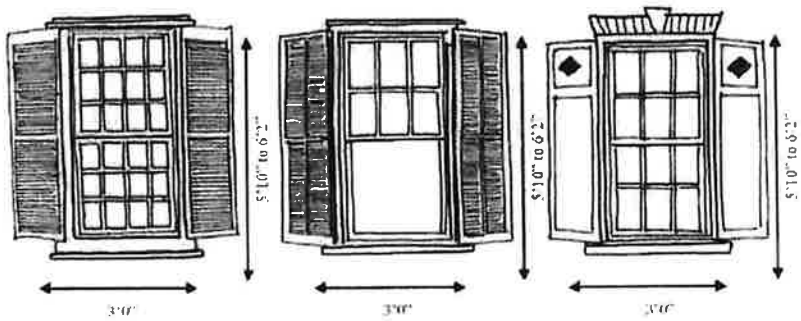
MASSING: The Colonial Revival house is rectangular in form and one to 2 ½ stories in height with a side gabled roof. The façade will feature either three or five bays with a centered door and symmetrically balanced windows. Chimneys are often located at the gable end of the houses. Projections in Colonial Revival houses should be designed as secondary elements that retain the overall massing and scale of the main body of the house. A projection should never be larger or taller than the main mass of the residence.

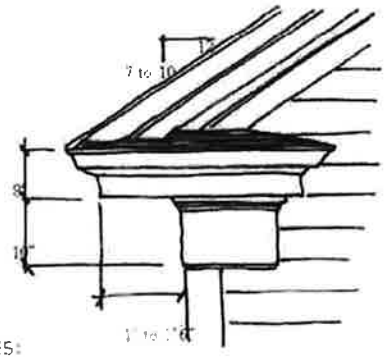
WINDOWS:

Colonial Revival windows are symmetrically placed, and frequently occur in pairs. Double hung windows, featuring six over six, eight over eight, nine over nine, or twelve over twelve window sashes. Multi-pane upper sashes may also occur over single light lower sash. The windows on Colonial Revival houses are typically 1 inches (2:9) wider traditional profile. Roof sheathing typically have a 2 inch bricksmold and a soldier course at the head of the window while buildings with siding have 6 inch ill at trim. Some brick home will feature a six over six window instead of a soldier course. Shutters are typically louvered or paneled, and should be sized and mounted to appear functional.



COLONIAL REVIVAL COTTAGE



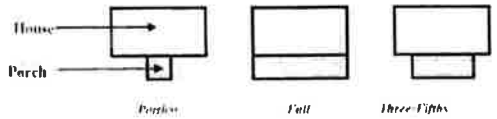


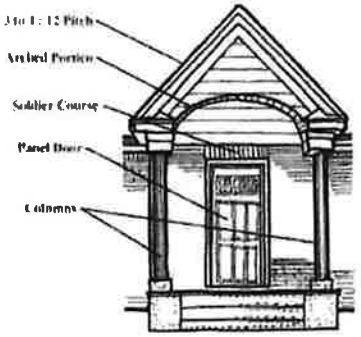
EAVES:

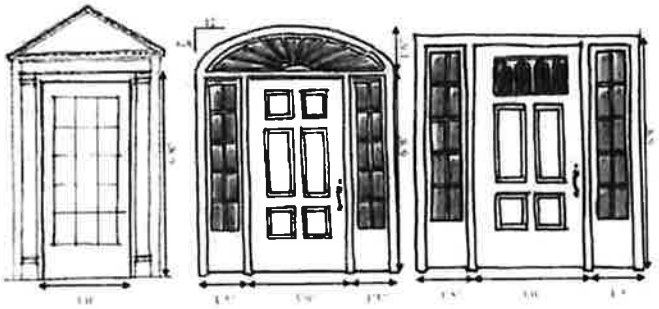
The Colonial Revival typically has an 18 inch overhang. Dentiled, modillioned or bracketed cornices and other classical details are commonly found on roof eaves and gable ends.

PORCHES:

The Colonial Revival features entry porches, full width front porches and wrap around porches in key areas. Porches consist of classical columns (10 to 12 inches wide and 9 to 10 feet tall), either smooth or fluted that supported an architrave or entablature over the front entry. Porches can also be flattened against the house with a broken, segmental or triangular pediment or entablature supported by pilasters. Flattened columns, if a railing is included, it is typically straight with wooden square balusters spaced no more than 4 inches on center.







DOORS:

Rectangular, segmental and broken pediments over side lights as well as fanlight and sidelights often flank a six-panel door. Such is centered on the façade. When a pediment and pilasters are not used, brick dwellings have a 2 inch keystone and a soldier course at the head of the door while dwellings with siding have 6 inch straight trim.



BUNGALOW STYLE:

One of the chief principles of Bungalow design was the importance of light and openness. The harmony between dwelling and nature takes the form of wide open porches, wood structural members and generous window. The Bungalow's roots in the Arts and Crafts movement account for the prevalence of windows as character defining features; as a result, Bungalows may feature an assortment of glass and casement windows, as well as double-hung windows.

KEY DEFINING FEATURES OF THE BUNGALOW HOME:

- One-and-a-half story, simple horizontal lines.
- Low pitched gable roof rafters and triangular knee braces and a gabled or shed dormer.
- Prominent low, broad front porch supported by square masonry pedestals with straight or tapered wood posts, occasionally solid brick or stone supports are found.
- Multi-paned windows and door glazing in a variety of geometric shapes.

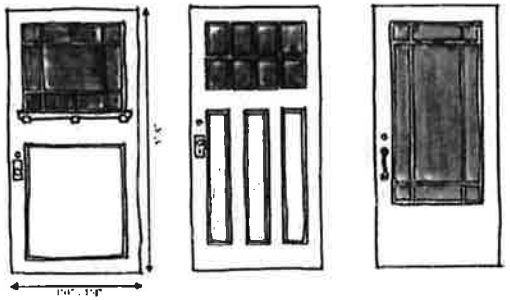


GENERAL STANDARDS:

MASSING: A bungalow is a one or one and one half story, square or rectangular in plan with a gabled roof and projected front porch. Projections to the main mass can be creatively located to the rear of the building or as smaller side wings, and are typically a single story in height. Projections should never be larger or wider than the main mass of the house.

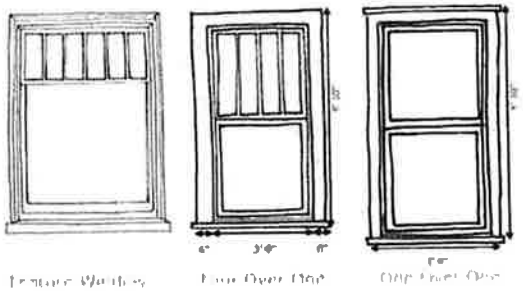
DOORS:

Bungalow feature a variety of doors that reflect both the Craftsman and Prairie styles. In most cases, wood panel doors with upper glazing are flanked by sidelights and a transom. Glazing is always divided by thick wood muntins into geometric molds. Brick dwellings typically have a 2 inch thick mold and a soldier course at the head of the door while dwelling with siding have 6 inch straight trim.



WINDOWS:

A variety of multi-light double hung and casement windows occur in bungalows, with two-over-one, four-over-one and five-over-one double hung windows are the most common window configurations. Sometimes casement windows that feature small panes divided into various patterns accent the front elevation. Brick dwellings typically have a 2 inch thick mold and a soldier course at the head of the window while dwellings with siding have 6 inch straight trim. Shutters were not used on the Bungalow.



ROOF:

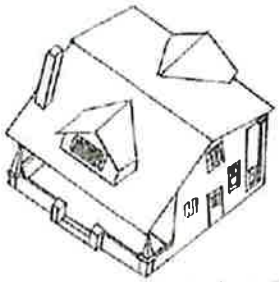
The Bungalow has a side or front gabled roof, with wide eaves. The pitch of the main roof typically ranges from 6:12 to 8:12 and dominates the bungalow's horizontal silhouette. A large single dormer, or a pair of smaller roof typically is located on the main roof. An exterior gable end chimney usually projects through the eave. The porch roof is usually shallower with a 4:12 or 5:12 pitch. The shape sometimes varies with hip roof intersecting low pitched front gable, or a hipped or pyramidal roof. Projection should have footprint and width that are appropriate to the primary roof size.



Exposed Rafter Tails and Knee Brace

EAVES:

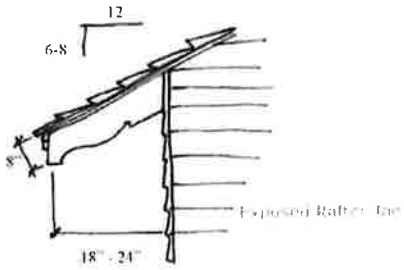
Bungalow style usually have deep overhanging eaves with exposed beam and rafter tails are Bungalow hallmarks. The predominate type of eave on the Bungalow style is the open eave with exposed rafter tails, sometimes almost never boxed or enclosed.



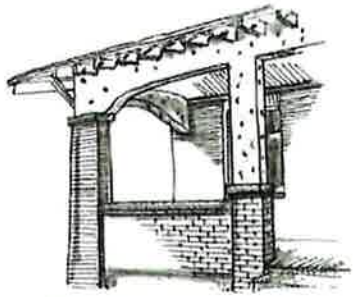
Side Gabled Roof with Central Dormer

PORCHES:

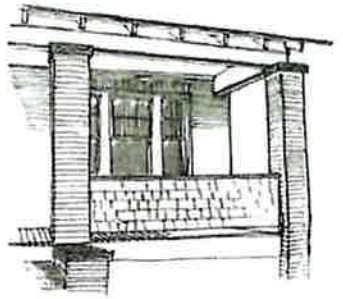
Bungalows typically have full-width front porches supported by a variety of porch supports that are unique to the Craftsman tradition. It is common to find massive brick pedestals with thick tapered wood columns, occasionally the columns will be placed on top of the pier. These pedestal columns can also be constructed of brick, stone, concrete or a combination of materials, including stucco. Brick knee walls capped with concrete coping usually run between the piers. Other variations will feature wood railings with 2 rails and square balusters closely spaced together or a panel of wooden lattice. Bungalow porches are typically accessed by concrete steps that match the foundation that sometimes feature flanking brick and concrete sidewalks.



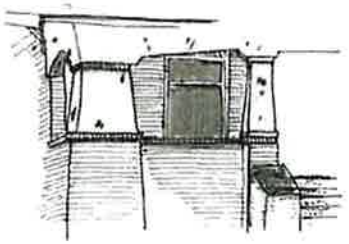
Bungalow Porch with Tapered Brick and Stone Pedestals and Knee Wall Capped with Concrete



Brick Piers with Tapered Stone Base and Painted Railing



Brick Pedestal and Stucco Piers with Brick Knee Wall

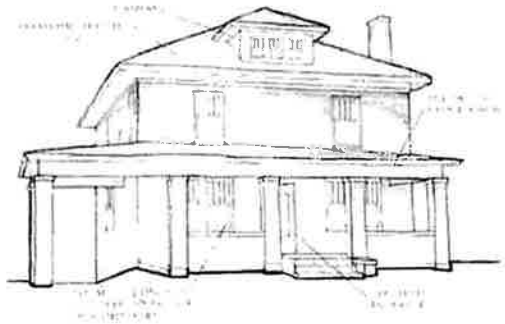


AMERICAL FOURSQUARE STYLE:

The American Four Square began appearing on American streets around the turn of the twentieth century. This new style promised affordable, utilitarian housing for middle-class families trying to build the most from a modest lot. Simple to and practical, American Four Squares are a common housing type in Worcester and Fauquier County.

KEY DEFINING FEATURES OF THE FOURSQUARE HOME:

- Cubical shaped, two story house, square in plan and elevation
- Hipped or pyramidal hipped roof with hipped, gabled or pedimented dormers on one or more sides of main roof
- Deep, full width or wrap around porch, one story in height, with simple post structural components
- Centered front entrance with equal groupings of windows on either side of both stories or off-centered entrance with symmetrical upper story windows
- Craft smaller Colonial Revival influence present on doors, windows, porches and eaves





GENERAL STANDARDS:

MASSING: The American Foursquare is characterized by a simple box like form and low hipped roof, rather than its style. The standard American Foursquare truly is square in floor plan measuring 28' x 28', 29' x 29' or 30' x 30'. The American four square is always two stories tall. A wedding cake composition of the front façade with dormers of two windows (sometimes paired) and a centered or off-centered dormer on the first floor, two windows (sometimes paired) on the second floor and a centered dormer in the roof. The American Foursquare typically has an exterior unit chimney projecting through the eaves. Projections to the main square mass should be recessed or secondary elements or wings that are compatible with the overall massing and scale of the main square mass. A projection should never be taller or wider than the main mass. The most appropriate location for extending the main mass is to the rear of the property to minimize visibility from the street.

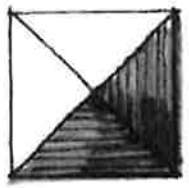
ROOF:

The American Foursquare roof is either hipped or pyramidal hipped with a dormer, gabled or pedimented dormer on one more sides with a roof ranging from 6:12 to 8:12. The roof is typically accented with a wide eave.



Gable Dormer

Hipped Dormer





Pyramidal Roof

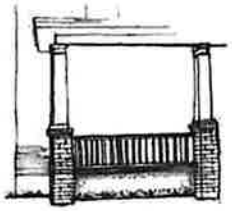
Hipped Roof

PORCHES:

A full length, one story front porch is a widespread element of the American Foursquare. The porch often extends to one side as either a wrap around porch or as a gable-protected area for parking vehicles. American Foursquare porches are typically accented by masonry piers that match the foundation with flanking square brick posts. Because most American Foursquares are brick, more porch supports are 12 inch square brick posts of full height. Brick knee walls capped with concrete siding usually span between the brick posts. Other variations will feature a brick pier with tapered wood posts (10 to 12 inches wide) and wood railings with 2 inch square balusters.



Brick Piers with Knee Wall Capped with Concrete Capital



Tapered Post on Brick Pedestal with Wood Railings



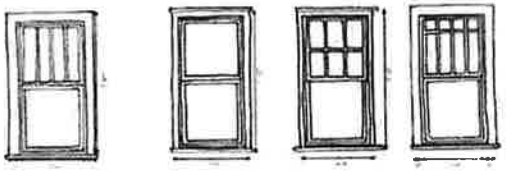
Brick Piers with Wood Railings

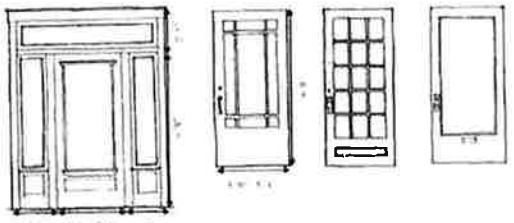
DOORS:

The American Foursquare door is similar to other front doors of the 1920s with rectangular shaped glass and raised wood panels. Sidelights and a transom often accent the front door while allowing more light into the living area. The design of the sidelights and transom will often match that of the door. Brick dwellings typically have a 2 inch brickmold and a soldier course at the head of the door while dwellings with siding have 6 inch straight trim.

WINDOWS:

Paired, double hung wood windows with four over one sashes typify the American Foursquare. Other common window sash types include a one over one or a six over one double hung window. Sometimes decorative six or eight over one windows were used. Brick dwellings typically have a 2 inch brickmold and a soldier course at the head of the window while dwellings with siding have 6 inch square trim. Shutters were rarely used on the American Foursquare. Window placement reflects the American Foursquare floor plan. For example, sets of double or triple windows, and in some instances a bay window, on a side elevation will denote the first floor living room/dining room or a second floor master bedroom. A small window between floors will light the staircase, while a small second floor window located between larger windows indicates a bathroom or closet.





STYLISTIC INFLUENCES:

The early American architectural design has roots in many architectural styles effortlessly and inexpensively. Typical influences include the Colonial Revival or Craftsman styles as follows:

- Colonial Revival: Pedimented gable over entry with classical columns. Cornice with dentils or modillions. Dormer with a Palladian-style window.
- Craftsman: Low pitched roof, gable over entry with exposed rafter tails or knee braces. Large gabled or shed dormers with exposed rafter tails and braces.

CONTEMPORARY VARIATIONS IN STYLE:

The [illegible] designed homes [illegible] innovative energy efficient designs sensitive to both the natural and built context. In Arrington the builder may elect to [illegible] styles ranging from both local architectural [illegible] principals that [illegible] solar orientation, wind power, material, and building placement on the [illegible].

PHIL MARAHAM ARCHITECTS [illegible] environmental impact as well as maintaining a high level of design and detail. The building takes cues from the local rural context expressed in the simple forms of barns and farmhouses. The building is also energy efficient by its orientation and its [illegible] It is an insulated house [illegible] solar heats with an open plan that allows southern daylight [illegible]



BURR AND MACCULLUM'S design [illegible] interpretation [illegible] the early Shaker communities in New England. The layout [illegible] the New England farmstead with outbuildings all close to the main house, but this house is an attached new arrangement of those forms and the types of window openings typically found on the original farmhouses.



CHRISTINA BROWN [illegible] design [illegible] a contemporary interpretation of local architectural design. This building reflects an interest [illegible] for its context and place. But it also stands as an example of a building in its own place and time. The windows are energy efficient single pane or double panes. The building includes roof overhangs and the strategic placement of windows to maximize solar energy.



KAPLAN THOMPSON ARCHITECTS [illegible] design [illegible] with the Shaker [illegible] and [illegible] The [illegible] a contemporary [illegible] The home is energy efficient with [illegible] skylights, triple glazed windows, solar [illegible] on the roof and a [illegible] The [illegible] including [illegible] and [illegible]



BURR AND MACCULLUM [illegible] design [illegible] a traditional [illegible] The design [illegible] and creating new [illegible] The [illegible] and [illegible] with a [illegible] [illegible] [illegible]



Participants [illegible] photos [illegible] those [illegible] [illegible] Planning Staff in [illegible]

BUILDING MATERIALS STANDARDS:

BUILDING WALLS:
Building walls shall be limited to the following materials:

- Wood siding, including Board and Batten (and cedar shingles, where architecturally appropriate for style).
- Fiber cement siding (such as Hardie-Plank).
- Stucco (two or three coat over metal lathe on wood or masonry backing). The use of exterior polystyrene sheet board is not allowed. Stucco homes must have the stucco return back to window casing (brickmold is acceptable) unless substantial trim is applied as deemed appropriate by the Zoning Administrator. The window must appear inset into the thickened wall and not flush or proud of the stucco unless in a bay condition.
- Brick
- Natural or cultured stone. Concrete masonry units shall not be considered acceptable for exposed applications
- Vinyl siding, limited to Premium Grade. Premium Grade is defined as beaded vinyl siding with no less than a 6.5" exposed lap and a nominal wall thickness of 0.004".

RETAINING WALLS:
Retaining walls shall have an exterior veneer limited to the following materials:

- Natural Stone or Brick
- Segmental retaining wall systems may be acceptable provided that they are designed and constructed to appear natural.

ROOFS:

- Primary roof masses shall be architectural grade asphalt shingles, slate, wood, cedar and faux slate materials, metal roofs, including standing seam. Secondary roof masses may be clad in galvanized steel, copper, anodized or ESP aluminum.
- Oversized hip and valley caps are prohibited.
- Gutters, down spouts, rain chains, when used, shall be made of galvanized steel, copper and anodized or ESP aluminum. Down spouts shall be placed at the corner of the building least visible from nearby streets or integrated into the façade.
- No through roof penetrations for mechanical or electrical devices may be visible from the street, unless painted to match roof color.

WINDOWS:

- Wood, aluminum clad wood, or vinyl. True divided light or simulated divided light (SDL) sash with muntin profile as appropriate for particular architectural style
- Window sills shall have a minimum 2" sill horn.
- Window sills in masonry construction shall project a minimum of 1 inch from the face of the building.
- Shutters, when used, must be sized to match the openings. Shutter designs shall be in accordance with specific architectural style of the home as shown on the architectural drawings

DOORS:

- Painted or stained wood, fiberglass or steel with raised panel profiles.
- Transoms and sidelights shall have true divided lights or simulated divided lights with authentic muntins and mullions.
- Garage doors shall be wood, fiberglass or aluminum and shall be painted or stained. Garage doors on front or side loaded garages shall be a maximum of 10' in width. Rear loaded garages may have larger doors.

PORCHES, DECKS, AND BALCONIES:

- Porch railings shall be made of wood or composite materials; while porch floors may be wood, composite wood, or masonry; and posts and columns may be wood, composite wood, masonry, or fiberglass.
- Porches may not be less than 6 feet in depth.
- Glass or screened enclosures are not permitted on street facades. Porch ceilings may be enclosed with painted or stained wood or composite wood.
- Exposed joists shall be painted or stained
- Stoops shall be made of wood, brick, stone, or concrete

TRIM:

- Exterior architectural trim shall be suitable for retaining a painted finish or be prefinished.
- Stone or cast stone trim details may be used
- Metal elements shall be natural colored galvanized steel, anodized or ESP aluminum, marine grade aluminum, copper, cast iron, or wrought iron.
- All corner trim shall be a minimum width of 3 inches

CHIMNEYS:

- Natural Stone or Brick

FENCES AND GARDEN WALLS:

- Fence material may be wood or painted wood
- Wall material may be natural stone or brick

DRIVEWAY, APRONS AND PARKING PADS

- Driveways and parking pads are to be concrete, asphalt, or brick
- Aprons to be concrete

COLORS:

- Building wall shall be one color per material used.
- Paints for masonry applications shall have a flat finish.
- All exterior wood siding shall be painted or stained. Trim (balcony and porch posts, rails, window trim, rafter tails etc.) shall be painted to compliment the main color of the building. An accent color, for items such as the front door, balusters, trim, and shutters, may be used. Garden walls and fences shall be in a range of colors approved for their respective material and similar to the main house

DEVIATIONS FROM BUILDING MATERIAL STANDARDS:

The Zoning Administrator may approve deviations from these building materials standards. This applies in select locations where uniformity is not necessary or visible to adjacent properties. Deviations may be made in a manner that does not detract from the goal of traditional design and architecture.

GENERAL LANDSCAPE STANDARDS:

As with Site Planning and Architecture, overall Landscape Design is an integral part of the image and character of the community. It is important that the community possess a well-landscaped appearance and high quality environment.

TREE PRESERVATION:
The preservation of existing trees is important and shall be a fundamental part of any Landscape Plan. The purpose is the preservation of structurally sound, healthy and functional trees, and directed so as: (a) development shall occur in a manner that limits the extent of land disturbance to the minimum area needed to construct the proposed use. Tree preservation standards shall also minimize the retention of high risk tree conditions that have the potential to cause personal injury or property damage. The intent of Arrington is to preserve all trees not in the way for construction of driveways, access associated with the development, clear cutting of trees in the open space is prohibited and shall be limited to those areas needed for construction of stormwater management facilities and trails and other amenities shown on the plan.

LIMITS OF CLEARING AND TREE PROTECTION:
Particular care shall be devoted to preservation of trees and landforms that are found throughout the property. Grading and parking of equipment or vehicles, dumping of material, or deposition of sediment, topsoil or fill, or dumping of any materials or liquids/chemical is prohibited within the drip line of trees designated to be saved on the ARC approved final construction plans. All existing trees to be saved, individually or in groups, shall be included in a tree conservation easement and protected during construction by fencing (minimum height of four feet) placed at the outer perimeter of the spread of branches (drip line). The Tree Conservation Easement shall include a provision preventing the removal of any tree within the easement area which are greater than six inches (6") in diameter without the specific permission of the applicable governmental agency, except as necessary to accommodate forest management techniques performed by, or recommended by, a professional forester or certified arborist that are necessary to protect or enhance the stability of the canopy. Such management techniques may include, without limitation, pruning, and the removal of vines, diseased trees uprooted or damaged by extreme weather conditions, and trees or limbs that are diseased, insect infested, dead, or considered a hazard to life or property. The Tree Conservation Easement prohibiting tree removal shall not be amended without written approval from the Town of Warrenton, Fauquier County, and/or other governmental agencies having jurisdiction over same. Each subdivision plat for Arrington as well as the Arrington Conservancy documents shall contain a note stating that the removal of trees within the Tree Conservation Area is prohibited except in accordance with the above provisions.

STREET TREE & STREET LIGHT REQUIREMENTS:
Street trees must be planted along both sides of all proposed public streets within the community at an interval of [illegible] 40 feet of centerline footage. Street trees will be planted within Street Tree Planting Easements, located adjacent to and outside of the public right-of-way along street frontages with adjacent lots. Tree types for Decatur Vacation Flowering shall be permitted when necessary to accommodate other improvements such as utility lines, intersection sight distance, fire hydrants, driveways, etc. as long as the total number of required trees are installed along each street. All street trees shall be deciduous with a minimum of 2 ½" to 3" caliper and shall be the same species along both sides of each street. Species may change at each intersection.

Street lights shall be of a decorative acorn design (or such other decorative design as may be requested by the Development and approved by the ARC).







YARD PLANTINGS:

A [illegible] planting [illegible] per [illegible] between the front of the house and the sidewalk. The [illegible] of the trees may vary, depending on the space available, but must predominantly be composed of [illegible] shade trees or [illegible] trees. [illegible] a good variety of trees, shrubs, and [illegible] and plant [illegible] should be planted in [illegible] a single species or cultivar in [illegible] [illegible] [illegible]

RECOMMENDED TREE SPECIES

RECOMMENDED STREET TREES

• Acer rubrum	Red Maple
• Fraxinus pennsylvanica	Green Ash
• Fraxinus americana	White Ash
• Platanus acerifolia	London Plane Tree
• Quercus phellos	Willow Oak
• Ulmus parvifolia	Lacebark Elm
• Zelkova serrata	Zelkova

RECOMMENDED CANOPY TREES

• Acer saccharum	Sugar Maple
• Liquidambar styraciflua	Sweetgum
• Liriodendron tulipifera	Tulip Poplar
• Nyssa sylvatica	Black Gum
• Platanus occidentalis	Sycamore
• Quercus palustris	Pin Oak

RECOMMENDED ORNAMENTAL/FLOWERING TREES

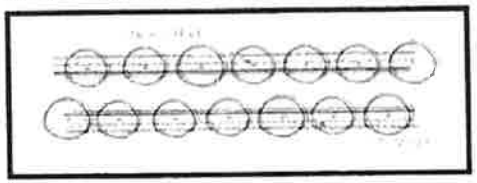
• Aesculus parviflora	Bottlebrush Buckeye
• Amelanchier canadensis	Serviceberry
• Betula nigra	River Birch
• Cercis canadensis	Eastern Redbud
• Cornus florida	Flowering Dogwood
• Chionanthus virginicus	White Fringetree

RECOMMENDED EVERGREEN TREES

• Cedrus deodara	Deodar Cedar
• Ilex opaca	American Holly
• Juniperus virginiana	Eastern Red Cedar
• Magnolia grandiflora	Southern Magnolia
• Magnolia virginiana	Sweet Bay Magnolia
• Pinus virginiana	Virginia Pine
• Thuja occidentalis	Eastern Arborvitae

DEVIATIONS FROM GENERAL LANDSCAPE REQUIREMENTS:

The Zoning Administrator may approve deviations from the Landscape Requirements and Plant List set forth in this section upon a finding that deviations do not change the overall character, quality and purpose of the landscaping but rather enhance these elements. Deviations from these requirements should be outlined in the Code of Development Site Plan.



STREET TREE PLANTING DIAGRAM

- Single canopy species (typ. trees)
- Formal canopy spacing @ 40' from tot center

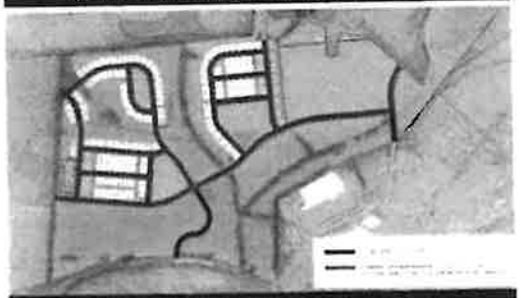
Note: See street tree requirements of Part II for additional planting requirements and design flexibility.



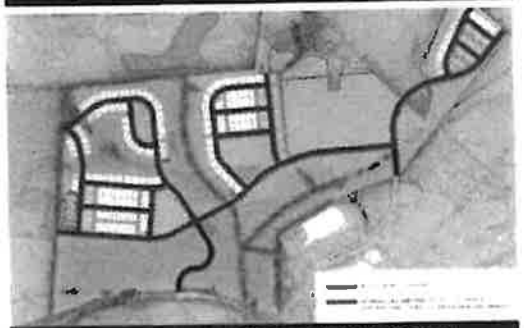




(BASE ZONING) STREET TREE PROGRAM



(ALTERNATIVE A) STREET TREE PROGRAM



(ALTERNATIVE B) STREET TREE PROGRAM

SIGNAGE

Arrington

CODE OF DEVELOPMENT

REZN-22-017978

FAUQUIER COUNTY, VIRGINIA | OCTOBER 20, 2023

ORDINANCE

AN ORDINANCE TO APPROVE REZONING REZN-22-017978 – ARRINGTON – AN APPLICATION TO AMEND PORTIONS OF A PREVIOUSLY APPROVED PROFFER STATEMENT, CONCEPT DEVELOPMENT PLAN AND CODE OF DEVELOPMENT ON APPROXIMATELY 206.43 ACRES ZONED PLANNED RESIDENTIAL DEVELOPMENT (PRD) WITH PROFFERS AND ASSOCIATED WITH REZN-15-003477, AND TO ALSO REZONE APPROXIMATELY 27.66 ACRES FROM AGRICULTURE (RA) TO PLANNED RESIDENTIAL DEVELOPMENT (PRD) WITH PROFFERS (PIN 6983-44-5875-000, MARSHALL DISTRICT)

WHEREAS, Alwington Farm LLC (Owner) and Alwington Farm Developers, LLC and Van Metre Communities, LLC (Applicants), have applied to amend portions of a previously approved Proffer Statement, Concept Development Plan and Code of Development on approximately 206.43 acres zoned Planned Residential Development (PRD) with proffers and associated with REZN-15-003477, and to also rezone approximately 27.66 acres from Agriculture (RA) to Planned Residential Development (PRD) with proffers on land located along James Madison Highway (Routes 17/29/15) south of Alwington Boulevard (Route 1105), Warrenton, PIN 6983-44-5875-000; and

WHEREAS, on November 12, 2015, the Fauquier County Board of Supervisors approved REZN-15-003477, which rezoned approximately 234.3 acres from Residential: 1 Dwelling Unit/Acre (R-1) to approximately 27.9 acres of Rural Agricultural (RA) and approximately 206.4 acres of Planned Residential District (PRD) with proffers, subject to the Alwington Farm Zoning Plat, dated September 30, 2015; Arrington Code of Development, dated October 30, 2015; Arrington Concept Development Plan, dated September 30, 2015; and Arrington Proffer Statement dated October 30, 2015; and

WHEREAS, REZN-15-003477 allowed for the PRD portion of the property to be developed with a maximum of 217 single-family active adult residential lots to be served with public water, provided by the Town of Warrenton and a private sewage community collection and treatment system; and

WHEREAS, on August 17, 2023, the Fauquier County Planning Commission held a public hearing on the application and considered both oral and written testimony; and

WHEREAS, on November 9, 2023, the Fauquier County Board of Supervisors held a public hearing on the application and considered both oral and written testimony; and

WHEREAS, the Board of Supervisors agrees to a modification of Zoning Ordinance Section 4-104.A.1 to allow front-yard setbacks, which are greater than 10 to 20 feet, to be as shown in the Concept Development Plan (CDP) and Code of Development (COD); and

WHEREAS, the Board of Supervisors agrees to a modification of Zoning Ordinance Section 4-107.C.3 to allow a maximum curb-cut onto a public street, for a front-loaded lot, of 12

feet in width with a driveway which transitions to the width of the garage occurring between 20 and 30 feet from the garage; and

WHEREAS, the Board of Supervisors agrees to a modification of Zoning Ordinance Section 7-303 to allow public streets within Arrington to be designed to the standards of the public organization, the Virginia Department of Transportation (VDOT) or Town of Warrenton, that will ultimately provide maintenance of the streets; and

WHEREAS, by adoption of this Ordinance, the Board of Supervisors has determined that the public necessity, convenience, general welfare, and good zoning practice are satisfied by this amendment to the Fauquier County Zoning Map; now, therefore, be it

ORDAINED by the Fauquier County Board of Supervisors this 9th day of November 2023, That the Rezoning request REZN-22-017978, to amend portions of a previously approved Proffer Statement, Concept Development Plan and Code of Development on approximately 206.43 acres zoned Planned Residential Development (PRD) with proffers and associated with REZN-15-003477, and to also rezone approximately 27.66 acres from Agriculture (RA) to Planned Residential Development (PRD) with proffers, on PIN 6983-44-5875-000 be, and is hereby, approved, subject to the Arrington Certified Zoning Plat, dated June 03, 2022, last revised on September 25, 2023, and received by Community Development on October 24, 2023; Arrington Code of Development (COD), dated October 20, 2023 and received by Community Development on October 24, 2023; Arrington Concept Development Plan (CDP), dated July 18, 2022, last revised on October 20, 2023, and received by Community Development on October 24, 2023; and Arrington Proffer Statement dated December 19, 2022, revised through October 20, 2023, and received by Community Development on October 24, 2023.

EXHIBIT D

Listing of Zoning Ordinance Modifications

Section 4-107 A.1 (Maximum Front Yard Setback)

Section 4-107 A.1 of the Zoning Ordinance states, "Single family residential units should generally be set back no further than 10-20 feet, with a variety of setbacks provided within blocks."

Modification of the aforesaid requirement to allow homes to be constructed consistent with the typical lot standards in the proposed Code of Development with a larger front yard setback (25') to accommodate proposed street tree easements.

Section 4-107 C.3 (Driveway Width)

Section 4-107 C.3 of the Zoning Ordinance states, "[w]here garages cannot be rear loaded from alleys, the driveway for an individual house shall not exceed 10 feet in width up to where the driveway meets the vertical plane of the front wall or porch of the house."

Modification of the aforesaid requirement to allow the width of driveways providing access to garages from public streets to be designed to the standards and specifications of the Virginia Department of Transportation and/or Town of Warrenton, dependent on jurisdictional responsibility for ongoing operation and maintenance of the public street upon completion of construction.

Section 7-303 (Public Street Design Requirement)

Section 7-303 of the Zoning Ordinance says that "[p]ublic streets shall be required for all development as indicated in Table 7-303.1. Public streets shall meet the minimum applicable requirements of the Virginia Department of Transportation (VDOT) and dedicated to public use unless a special exception waiving this requirement is granted by the Board in accordance with Part 29 of Article of this Ordinance."

Modification of the aforesaid requirement to allow public streets to be designed to the Town's design standards and specifications in the event the Property is included within the corporate boundaries of the Town. Further, the waiver includes permitting the proposed alleys to be designated as private streets maintained by the homeowner's association - even when the proposed ~~alley~~ serves as the only street providing frontage for a lot or grouping of lots such as when such lot(s) fronts a common area or community green.

Section 4-107 C.3 (Sideload Garages)

Section 4-107 C.3 of the Zoning Ordinance states, "Any side loading garage shall be set back a minimum of 8 feet behind the front wall of the house."

Modification of the aforesaid requirement to allow a side loaded garage to align with the front of the house to which it is attached and be integrated into the front elevation with the same architectural style and treatments.

December 10th, 2024
Town Council
Public Hearing
Ordinance 2024-17

AN ORDINANCE TO APPROVE A VOLUNTARY SETTLEMENT AGREEMENT FOR THE BOUNDARY ADJUSTMENT INTO THE TOWN OF WARRENTON OF APPROXIMATELY 243.87295 ACRES OF LAND BELONGING TO ALWINGTON FARM, LLC, ALWINGTON ESTATES, LLC, HD DEVELOPMENT OF MARYLAND, INC., PADMAJA AND SRINIVAS DASARI, THE FAUQUIER COUNTY SCHOOL BOARD, AND VABFT, LLC, AND CERTAIN ROAD RIGHT-OF-WAY, AS RECOMMENDED BY THE VIRGINIA COMMISSION ON LOCAL GOVERNMENT

WHEREAS, the Town of Warrenton, Virginia, (the "Town"), and the County of Fauquier, Virginia, ("the County") filed a Notice with the Virginia Commission on Local Government of their intention to effect a Boundary Line Adjustment ("BLA") by and between the Town and the County to incorporate into the Town approximately 243.87295 acres of land presently subject only to County jurisdiction (the Adjusted Property") belonging to Alwington Farm, LLC, Alwington Estates, LLC, HD Development of Maryland, Inc., Padmaja and Srinivas Dasari, the Fauquier County School Board, and VABFT, LLC, together with such road right-of-way as may lie within the proposed BLA area; and

WHEREAS, the Town and the County have mutually agreed upon terms and conditions for a boundary adjustment in a Voluntary Settlement Agreement (the "VSA") pursuant to Va. Code Ann. §15.2-3400, as an alternative to a fully contested litigation to adjust jurisdictional boundaries, and submitted that VSA to the Virginia Commission on Local Government (the Commission) for review and recommendation; and

WHEREAS, the Commission has reviewed the VSA and has recommended its approval of the said BLA and Agreement in its report dated November 2024, all according to law, a copy of which is incorporated herein by reference as Exhibit A; and

WHEREAS, the Town desires to approve and present the VSA to the Circuit Court for further action thereon;

NOW THEREFORE, BE IT HEREBY ORDAINED by the Town Council of the Town of Warrenton, Virginia, as follows:

1. The aforesaid Whereas clauses are incorporated herein by reference.

2. The Town Council hereby consents to the adjustment of the Adjusted Property into the Town's corporate limits consistently with the VSA.

3. The Town Council hereby agrees to the terms and conditions as set forth in the VSA, a copy of which is separately attached hereto and incorporated herein by reference as Exhibit A, and authorizes the execution thereof by the Mayor or his designee.

4. The Town Council hereby directs the Mayor, Town Manager, and Town Attorney, together with the Fauquier County Attorney, to forward the VSA, and any necessary exhibits thereto, to the Circuit Court of Fauquier County, and by a

EXHIBIT
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D

proper petition to that Court request it to have the Supreme Court of Virginia appoint a Special Court pursuant to the provisions of Va. Code Ann. § 15.2-3400(5), to hear and decide this matter in accordance with law.

5. The Mayor, Town Manager, and Town Attorney, shall take such other and further steps as may be needed to effectuate the purposes of this Ordinance and the incorporation of the Adjusted Land into the Town's boundaries.

Votes:
Ayes: Ms. Heather Sutphin; Mr. William Semple; Mr. Brett Hamby; Mr. James Hartman, Vice Mayor; Mr. Paul Mooney; Mr. David McGuire

Nays: Mr. Eric Gagnon
Absent from Meeting:

For Information:
Town Attorney

ATTEST: _____
Town Recorder

RES-24-042

EXHIBIT E

RESOLUTION

A RESOLUTION AUTHORIZING STAFF AND COUNTY ATTORNEY TO INITIATE THE PROCESS OF VOLUNTARY SETTLEMENT OF ANNEXATION WITH THE TOWN OF WARRENTON

WHEREAS, Chapter 34 of Title 15.2 recognizes that Virginia localities may be able to voluntarily negotiate and settle boundary matters in an efficient and beneficial manner to the orderly growth and continued viability of the localities; and

WHEREAS, the County determined after due consideration that the boundary between the County and Town of Warrenton should be adjusted and relocated as outlined in the Voluntary Settlement Agreement between the localities; and

WHEREAS, the County passed a resolution on March 14, 2024, to move forward with the Voluntary Settlement Agreement process; and

WHEREAS, two additional small portions of a property owned by Alwington Estates, LLC, PIN 6983-28-8269-000, containing 2.20772 acres and 0.56128 acres are desired to be added to the property adjusted into the boundary of the Town of Warrenton; now, therefore, be it

RESOLVED by the Fauquier County Board of Supervisors this 11th day of April 2024, That, the County Administrator and County Attorney are hereby authorized to take all actions necessary to negotiate a Voluntary Settlement Agreement with the Town of Warrenton; and, be it

RESOLVED FURTHER, That the County Attorney is authorized to present jointly with the Town of Warrenton such Proposed Settlement Agreement to the Commission on Local Government, subject to any changes to the Agreement approved by the County Administrator and County Attorney, to initiate the boundary line adjustment process in *Code of Virginia* § 15.2-3400; and, be it

RESOLVED FINALLY, That the County intends, subject to input received during the public hearing processes of the entities involved and review by the Commission, to adopt the Voluntary Settlement Agreement and directs that the principal point of contact for the County during this process is Tracy A. Gallehr, County Attorney, 10 Hotel Street, 2nd Floor, (540) 422-8010 phone, (540) 422-8022 fax, tracy.gallehr@fauquiercounty.gov.

A Copy Teste

Janelle J. Downes, County Administrator
Clerk to the Board of Supervisors

ALWINGTON FARM DEVELOPERS, L.L.C.

CORPORATE RESOLUTION

WHEREAS, following a review of the proposed Voluntary Settlement Agreement between and among the Fauquier County Board of Supervisors, the Warrenton Town Council, Van Metre Communities, LLC, Alwington Farm, LLC, and Alwington Farm Developers, L.L.C., for the proposed annexation by the Town of approximately 241 acres more or less of land lying in Fauquier County; and he

WHEREAS the corporation deems it appropriate to join in the aforesaid process as a party thereto and to seek review of the proposed Agreement by the Virginia Commission on Local Government pursuant to the Notice thereof submitted in our names; and

WHEREAS, the corporation believes that it is in its best interests for its landholding to be annexed as so proposed, now therefore be it

RESOLVED, that the corporation hereby authorizes its managing member to provide the aforesaid Commission with this Resolution indicating its concurrence in the submission of the aforesaid Agreement in the form submitted herewith, and further authorizes the managing member to take such other and further steps as may be necessary to effectuate the aforesaid annexation.

EXECUTED this 16th day of May, 2024.

Managing Member
Alwington Farm Developers, L.L.C.
a Virginia Limited Liability Company

EXHIBIT
tabbies
F

VAN METRE COMMUNITIES, L.L.C.
CORPORATE RESOLUTION

WHEREAS, following a review of the proposed Voluntary Settlement Agreement between and among the Fauquier County Board of Supervisors, the Warrenton Town Council, Van Metre Communities, LLC, Alwington Farm, LLC, and Alwington Farm Developers, L.L.C., for the proposed annexation by the Town of approximately 241 acres more or less of land lying in Fauquier County; and he

WHEREAS the corporation deems it appropriate to join in the aforesaid process as a party thereto and to seek review of the proposed Agreement by the Virginia Commission on Local Government pursuant to the Notice thereof submitted in our names; and

WHEREAS, the corporation believes that it is in its best interests for the properties proposed to be annexed consistently with the aforesaid Agreement, now therefore be it

RESOLVED, that the corporation hereby authorizes its managing member to provide the aforesaid Commission with this Resolution indicating its concurrence in the submission of the aforesaid Agreement in the form submitted herewith, and further authorizes the managing member to take such other and further steps as may be necessary to effectuate the aforesaid annexation.

EXECUTED this 17th day of May, 2024.

Van Metre Communities, L.L.C.,
a Virginia Limited Liability Company

By: VMC Homes, L.L.C., its Manager

Julie van der Vate

Julie van der Vate,
Chief Operating Officer – Finance and Strategic Growth

EXHIBIT
G

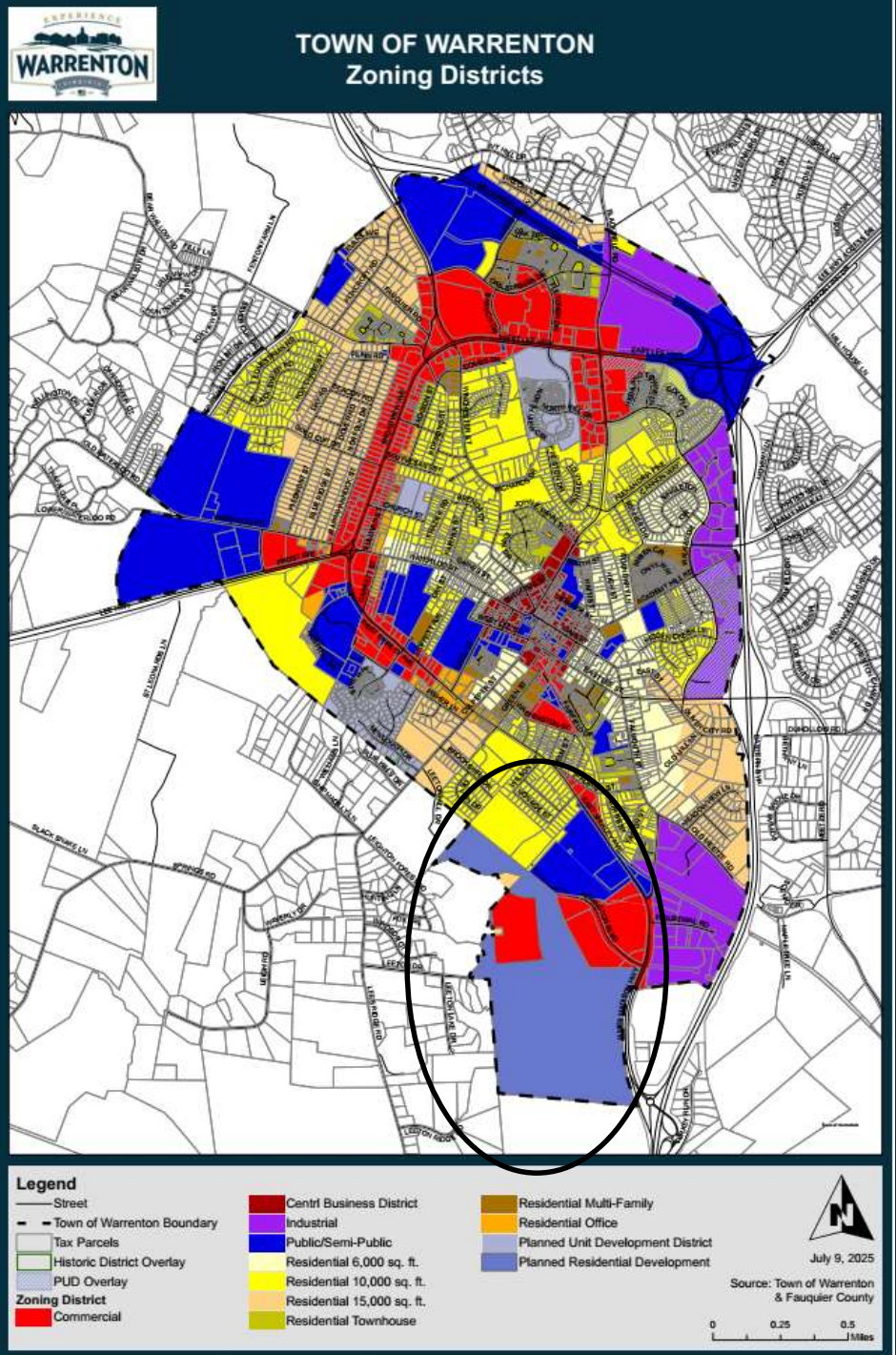
EXPERIENCE

WARRENTON

VIRGINIA

EST. 1810

Town Council Work Session
Annexation Zoning
May 12, 2026



New Boundaries

Effective June 1, 2025, several parcels totaling approximately 243.87 acres located to the southwest of the Town of Warrenton were annexed from Fauquier County per the Voluntary Settlement Agreement and Final Order of a Special Court

Zoning Ordinance

- Article 2-5.1 any property zoned in Fauquier County more intense than one dwelling per acre shall immediately be reclassified as R-15 (Residential) in the Town at time of the annexation.

- Article 2-5.3 any property zoned commercial in Fauquier County shall be reclassified as Commercial District in the Town at time of the annexation.

Final Order

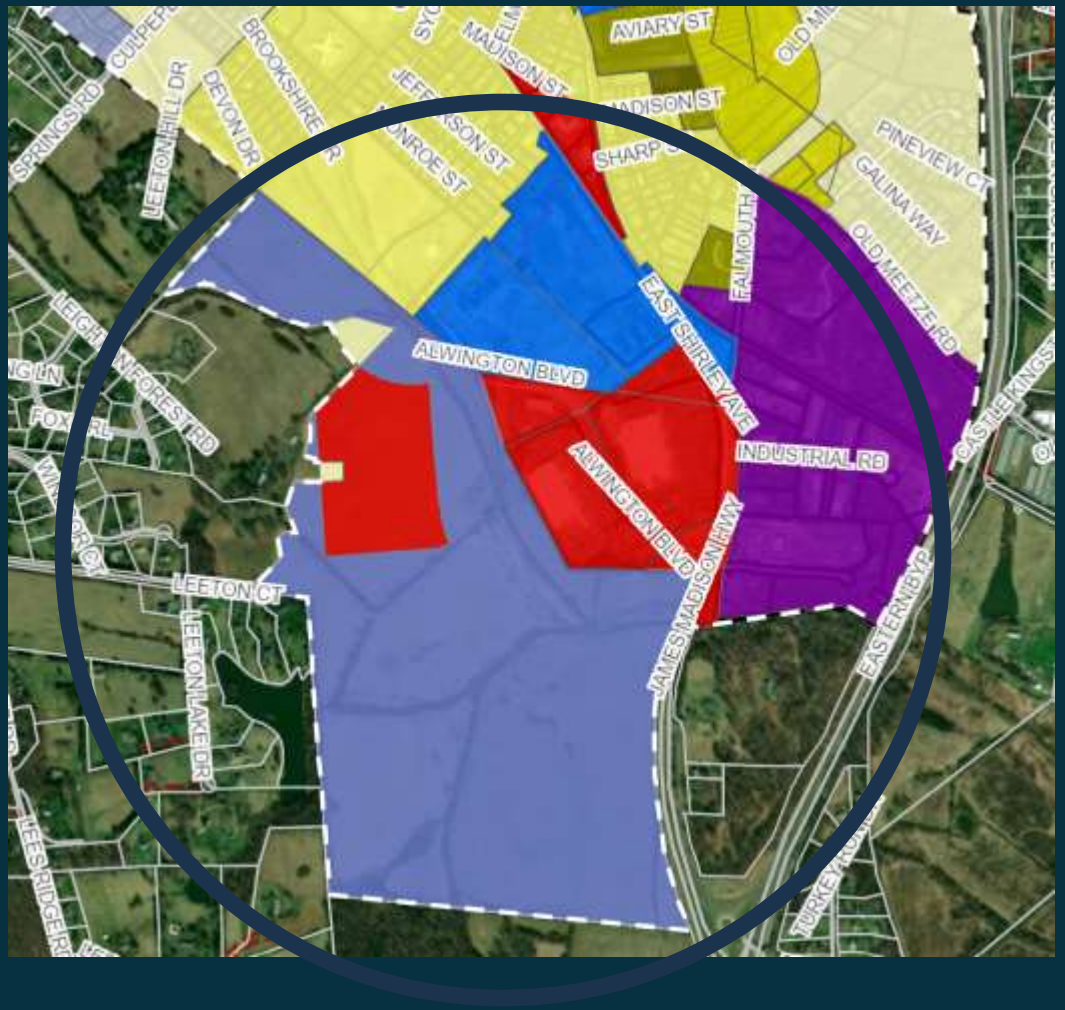
Specifies that the 234.08 acres subject to Fauquier County REZN-22-017978 shall be administered in a manner that is consistent and in substantial conformance with the Arrington Van Metre rezoning.

Zoning Categories

Name	GPIN	Acres	County Zoning	Town Zoning
Van Metre Homes	6983-46-2435	236.85665	PRD R-1	PRD and Commercial (Per Final Court Order) R-15
Home Depot of MD	6983-57-1258	0.7361	C1	Commercial
Padmaja and Srinivas Dasari	6983-57-9161	1.16	C1	Commercial
Fauquier County Public Schools	6983-48-7973	0.81	C1	Commercial
VABFT, LLC	6983-48-7006	4.31	C-1	Commercial

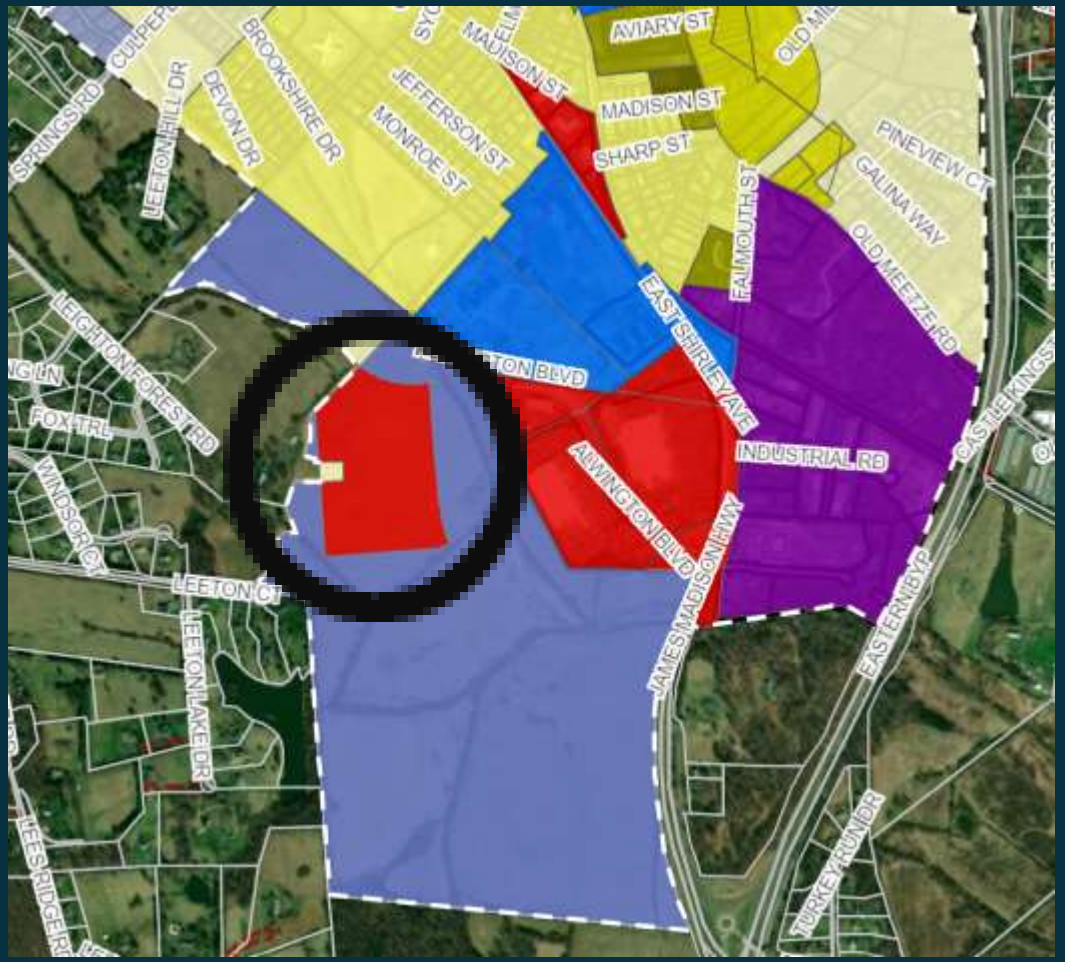
Specific Parcels

Shaded Light Purple is part of the Final Court Order to be zoned PRD per Rezoning.



Specific Parcels

Shaded Red Commercial part of Final Court Order per Rezoning

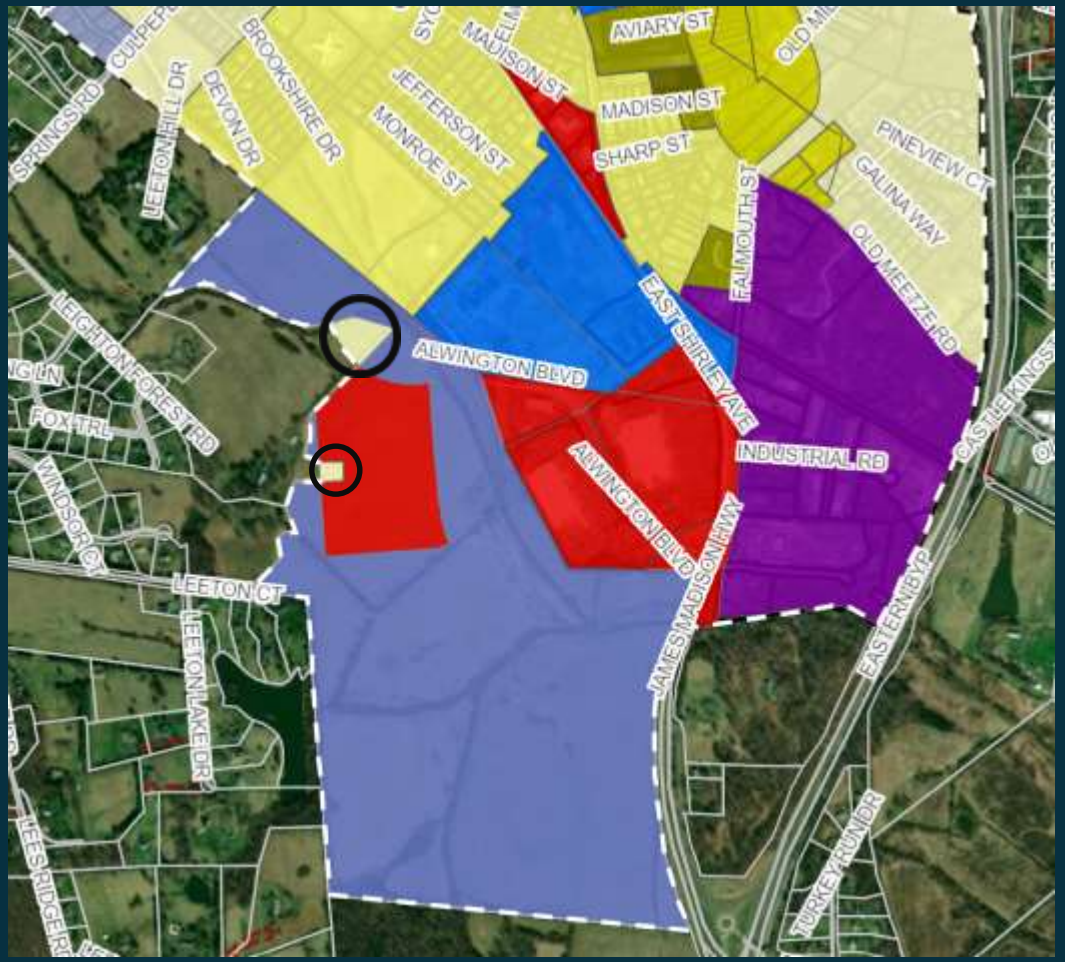


Specific Parcels

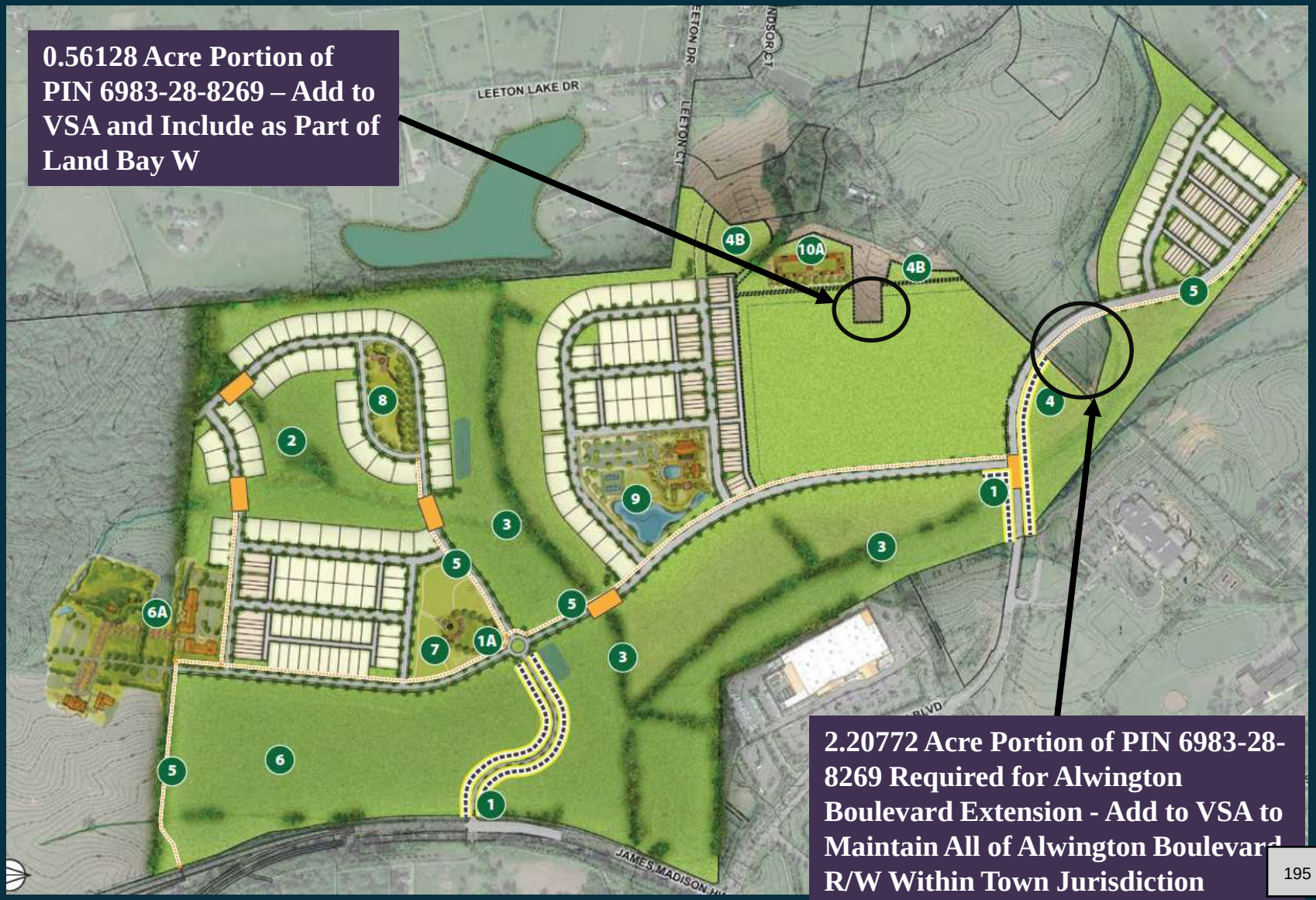
Light Tan

County Zoned more intense than 1 dwelling/ acre

Town Zoned R-15

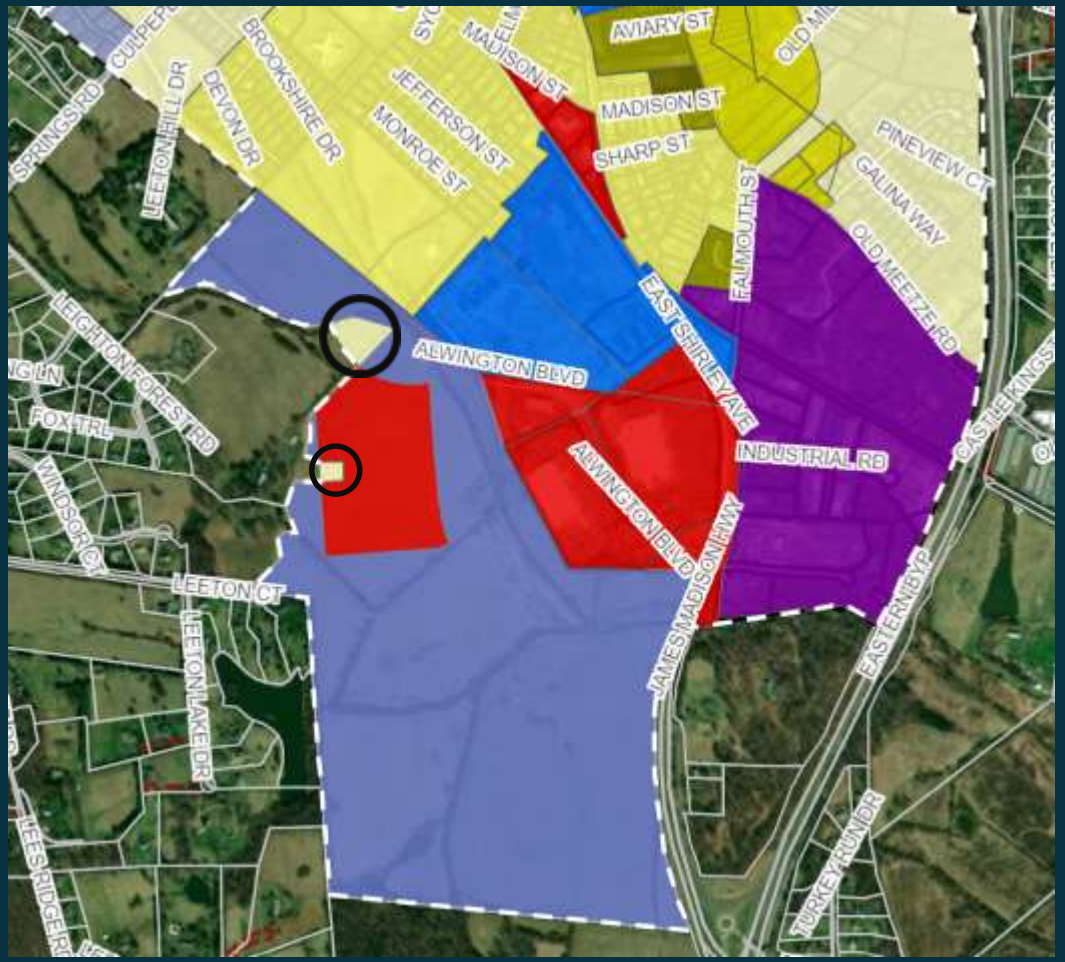


Specific Parcels



Specific Parcels

Van Metre indicated during a PC Work Session a desire for the southern parcel to be Commercial; no preference for the northern parcel as it will be in open space.



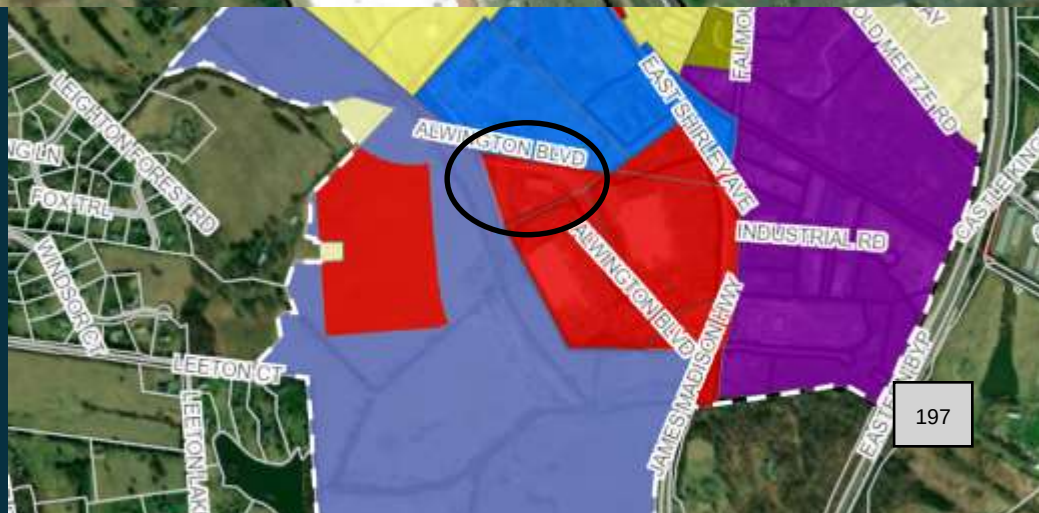
Specific Parcels

Red
Existing
Appleton
Campbell
Building

County Zoned
Commercial

Town Zoned
Commercial





Specific Parcels

<u>Red</u>
Existing
Appleton
Campbell
Building

County Zoned
Commercial

Town Zoned
Commercial

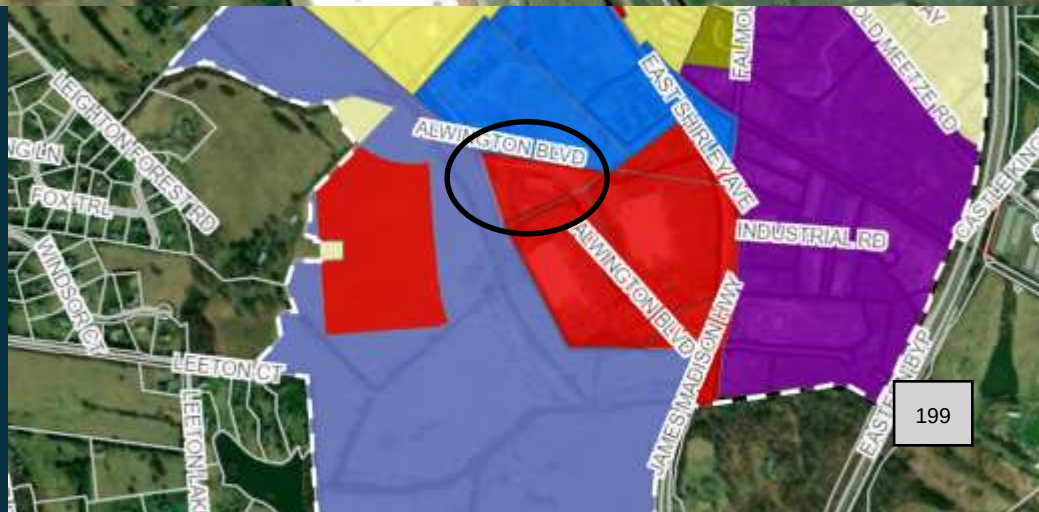




Specific Parcels

Appleton Campbell owner verbally expressed an interest in remaining Commercial zoning.





Specific Parcels

Red
Fauquier
County Public
Schools

County Zoned
Commercial

Town Zoned
Commercial





Specific Parcels

Red
Fauquier County Public Schools

County Zoned Commercial

Town Zoned Commercial





Specific Parcels



Specific Parcels

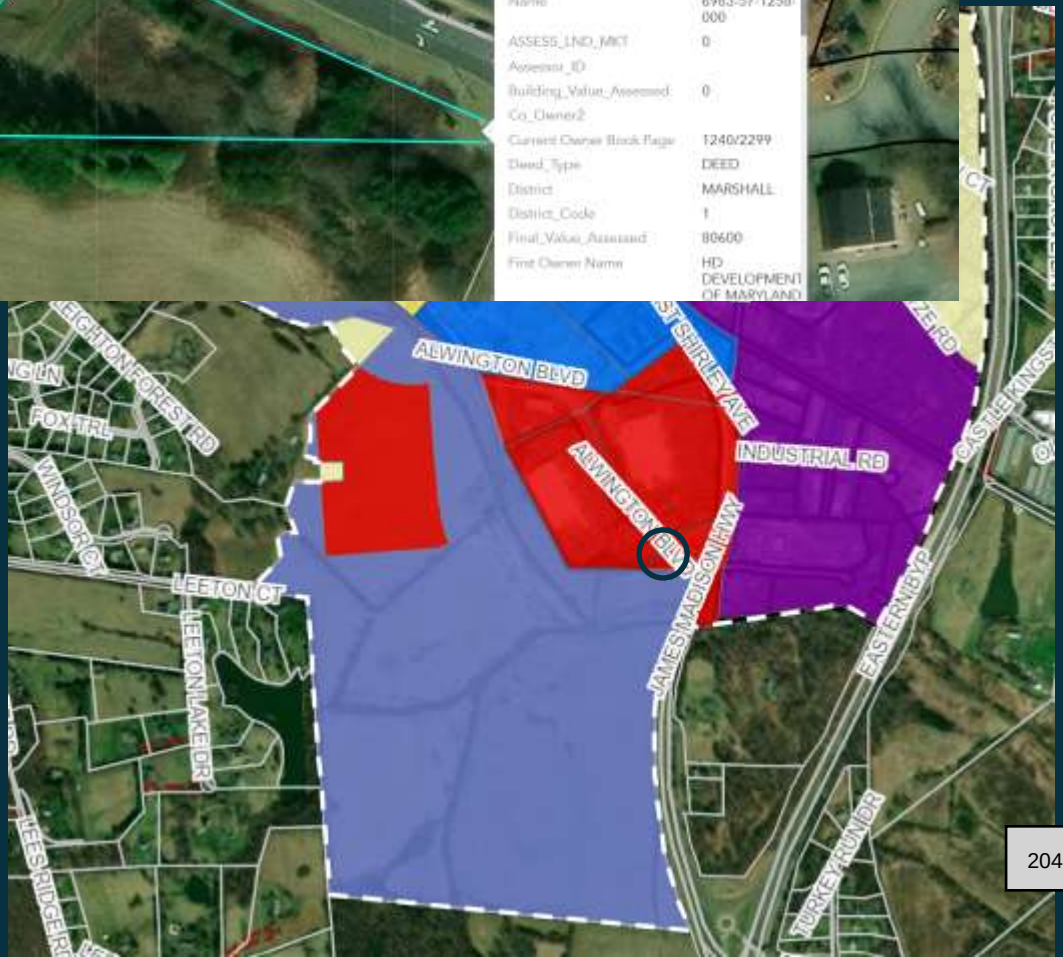
Fauquier County Public Schools expressed a preference for this portion to remain commercially zoned.





Specific Parcels





Red
Home Depot

County Zoned
Commercial

Town Zoned
Commercial

Specific Parcels

Red
Home Depot

County Zoned
Commercial

Town Zoned
Commercial

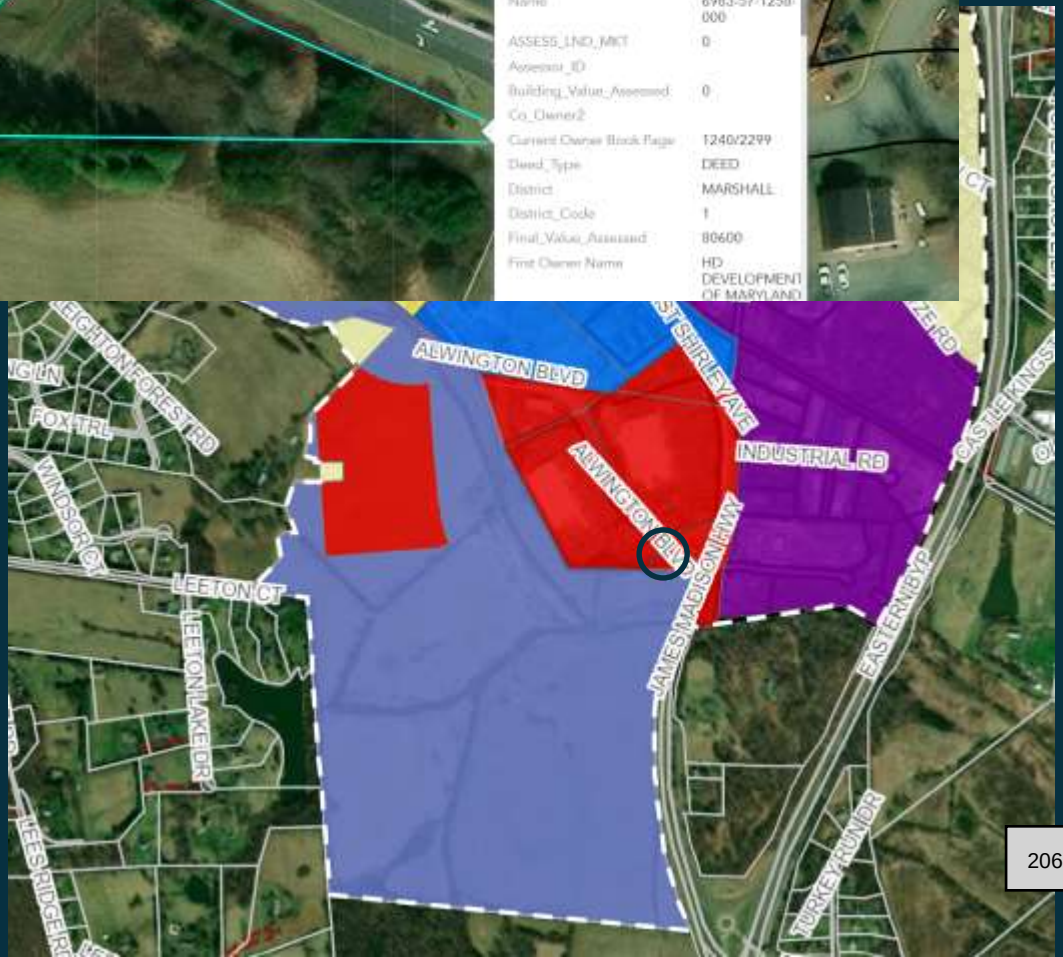




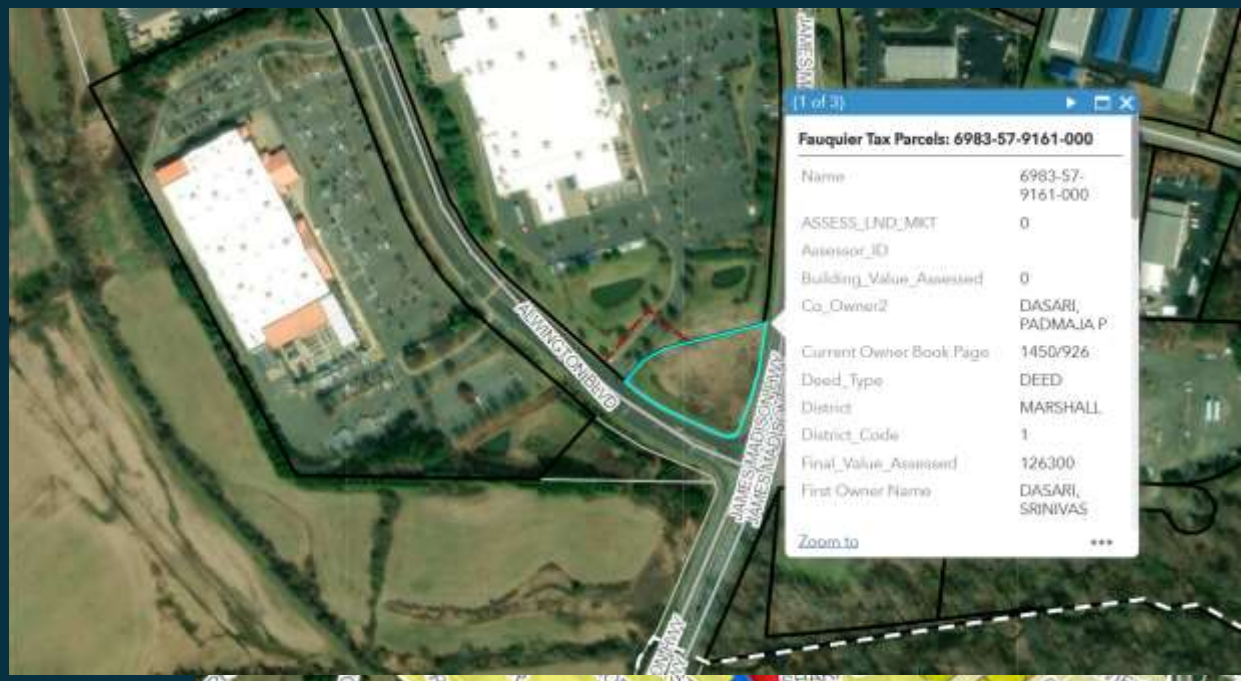
Specific Parcels

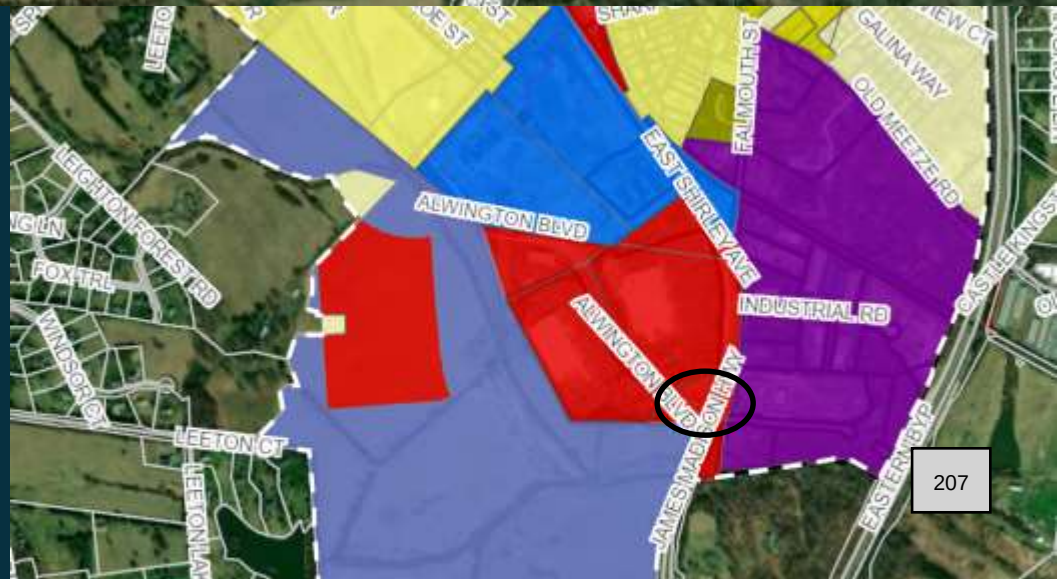


Home Depot provided a legal letter expressing a desire to remain Commercial



Specific Parcels





Red
Vacant lot

County Zoned
Commercial

Town Zoned
Commercial

Specific Parcels

Red
Vacant lot

County Zoned
Commercial

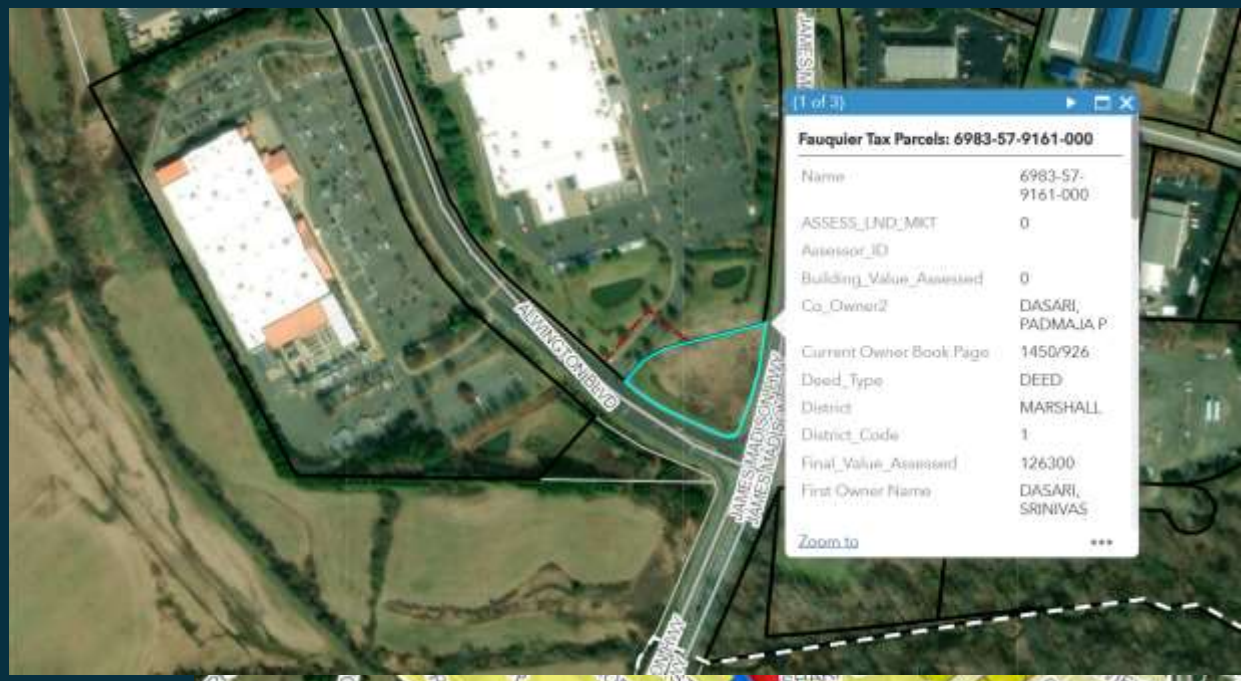
Town Zoned
Commercial

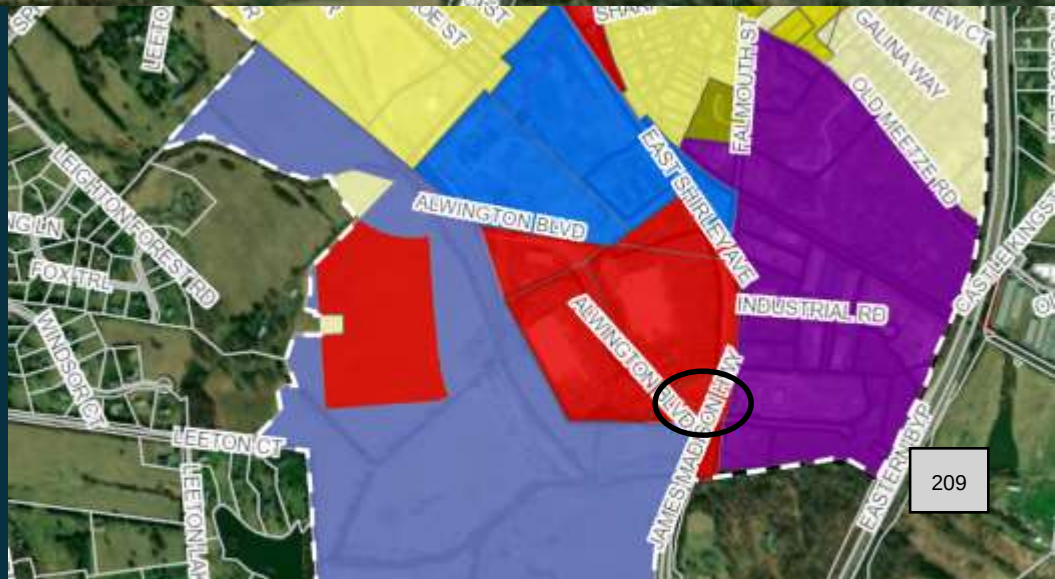




Specific Parcels

Property owner has not expressed a desired Zoning





Zoning Categories

Name	GPIN	Acres	Recommendation
Van Metre Homes	6983-46-2435	236.85665	Northern – PRD Southern - Commercial
Home Depot of MD	6983-57-1258	0.7361	C1
Padmaja and Srinivas Dasari	6983-57-9161	1.16	C1
Fauquier County Public Schools	6983-48-7973	0.81	C1 desired by FCPS
VABFT, LLC	6983-48-7006	4.31	C-1

Next Steps

- Hold a Public Hearing.
- Decide the zoning of the annexed parcels.

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	May 12th, 2026
Agenda Title:	Public Safety Committee Update
Requested Action:	Receive the information from the presenter
Department / Agency Lead:	Town Council
Staff Lead:	Ms. Michele O'Halloran, Ward 4 Representative.

EXECUTIVE SUMMARY

Ms. Michele O'Halloran will present an update on the Committee.

BACKGROUND

The Town Council has created a Public Safety Committee consisting of Mr. David McGuire and Ms. Michele O'Halloran.

STAFF RECOMMENDATION

Receive the information.

Service Level/Collaborative Impact

These meetings will require input and expertise from multiple Town departments and members of the Council.

Policy Direction/Warrenton Plan 2040

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.

CF-2.1: Maintain accepted level of service in terms of staffing and response times.

CF-2.2: Incorporate security measures designed to be unobtrusive but affording protection for citizens and users alike at community built and electronic facilities.

CF-2.3: Partner with County on their space and operational needs for the Sheriff's Office, Joint Communications, and Fire Rescue

and Emergency Management.

CF-2.4: Identify and provide new substation and public safety facilities as new development/redevelopment occurs.

CF-2.5: Continue cooperative agreements with the County for public safety needs.

Fiscal Impact

A fiscal impact analysis will be conducted on proposals brought forth by the Committee.

Legal Impact

Legal impact analysis has not been done on this agenda item.

ATTACHMENTS

1.
2.
3.

Community Development Department

STAFF REPORT

Town Council Meeting Date:	April 14, 2026
Agenda Title:	Planning Commission Update
Requested Action:	Informational Purposes
Staff Lead:	Casey DeHaven (Squyres), Planning Manager

EXECUTIVE SUMMARY

The Planning Commission held a work session meeting on April 28, 2026.

Ms. Heather Jenkins discussed the initiation of a Zoning Ordinance Text Amendment (ZOTA 26-1) to allow Hotels (up to 30 rooms) and associated Club facilities as a by-right use in the Central Business District, as requested by Town Council during the March 10, 2026 Town Council work session and as initiated by the Town Council at its April 14, 2026 Regular Meeting. The Zoning Ordinance Text Amendment is anticipated to include Article 3 and possibly Articles 9 and 12. The Planning Commission made a motion (5-0) to recommend advertisement of the ZOTA and to hold a Planning Commission public hearing at its Regular Meeting on May 19, 2026.

The Planning Commission also welcomed its newest appointed member, Mr. Raeid Ebrahim, during the meeting.

BACKGROUND

No additional background information.

STAFF RECOMMENDATION

For Informational Purposes.

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	May 12th, 2026.
Agenda Title:	Town Manager Interviews Announcement
Requested Action:	Announce the interviews under VA State Code § 2.2-3712 (B)
Department / Agency Lead:	Town Clerk
Staff Lead:	Stephen Clough, MMC,

EXECUTIVE SUMMARY

Interim Town Manager Christopher E. Martino has called a Special Meeting of the Warrenton Town Council. Pursuant to **Va. Code § 2.2-3712(B)**, the sole purpose of this meeting is to conduct interviews for the position of Town Manager (Chief Administrative Officer).

As required by statute, this announcement serves as the formal public notification that the Town Council will convene in a closed session for these interviews within the next 15 days.

BACKGROUND

The Town of Warrenton is currently seeking a permanent Town Manager. To facilitate an efficient and confidential hiring process, the Virginia Freedom of Information Act (VFOIA) provides a specific procedural path for interviews:

> **§ 2.2-3712. Closed meetings procedures; certification of proceedings.** ***B.*** *The notice provisions of this chapter shall not apply to closed meetings of any public body held solely for the purpose of interviewing candidates for the position of chief administrative officer. Prior to any such closed meeting… the public body shall announce in an open meeting that such closed meeting shall be held at a disclosed or undisclosed location within 15 days thereafter.*

By making this announcement during an open meeting, the Council satisfies the legal requirement to proceed with candidate interviews privately.

The recruitment process was initiated this past Winter for a new Town Manager.

- January 13, 2026: Town Council approved engaging the Berkley Group to conduct the permanent Town Manager recruitment.
- January 15, 2026: Christopher Martino began his tenure as Interim Town Manager.

- February 13, 2026: Town Council held a Special Session with the Berkley Group to establish the ideal candidate profile and initiate the search process.
- March – April 2026: The Berkley Group advertised the position, received applications, and performed initial candidate vetting and preliminary interviews.
- April 30, 2026: In a Special Meeting, Town Council reviewed the vetted application materials and selected the final pool of candidates for formal interviews.
- Current Status: The Berkley Group is currently coordinating with the selected candidates to finalize the interview schedule.

STAFF RECOMMENDATION

Staff recommends that the Town Council acknowledge the call for a Special Meeting and formally announce the intent to meet within the 15-day statutory window to interview Town Manager candidates.

Service Level/Collaborative Impact

Selecting a permanent Town Manager is critical for the long-term stability of Town operations. This process ensures that the Council can collaborate effectively with the executive leadership to deliver services to the citizens of Warrenton.

Policy Direction/Warrenton Plan 2040

This action aligns with the Plan 2040 goal of maintaining "High Quality Municipal Service" by ensuring the Town is led by a qualified professional capable of implementing the community's long-term vision.

Fiscal Impact

There is no direct fiscal impact associated with the announcement itself. Costs related to the recruitment process (travel reimbursements for candidates or consultant fees) have been previously budgeted within the General Fund.

Legal Impact

This procedure complies strictly with the Virginia Freedom of Information Act. Utilizing § 2.2-3712(B) protects the confidentiality of the applicants—which is standard professional practice—while maintaining the transparency required by law regarding the Council's schedule.

ATTACHMENTS

1. FOIA Council Email

Stephen Clough

From: FOIA Council <foiacouncil@dls.virginia.gov>
Sent: Tuesday, March 17, 2026 12:22 PM
To: Stephen Clough
Cc: pstrother@strotherlaw.com
Subject: Re: Closed session for interviews.

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Stephen:

The announcement at an open meeting is all that is required here (the normal closed meeting motion and certification afterward do not apply- these interviews are exceptions to the usual requirements). Some public bodies do choose to do a certification at their next public meeting after the interviews have been conducted just for increased public awareness, but it is not required.

- Alan

On Tue, Mar 17, 2026 at 11:38 AM Stephen Clough <sclough@warrentonva.gov> wrote:

> Good morning all!
>
> I'm hoping you may already have an opinion or can help me ensure I'm documenting everything right to ensure the Town Council is following best practice for Closed Session interviews of perspective Town Manager candidates.
>
> **§ 2.2-3712. Closed meetings procedures; certification of proceedings.**
>
> *B. The notice provisions of this chapter shall not apply to closed meetings of any public body held solely for the purpose of interviewing candidates for the position of chief administrative officer. Prior to any such closed meeting for the purpose of interviewing candidates, the public body shall announce in an open meeting that such closed meeting shall be held at a disclosed or undisclosed location within 15 days thereafter.*
>
> To ensure compliance it appears that if stated at the open meeting, the Town Council would not need to advertise a meeting but would still need to swear into the closed session to conduct the interviews.

Do you have any written guidance on this or can you help me ensure I'm following best practices?

Thank you.

Stephen Clough, MMC

Town Clerk, FOIA Officer

Department of the Town Clerk

21 Main Street

Warrenton, VA 20186

O:(540) 347-1101 x(124)

M: (540) 714-9270

warrentonva.gov

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Thank you for contacting this office. I hope I have been of assistance.

Alan Gernhardt, Esq., Executive Director
Joseph Underwood, Esq., Senior Attorney
Matteo Murrelle, Staff Attorney
Fiora DeBorous, Program Coordinator
Virginia Freedom of Information Advisory Council
201 N. Ninth St., 4th Floor
Richmond, Virginia 23219
Phone: (804) 698-1810
Website: foiacouncil.dls.virginia.gov

The staff of the Freedom of Information Advisory Council is authorized to issue advisory opinions. Please be advised that any staff advisory opinion delivered by e-mail is based solely upon the facts and information presented in your attached email inquiry.

Motion for Convening a Closed Session

Council Meeting Date: May 12th, 2026.

I move that the Council convene in closed session to discuss the following:

____ As permitted by Virginia Code § 2.2-3711 (A)(1), a personnel matter involving:
____ Discussion, consideration or interviews of prospective candidates for employment or appointment; OR
____ assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of specific public officers, appointees, or employees of the Town;
specifically dealing with _ *[Give department, job title(s), or job category].*

____ As permitted by Virginia Code § 2.2-3711 (A)(3), a matter involving:
____ discussion or consideration of the acquisition of real property for a public purpose; OR
____ disposition of publicly held real property
specifically involving _____ *[Give location of property]*, because discussion in an open meeting would adversely affect the City's bargaining position or negotiating strategy.

____ As permitted by Virginia Code § 2.2-3711 (A)(4), a matter requiring the protection of the privacy of individuals in personal matters not involving the public business.

__x__ As permitted by Virginia Code § 2.2-3711 (A)(7), consultation with legal counsel or briefing by staff members or consultants pertaining to:
____ probable litigation involving _____ *[Give subject]*; OR
__x__ the pending case of _____ **241 W. Shirly Avenue litigation, Cross V. Town of Warrenton Litigation, Amazon V. Town of Warrenton (BZA)** _____
where such consultation or briefing in open meeting would adversely affect the negotiating or litigating posture of the City.

__X__ As permitted by Virginia Code § 2.2-3711 (A)(8), consultation with legal counsel regarding specific legal matters requiring the provision of legal advice by such counsel, **pedestrian traffic safety ordinance discussion, Transparency Commission, discussion of a café sidewalk ordinance** __ *[Give nature of matter].*

____ As permitted by Virginia Code § 2.2-371 l (A)(29), discussion of the award of a public contract for _____ *[Give nature of the contract]* involving the expenditure of public funds, including interviews of bidders or offerors, and discussion of the terms or scope of such contract, where discussion in an open session would adversely affect the bargaining position or negotiating strategy of the City Council.

____ As permitted by Virginia Code § _____, a matter involving:
_____.

[IDENTIFY THE APPLICABLE PARAGRAPH OF § 2.2-3711(A) OR OTHER LAW AND GIVE THE SUBJECT MATTER AND PURPOSE FOR THE CLOSED SESSION.]

Votes:
Ayes:
Nays:
Absent from Vote: None

CERTIFICATION MOTION AFTER RECONVENING IN PUBLIC SESSION:
(requires a recorded roll call vote)

I move that the Council certify that, in the closed session just concluded, nothing was discussed except the matter or matters (1) specifically identified in the motion to convene in closed session and (2) lawfully permitted to be discussed in a closed session under the provisions of the Virginia Freedom of Information Act as cited in that motion.

Votes:
Ayes:
Nays:
Absent from Vote: None

For Information:
Town Clerk

Effective date: May 12th, 2026

Stephen Clough, Town Recorder
_____.

May 12th, 2026
Mayor H.E. Carter Nevill
PRO-26-05-02

A PROCLAMATION RECOGNIZING JOHNNY SWITZER FOR DEDICATED SERVICE TO THE TOWN OF WARRENTON VIRGINIA

WHEREAS, Johnny Switzer has faithfully served the Town of Warrenton, demonstrating unwavering commitment to the safety, functionality, and resilience of our community; and

WHEREAS, beginning his tenure with the Town in 2016 as the Chief Equipment Mechanic, he steadily rose through the ranks to become the Town's first Fleet Manager, Fleet and Facilities Manager, and ultimately dawning the additional title of Emergency Management Coordinator, successfully pioneering and establishing these crucial divisions within the Public Works Department; and

WHEREAS, following the Town Council's 2017 directive for a fleet replacement plan, he initiated major transformative changes that elevated the Town's operations, earning Warrenton the prestigious NAFA Green Fleet Top 50 award for three consecutive terms—an extraordinary feat when competing against much larger municipalities; and

WHEREAS, his dedication encompassed a wide array of vital responsibilities, from promptly repairing traffic lights and maintaining the Town's aging infrastructure to thoughtfully addressing citizen concerns regarding neighborhood safety measures; and

WHEREAS, he became a trusted pillar of the municipal staff whom anyone could turn to no matter the need, consistently demonstrating an unwavering willingness to serve the public, collaborate with Council members, and engage with local action groups to support the community; and

WHEREAS, he proactively collaborated with county and state emergency management agencies, effectively bringing together community stakeholders to share critical knowledge, skills, and resources; and

WHEREAS, this exceptional leadership and capstone achievement in emergency preparedness were appropriately recognized when he was awarded the 2026 New Emergency Manager of the Year by the Virginia Emergency Management Association; and

WHEREAS, he has consistently gone above and beyond the call of duty, answering calls for assistance at all hours of the night to ensure critical operations remain uninterrupted, proving himself to be the very definition of "Excellence in Action"; and

WHEREAS, the Town will greatly miss his tireless, dedicated nature, his extensive institutional knowledge, and his profound, lasting impact on the Town's operations and protocols;

NOW, THEREFORE, BE IT PROCLAIMED, that I, Carter Nevill, Mayor of the Town of Warrenton, on behalf of a T own Council and citizens, do hereby recognize and commend Johnny Switzer for his extraordinary service, steadfast dedication, and remarkable legacy in protecting and serving the Town of Warrenton.

H. E. Carter Nevill
Mayor, Town of Warrenton

Office of the Town Manager

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2 Vice Mayor
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

STAFF REPORT

Council Meeting Date:	May 12, 2026
Agenda Title:	A Public Hearing to Consider the Effective Tax Increase Due to Reassessment of Real Estate
Requested Action:	To Consider the Effective Tax Increase Due to Reassessment of Real Estate
Department / Agency Lead:	Finance
Staff Lead:	Christopher E. Martino, Interim Town Manager

EXECUTIVE SUMMARY

Code of Virginia Section 58.1-3321, *Effect on rate when assessment results in tax increase*; *public hearings* requires that when any general reassessment of real property would result in an increase of one percent or more in the total real property tax levied, a locality shall reduce its levy to produce no more than 101 percent of the previous year's real property tax levies, or conduct a public hearing to increase the rate above the reduced rate.

BACKGROUND

The FY 2027 proposed budget proposes to increase the real estate tax rate to $0.075 per $100 of assessed value. This represents an increase of $0.02 over the current rate of $0.055 per $100 of assessed value. The combined impact to the median annual residential bill in town is $141.58. The reassessment effective January 1, 2026 increases the annual bill by $47.14 and the proposed tax rate increases the annual bill by $94.44.

1. Assessment Increase: Total assessed value of real property, excluding additional assessments due to new construction or improvements to property, exceeds last year's total assessed value of real property by 26.2% percent.
2. Lowered Rate Necessary to Offset Increased Assessment: The tax rate which would levy the same amount of real estate tax as last year, when multiplied by the new total assessed value of real estate with the exclusions mentioned above, would be $0.044 per $100 of assessed value. This rate will be known as the "lowered tax rate."
3. Effective Rate Increase: The Town of Warrenton proposes to adopt a tax rate of $0.075 per $100 of assessed value. The difference between the lowered tax rate and the proposed rate would be $0.031 per $100, or 72.1% percent. This difference will be known as the "effective tax rate increase."
Individual property taxes may, however, increase at a percentage greater than or less than the above percentage.
4. Proposed Total Budget Increase: Based on the proposed real property tax rate and changes in other revenues, the total General Fund budget of The Town of Warrenton will exceed last year's by 4.7% percent.

STAFF RECOMMENDATION

Staff recommends that the Town Council adopt the proposed tax rate of $0.075 per $100 of assessed value to fund the proposed FY 2027 General Fund Operating budget.

Policy Impact

The proposed FY 2027 budget is a balanced budget as required by the Town's adopted comprehensive financial policies. The budget prioritizes funding debt service and expenses associated with maintaining existing services. The budget has been coordinated to identify major policy issues for the Town Council as part of the Town's overall strategic planning process for Plan Warrenton 2040.

Service Level/Collaborative Impact

The budget quantifies and communicates the Town's annual fiscal plan for the programs, services, and investments it will provide for the community in the coming fiscal years. As the most significant annual policy documents, the intent of the budget and 6-year CIP is to move the Town toward its vision for 2040.

Fiscal Impact

The total all funds proposed budget for FY 2027 is $58.2 million, excluding interfund transfers, to fund governmental, stormwater, and water and sewer operations, and investment in the town's capital infrastructure.

Legal Impact

- Town Code Section 15-1 provides that tax rates must be set by May 14th.
- Code of Virginia Section 15.2-2503 requires that the local governing body approve the budget no later than the date on which the fiscal year begins

ATTACHMENTS

- Proposed FY 2027 budget and 2027-2032 CIP are available at https://www.warrentonva.gov/177/Budget

May 12, 2026
Town Council
Public Hearing
Ordinance 2026-05

ORDINANCE 2025-03 AN ORDINANCE TO ESTABLISH TAX RATES FOR THE TAX YEAR BEGINNING JANUARY 1, 2026

BE IT ORDAINED by the Council of the Town of Warrenton, Virginia, that the following tax rates are hereby levied for the tax year beginning January 1, 2026:

Real Property	$0.075 per $100 assessed value
Mobile Homes	$0.00 per $100 assessed value
Tangible Personal Property-General	$1.00 per $100 assessed value
Tangible Personal Property-Handicapped	$0.00 per $100 assessed value
Motor Homes, Campers and Boats	$0.00 per $100 assessed value
Machinery and Tools	$1.00 per $100 assessed value
Business Personal Property & Computers	$1.00 per $100 assessed value
Bank Stock	$0.80 per $100 of net capital

Tangible Personal Property as defined in Section 58.1-3504of the Code of Virginia of 1950, as amended, shall be exempt from taxation under this ordinance.

Votes:
Ayes:
Nays:

Absent from Meeting:

For Information:
Budget Manager

ATTEST: _____
Town Recorder

Office of the Town Manager

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2 Vice Mayor
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

STAFF REPORT

Council Meeting Date:	May 12, 2026
Agenda Title:	FY 2027 Proposed Budget
Requested Action:	Information Only
Department / Agency Lead:	Finance
Staff Lead:	Christopher E. Martino, Interim Town Manager

EXECUTIVE SUMMARY

The Town Council is charged by the Code of Virginia with the preparation of an annual budget for the Town of Warrenton. Legal adoption of the budget by the Town Council must occur on or before June 30th. The adopted budget takes effect July 1, the beginning of the fiscal year.

BACKGROUND

On April 1st, the FY 2027 proposed budget and FY 2027-2032 Capital Improvement Program (CIP) were delivered to the Town Council. At the April 14th Town Council meeting the Town Manager provided an overview of the proposed budget during the morning work session. No additional work sessions or special meetings were requested by the Town Council. Since the April 14th Town Council meeting, the Town Manager has met with the Mayor, Finance Committee, and most other council members to further review and discuss the budget.

Per Town Code, tax rates for the tax year beginning January 1, 2026 must be adopted by May 14th. As such, there is a public hearing on tonight's agenda to establish these rates. All proposed rates are consistent with the prior year apart from the real estate tax rate. The proposed real estate tax rate of $0.075 per $100 of assessed value represents an increase of $0.02 over the current rate.

STAFF RECOMMENDATION

Staff recommends that the Town Council adopt the FY 2027 budget as proposed, including the proposed tax rate of $0.075 per $100 of assessed value to fund the proposed FY 2027 General Fund Operating budget.

Policy Impact

The proposed FY 2027 budget is a balanced budget as required by the Town's adopted comprehensive financial policies. The budget prioritizes funding debt service and expenses associated with maintaining existing services. The budget has been coordinated to identify major policy issues for the Town Council as part of the Town's overall strategic planning process for Plan Warrenton 2040.

Service Level/Collaborative Impact

The budget quantifies and communicates the Town's annual fiscal plan for the programs, services, and investments it will provide for the community in the coming fiscal years. As the most significant annual policy documents, the intent of the budget and 6-year CIP is to move the Town toward its vision for 2040.

Fiscal Impact

The total all funds proposed budget for FY 2027 is $58.2 million, excluding interfund transfers, to fund governmental, stormwater, and water and sewer operations, and investment in the town's capital infrastructure.

Legal Impact

- Town Code Section 15-1 provides that tax rates must be set by May 14th.
- Code of Virginia Section 15.2-2503 requires that the local governing body approve the budget no later than the date on which the fiscal year begins

ATTACHMENTS

- Proposed FY 2027 budget and 2027-2032 CIP are available at https://www.warrentonva.gov/177/Budget

Office of the Town Manager
Christopher Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
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Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	April 14th ,2026
Agenda Title:	Town Code Update: Sidewalk Café
Requested Action:	Receive the Information
Department / Agency Lead:	Department of Public Works
Staff Lead:	John Ward, Director of Public Works

EXECUTIVE SUMMARY

Staff recommends that the Town Council review the proposed amendments to Town Code § 14-1(c) governing sidewalk cafes in the Central Business District. The existing ordinance, last substantively amended in 1998, no longer reflects current operational realities, ADA requirements, industry standards, or the administrative practices the Town has developed over the past two decades. These Phase 1 amendments modernize the regulatory framework while maintaining the Town's established commitment to a vibrant, pedestrian-safe downtown.

This is the first of two planned modernization efforts. Phase 2 amendments, which will address sidewalk café placement, encroachment allowances, and streetscape design standards affected by the upcoming Main Street construction project, will be brought forward once that project is completed and post-construction conditions are established.

BACKGROUND

The Town of Warrenton's sidewalk cafe program allows restaurants in the Central Business District to extend outdoor dining onto the public right-of-way. The program has been popular and is a recognized contributor to downtown economic vitality and the character of the historic streetscape.

The current ordinance (Code 1981, § 14-8; Ord. No. 1998-15, adopted October 13, 1998) has not been comprehensively updated over 27 years. Since that time, the Town has developed supporting administrative documents — including a permit application, a permit guide, and a fillable application form — to operationalize the program. However, these materials have evolved beyond what the code strictly authorizes, creating inconsistencies between the Town Code and day-to-day administration. The proposed amendments bring the code into alignment with current practice and incorporate best practices from comparable Virginia municipalities.

Staff has also reviewed the program in the context of the planned Main Street construction project. Given that the project will materially alter sidewalk widths, curb geometry, and pedestrian clearance conditions along the primary cafe corridor, staff recommend a two-phase approach: adopt the housekeeping and operational modernizations now (Phase 1) and defer design-standard revisions tied to post-construction sidewalk geometry until Phase 2.

Staff has identified the following deficiencies in the current § 14-1(c):

1. Insurance Requirements Are Outdated

The current code requires $1,000,000 per occurrence / $1,000,000 aggregate general liability coverage. The Town's revised permit application and guide have updated the minimum to $1,000,000 per occurrence / $2,000,000 aggregate, consistent with current municipal risk management standards. The code must be amended to reflect this requirement.

2. No Seasonal or Hours-of-Operation Standards

The existing ordinance contains no provisions governing when cafes may operate. The permit guide establishes an operational season of March 1 through November 30 and daily hours of 7:00 a.m. to 11:00 p.m., with limited exceptions for unseasonably warm weather. These standards have no code basis and are not enforceable as written. Phase 1 amendments codify these provisions.

3. No Furniture Design or Appearance Standards

The current code does not specify materials, colors, or design compatibility requirements for cafe furniture, barriers, umbrellas, or other furnishings. The permit guide has filled this gap administratively. Phase 1 amendments incorporate basic furniture and design standards consistent with the Town's historic district character.

4. No Prohibition on Prohibited Items

Planters, trash containers, serving stations, advertising signs, and logos on cafe furniture are currently prohibited only by administrative guidance. The proposed amendments codify these prohibitions.

5. Application Process Not Fully Codified

The current code requires submission of three copies of a plan and a certificate of insurance, but does not address electronic submission, Health Department approval as a prerequisite, ABC authorization requirements, adjoining property owner consent, or furniture photographs/descriptions — all of which are currently required by the permit guide. Phase 1 amendments align the code with current submittal requirements.

6. Enforcement — Disqualification Period

The existing code (§ 14-1(c)(5)(c)) provides for a one-year disqualification after permit revocation but does not include a 'whichever is greater' clause referencing the remainder of the current season. The proposed language adds this clause to prevent an operator from re-applying during the same season in which their permit was revoked.

The following topics are acknowledged but deferred to Phase 2, to be initiated after completion of the Main Street construction project:

- Sidewalk café placement, width minimums, and encroachment allowances along the reconstructed Main Street corridor
- Streetscape furniture compatibility standards linked to new streetscape design elements
- Any geometry-dependent permit area calculations based on post-construction sidewalk dimensions
- Potential expansion of the sidewalk cafe zone to blocks affected by the streetscape improvements

Staff will return to Council with Phase 2 recommendations following the completion and acceptance of the Main Street project and a full survey of post-construction right-of-way conditions.

STAFF RECOMMENDATION

Staff recommends the Town Council:

1. Consider the proposed Phase 1 amendments to Town Code § 14-1(c) as presented in the attached draft ordinance; and
2. Consider scheduling a Public Hearing for the May Town Council Meeting; and
3. Direct staff to return with Phase 2 amendments following the completion of the Main Street construction project.

Service Level/Collaborative Impact

These amendments give staff clear, codified authority to administer the sidewalk cafe program consistently, replacing informal guidance that has accumulated outside the code for over two decades. The updated permit application and guide will streamline review and reduce incomplete submissions. The two-phase approach reflects active coordination between Public Works, the Town Attorney, and the Main Street project team.

Policy Direction/Warrenton Plan 2040

The proposed amendments advance Plan 2040 goals for a vibrant, pedestrian-friendly, and accessible Central Business District. Codifying ADA clear zone requirements supports the Plan's walkability and equity objectives. Furniture design standards protect the historic streetscape character. The two-phase approach reflects the Plan's emphasis on coordinating regulatory updates with capital improvement timelines.

Legal Impact

The proposed amendments are consistent with Virginia Code and the Town's Zoning Ordinance. The ADA pedestrian clear zone requirements are consistent with federal accessibility standards. Staff will coordinate with the Town Attorney's office in review of the drafting proposed ordinance language. ABC authorization requirements are governed by the Virginia Department of Alcoholic Beverage Control and are unaffected by these amendments.

Fiscal Impact

The proposed amendments are administrative in nature and are not anticipated to have a material fiscal impact. Application fees are not established in the code and are set administratively; no change to the fee schedule is proposed at this time. Any fee adjustments may be considered during the Phase 2 review or as part of the annual budget process.

ATTACHMENTS

A. Draft Ordinance Amendment: Town Code § 14-1(c), Sidewalk Cafes
B. Revised Sidewalk Cafe Permit Application
C. Sidewalk Cafe Permit Guide
D. Fillable Sidewalk Cafe Permit Application Form

Sidewalk Café Permit Guide

Historic Downtown District · Town of Warrenton, Virginia

A valid permit is required for any business to use public sidewalk space for sidewalk café dining within the Town of Warrenton. Permits are issued on a seasonal basis for months within the same calendar year. To apply, please contact the Department of Public Works.

1. PERMIT APPLICATION PROCESS

1 Submit a completed application and all required attachments by one of the following methods:

Mail: Send all materials with a check for the application fee payable to the Town of Warrenton to: Department of Public Works, 21 Main Street Street, Warrenton, VA 20186.

Email: Attach all materials as PDF and send to permittech@warrentonva.gov. Mail your application fee check to the address above, or pay in person at Town Hall.

In Person: Deliver all materials and payment to Town of Warrenton, 21 Main Street, Warrenton, VA 20186, Monday–Friday, 8:30 a.m.–4:30 p.m.

2 The initial review timeframe is approximately ten (10) business days. If alcoholic beverages are to be served, additional approval from the Virginia Department of Alcoholic Beverage Control (ABC) is required prior to final Town approval

3 Upon approval, the signed permit will be mailed or emailed to the applicant. The permit, along with any required Health Department and ABC approvals, must be kept on the premises and available for inspection at all times during operation.

4 Once established, Town staff will conduct periodic inspections to ensure ongoing compliance with the permit conditions and applicable provisions of the Town Code.

5 Upon expiration of the permit, all furnishings and objects must be removed immediately from the public right-of-way. Furnishings shall not be stacked or stored outdoors in the right-of-way. If not removed, the Town reserves the right to remove them without further notice. Renewal applications should be submitted prior to the current permit's expiration date.

2. SUBMITTAL REQUIREMENTS

- Completed Sidewalk Café Permit Application.
- Current Certificate of Insurance documenting a general commercial liability policy of at least **$2,000,000**. The certificate must name the **Town of Warrenton** as an additional insured for the full permitted period. If insurance is cancelled, the applicant must notify the Town immediately and remove all furnishings within thirty (30) days.
- Written authorization from the Virginia ABC Board, if alcohol is to be served.
- Consent from the property owner, if the applicant is not the property owner.
- Consent letter from adjoining property owner(s) if the proposed café area extends beyond the subject property's frontage.
- Sketch Plan showing dimensions, square footage, furniture layout, barrier placement, exit paths, and the required pedestrian clear zone from the outer edge of the café to the back of curb. Barriers are required when alcohol is served.

- Furniture Design: photographs, product information, or descriptions of all proposed furnishings including barriers, tables, chairs, and umbrellas. Planters, trash containers, and serving stations are prohibited within the sidewalk café area. Logos, advertising, and signs are also prohibited on all café furniture.

3. OPERATIONAL, DESIGN & ENVIRONMENTAL REGULATIONS

The applicant must comply with all applicable rules, regulations, ordinances, laws, and statutes, including the Americans with Disabilities Act and those enforced by the Virginia ABC Board and the Town of Warrenton Zoning Ordinance.

Dates of Operation

- Sidewalk café dining is permitted from **March 1 through November 30** of each year. Applications may cover the full season or a portion thereof. Permits are only issued for months within the same calendar year.
- In the event of unseasonably warm weather from December 1 through February 28, sidewalk dining may be permitted at the Town's discretion; however, all furnishings must be removed once temperatures fall below 45°F or snow/freezing rain is imminent.

Hours of Operation

- Sidewalk café areas may be used daily from **7:00 a.m. until 11:00 p.m.**, subject to Town-sponsored events, declared snow emergencies, or other Town directives.
- Food and alcohol consumption must cease at closing time. All tables, chairs, and furnishings shall be removed or secured at the close of each business day.

Dining Area Layout

- If alcohol is served, an approved barrier shall be erected around the perimeter per ABC requirements.
- **Maximum Encroachment:** The sidewalk café area shall not extend more than **eight (8) feet** from the edge of the restaurant facility (building face or property line, whichever is more restrictive) into the public right-of-way. This limit is established in recognition of the minimum five (5) foot pedestrian accessibility passage required under the Americans with Disabilities Act and Town standards.
- **Minimum Pedestrian Clear Zone:** A minimum **5-foot unobstructed clear zone** must be maintained between the outer edge of the café area and the back of curb at all times, ensuring safe and accessible passage for all pedestrians including persons with disabilities. A 4-foot clear zone must be maintained around all other obstructions (e.g., trees, light fixtures, trash receptacles, signs). Failure to maintain required clearance may result in permit revocation.
- An aisle of at least 4 feet in width shall remain unobstructed at all active entrances, doorways, and emergency exits. Café areas shall not block alleyways.
- All furnishings must be located completely within the permitted café area and must not extend into the pedestrian clear zone, including umbrella spread.
- The café area must be contiguous to the applicant's business frontage. Use of space in front of an adjoining property requires written consent from that property owner.

Design of Furnishings

- **Barriers:** Wrought iron, plated metal (chrome, black, or bronze), or painted wood; must meet applicable building and fire codes and ABC regulations.
- **Tables & Chairs:** Metal, wood, fiberglass, or combination thereof in chrome, black, bronze, or painted wood.

- **Umbrellas:** Minimum 7-foot overhead clearance; must be fully contained within the café area including overhead spread. Maximum two (2) colors compatible with other furnishings.
- All furnishings must be compatible in color, material, and appearance with the storefront and adjacent buildings. Do not purchase furnishings prior to receiving Town approval.

Environmental & Cleanliness Standards

- Garbage, trash, refuse, and other waste materials shall be **frequently monitored** to maintain a clean and usable space and to protect the public right-of-way from damage.
- Any food, drink, or other material spilled on the right-of-way must be promptly cleaned and removed. It is not permissible to sweep or rinse waste into the street, gutter, or municipal storm sewer system.
- Commercial outdoor heaters are permitted so long as their use complies with all applicable building and fire codes and does not present a threat to public health, safety, or welfare. Access to Town outdoor electrical outlets is prohibited.

4. CLEANLINESS & AREA MAINTENANCE REQUIREMENTS

The café operator shall be responsible at all times for the maintenance of an attractive, clean, and safe café area and for any necessary maintenance of the café area.

- ★ **The café operator shall maintain the café area in a clean, orderly, and presentable condition before, during, and after all periods of operation, including upon vacating the space at the close of each business day.**
- ★ **The café area shall be left free of debris, waste, and any evidence of café activity at the conclusion of each use. This includes, but is not limited to, food residue, spilled beverages, disposable packaging, and loose signage.**
- ★ **All movable objects or equipment (e.g., tables, chairs, furnishings, and fixtures) required to operate the café shall be removed from the café area and stored out of public view during the winter months and during nonbusiness hours.**
- ★ **Failure to maintain the café area in accordance with this section — including failure to remove equipment or restore the area as required — shall constitute a violation subject to enforcement under Section 5 of this ordinance.**

5. ENFORCEMENT

a.

The Town Manager, or his designee, shall have the authority to inspect sidewalk cafés at any time and to take all necessary steps to enforce the provisions of this section. In the event that the Town Manager suspects that a sidewalk café operator has failed to comply with any provision of this section, any provision of its permit, or any other provision of law, the Town Manager or designee shall provide the operator with a written notice of violation, detailing the violations and giving the permittee a minimum of **forty-eight (48) hours** to remedy such violation(s).

b.

If a café operator fails to correct any violation specified in a notice of violation within the time period set forth herein, the Town Manager or designee shall have the right to **revoke the operator's permit** for cause upon an administrative hearing held with at least two (2) weeks prior written notice. The Town Manager's decision following such hearing shall be final.

c. ***(New)***

Any café operator whose permit has been revoked pursuant to subsection (b) above shall be **disqualified from applying for or receiving a sidewalk café permit for a period of one (1) year from the date of revocation or the remainder of the current café season, whichever period is greater.** Upon the conclusion of the disqualification period, the former operator may reapply for a permit in accordance with the standard application procedures set forth in this section; provided, however, that the Town Manager or designee may consider the prior revocation in evaluating any subsequent application.

d.

The Town Manager or designee shall have the right to terminate any permit for the convenience of the Town upon **ninety (90) days'** prior written notice to the operator.

e.

The Town Manager or designee shall have the authority to require the permittee to suspend or limit café operations or to relocate or alter all or part of the café structure or improvements, either temporarily or permanently, in order to facilitate or allow Town operations upon public property.

f.

In the event of an emergency, the Town Manager or designee shall have the authority to require the **immediate suspension of operations** of a sidewalk café and/or the removal of all physical improvements constituting the café structure.

6. ENCROACHMENT LIMIT & CLEAR ZONE DIAGRAM



Key Dimensions: Maximum café encroachment from building face = **8 ft.** | Minimum ADA pedestrian clear zone = **5 ft.** | Total minimum sidewalk width required = **13 ft.**

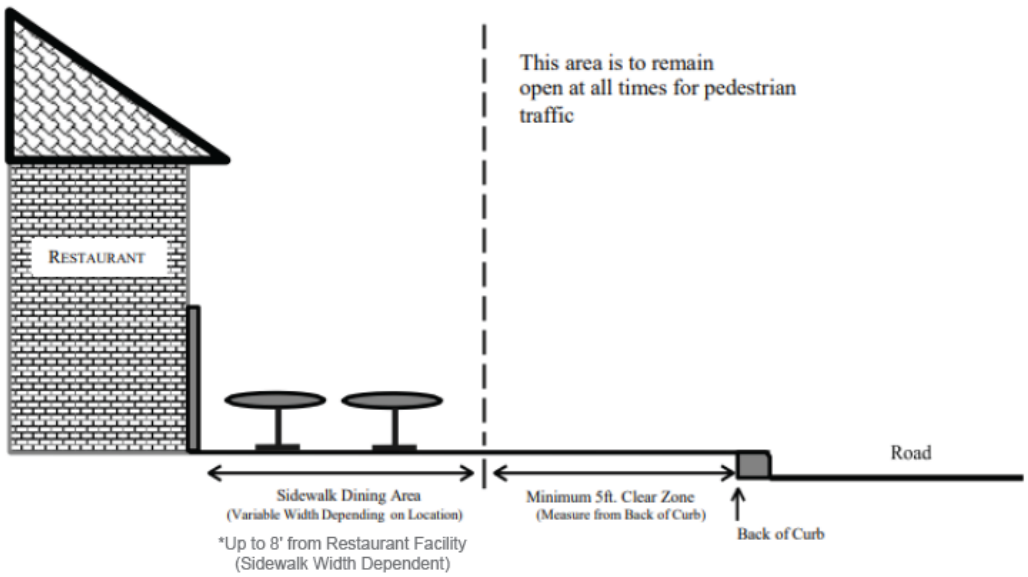
Note: Where existing sidewalk width does not accommodate both the maximum 8-foot encroachment and the required 5-foot pedestrian clear zone, the pedestrian clear zone requirement shall take precedence and the permitted café area shall be reduced accordingly. The Town Manager or designee may impose additional restrictions based on site conditions, pedestrian volume, or public safety.

7. IMPORTANT NOTICES

- Sidewalk café permits shall be revocable with or without cause at the discretion of the Town Manager.

- The Town maintains the right to enter the sidewalk café area at any time for inspections or to make repairs to sidewalks or streets.
- Permits are non-transferable and apply only to the applicant's approved location and business.
- All permit conditions remain in effect for the full duration of the permitted period. Operators are responsible for ensuring that employees and contractors comply with all applicable requirements.
- Questions regarding this permit process should be directed to the Department of Public Works at (540) 347-1858 or permittech@warrentonva.gov.

Diagram showing Minimum Clear Zone Requirements



TOWN OF WARRENTON
Department of Public Works

360 Falmouth Street
Warrenton, Virginia 20186
www.warrentonva.gov
TELEPHONE (540) 347-1858
FAX (540) 349-2414

SIDEWALK CAFE PERMIT APPLICATION

Central Business District · Warrenton Town Code § 14-1(c)

SECTION 1 — APPLICATION TYPE

☐ NEW APPLICATION ☐ RENEWAL — No Changes

☐ RENEWAL ☐ With Changes

SECTION 2 — APPLICANT / BUSINESS INFORMATION

Applicant Name (Person): _____

Business / Restaurant Name: _____

Property Address (Street, City, ZIP): _____

Mailing Address (if different): _____ City / State / ZIP: _____

Applicant Phone: _____ Applicant Email: _____

On-Site Contact Name: _____ On-Site Contact Phone: _____

SECTION 3 — SIDEWALK CAFE DETAILS

Total Square Footage: _____ Proposed No. of Tables: _____ Proposed No. of Seats: _____

Proposed Hours of Operation: _____ Proposed Months of Operation: _____

Alcoholic Beverages:

☐ Alcoholic beverages WILL be served in the sidewalk cafe area (attach ABC license / authorization)

☐ Alcoholic beverages will NOT be served in the sidewalk cafe area

SECTION 4 — REQUIRED ATTACHMENTS (check all that apply)

☐ Three (3) copies of Sidewalk Cafe Plan/Drawing (see Section 5 for required elements)

☐ Certificate of Insurance — General Liability: $1,000,000 per occurrence / $2,000,000 aggregate, with the Town of Warrenton named as additional insured; policy must provide 30-day notice of cancellation or modification

☐ Health Department Approval / Permit

☐ ABC License or Authorization (if alcoholic beverages will be served)

☐ ARB Application (required if renewal involves exterior alterations to the restaurant building)

SECTION 5 — PLAN / DRAWING REQUIREMENTS

Three (3) copies of the plan must be submitted. The plan shall depict, at minimum:

- Boundaries of the proposed cafe area (may not exceed the frontage of the adjoining restaurant facility)
- Dimensions and placement of all tables, chairs, planters, railings, and other furnishings
- Minimum 5-foot clearance from sidewalk edge to all furnishings is required, Furnishings may not exceed 8' from edge of restaurant facility)
- Location of the single designated, well-marked cafe entrance
- Total sidewalk width and pedestrian clearance corridor (must remain unobstructed)
- North arrow and graphic scale

SECTION 6 — REGULATORY ACKNOWLEDGMENTS

Initial applicant must check all items. Renewal applicants must re-check any that have changed.

☐ **Temporary Nature:** The cafe and all improvements (chairs, planters, fences, railings, etc.) are temporary and fully removable during periods of non-use.

- ☐ **Seasonal Removal:** All movable equipment will be removed from the cafe area and stored out of public view during winter months and during non-business hours each day.
- ☐ **Use Restriction:** No portion of the sidewalk cafe will be used for any purpose other than dining or pedestrian circulation.
- ☐ **Sidewalk Surface Only:** Only the existing sidewalk surface will be used; no permanent fixtures or improvements will be made to town sidewalks.
- ☐ **Single Entrance:** The cafe will have no more than one (1) well-marked entrance.
- ☐ **Maintenance:** The operator will maintain an attractive, clean, and safe cafe area at all times and will perform all necessary upkeep.
- ☐ **Compliance:** The cafe will comply with all applicable federal, state, and local laws and regulations, and will be inspected and approved by the Zoning Administrator prior to beginning operations.
- ☐ **Town Authority:** The operator acknowledges the Town Manager's authority to inspect the cafe at any time; to require suspension of operations in an emergency; to require temporary or permanent relocation or alteration of the cafe to facilitate town operations; and to revoke or terminate the permit in accordance with § 14-1(c)(5).

SECTION 7 — CERTIFICATION AND INDEMNIFICATION

By signing below, I hereby certify that: (1) I am either the owner of record of the named property or the property owner has duly authorized this application; (2) all information contained in this application is true and correct to the best of my knowledge; (3) I have read and understand the requirements of Warrenton Town Code § 14-1(c) governing sidewalk cafes; and (4) if a permit is issued, I agree to comply with all its terms and conditions and with all applicable federal, state, and local laws and regulations.

I, my heirs, successors, and assigns agree to **indemnify and hold harmless the Town of Warrenton, its agents, and employees** from any and all losses, damages, expenses, and claims arising out of my design, construction, operation, and maintenance of the sidewalk cafe. I authorize a Town official to enter all areas of the right-of-way covered by my permit, at a reasonable hour, to inspect and enforce applicable code provisions. I understand that this permit does not confer or convey any property rights and may be revoked or terminated in accordance with § 14-1(c)(5).

Print Name of Applicant: _____

Signature of Applicant: _____ Date: _____

Print Name of Property Owner (if different from Applicant): _____

Signature of Property Owner: _____ Date: _____

City / State: _____ ZIP Code: _____ Email Address: _____

SECTION 8 — FOR OFFICE USE ONLY

Date Received: _____ Received By: _____ Permit #: _____

Application Fee Received: _____ Receipt #: _____ Fee Amount: $ _____

Health Dept. Approval: _____ ABC Authorization: _____ Insurance Verified: _____

Zoning Admin. Review: _____ ARB Review Required? _____ ARB Action Date: _____

Town Manager Decision: ☐ Approved ☐ Approved with Conditions ☐ Denied

Conditions / Notes:

Town Manager Signature: _____

Permit Valid From: _____

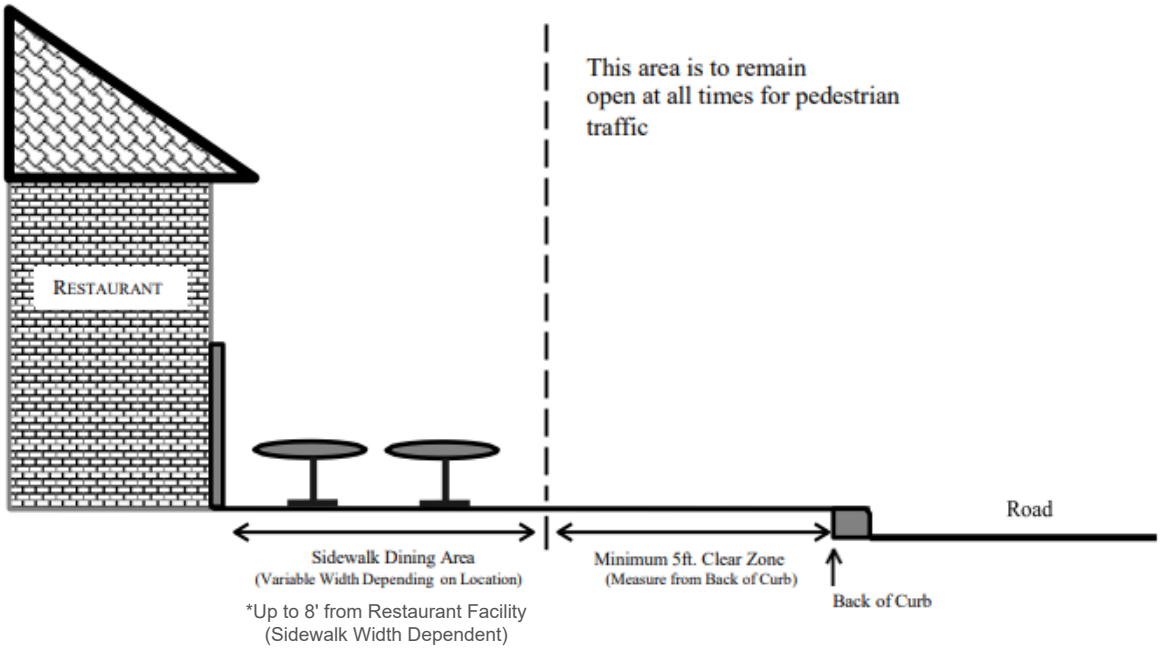
Permit Expires: _____

Submit completed application and all attachments to: *Town of Warrenton, Department of Public Works · 360 Falmouth Street, Warrenton, Virginia 2018*

· Tel: (540) 347-1858 · Fax: (540) 349-2414 · www.warrentonva.gov

Initial permits are valid for one (1) year from date of issuance. Renewal permits may be issued for up to three (3) years (§ 14-1(c)(4)(e)). Review typically takes ten (10) business days upon receipt of a complete application.

Diagram showing Minimum Clear Zone Requirements



TOWN OF WARRENTON
36 Main Street

Item c.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 5 240 Feet

TOWN OF WARRENTON
78, 79, & 80 Main Street

Item c.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries
- Treee Location

April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 25 241 Feet

TOWN OF WARRENTON
108 Main Street

Item c.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

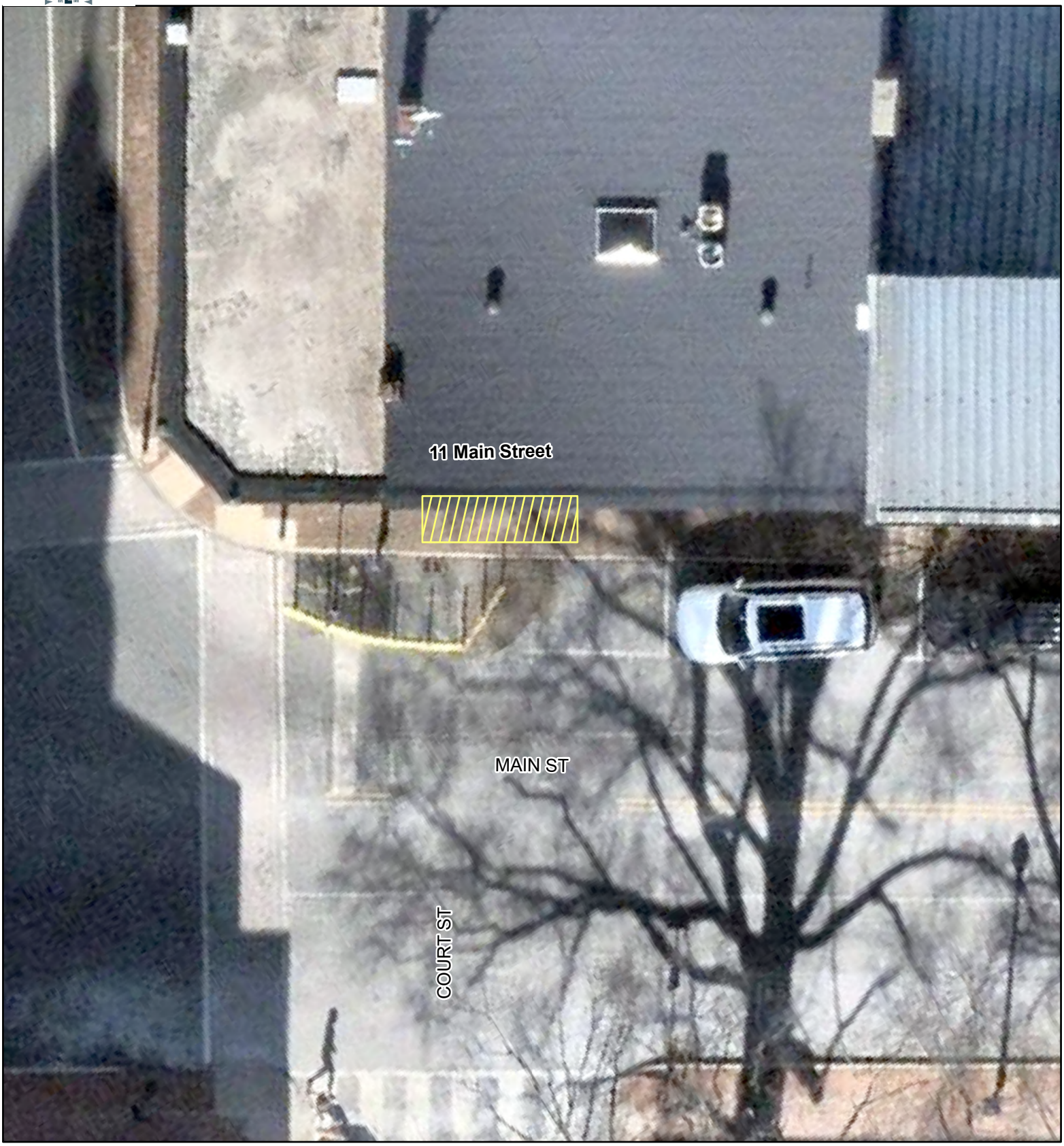
April 13, 2026

Sources: Town of Warrenton, NearMap,

0 10 242 Feet

TOWN OF WARRENTON
11 Main Street

Item c.



Legend

Cafe Boundaries

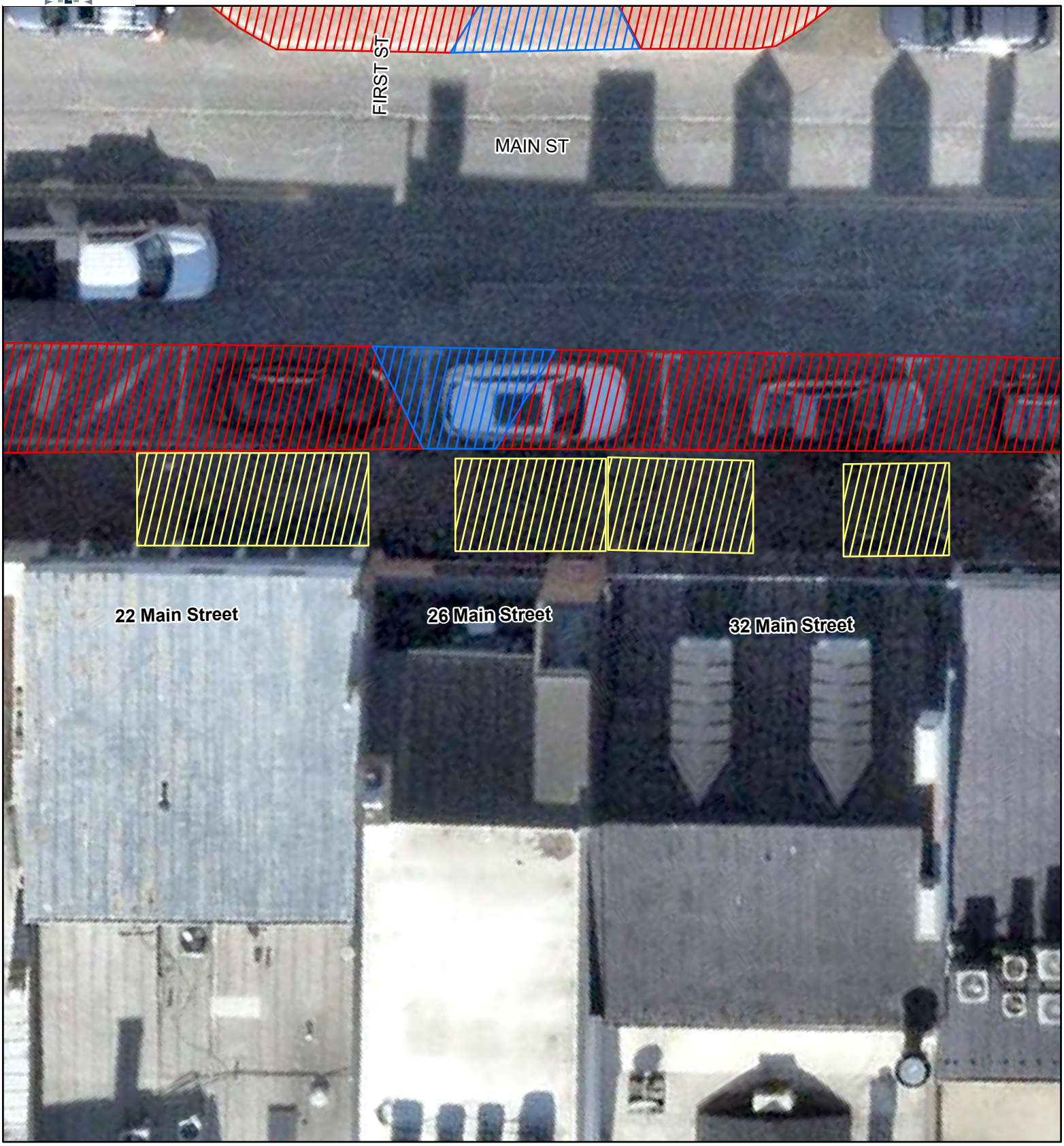
April 13, 2026

Sources: Town of Warrenton, NearMap, [illegible]rn

0 10 243 Feet

TOWN OF WARRENTON
22, 26, & 32 Main Street

Item c.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

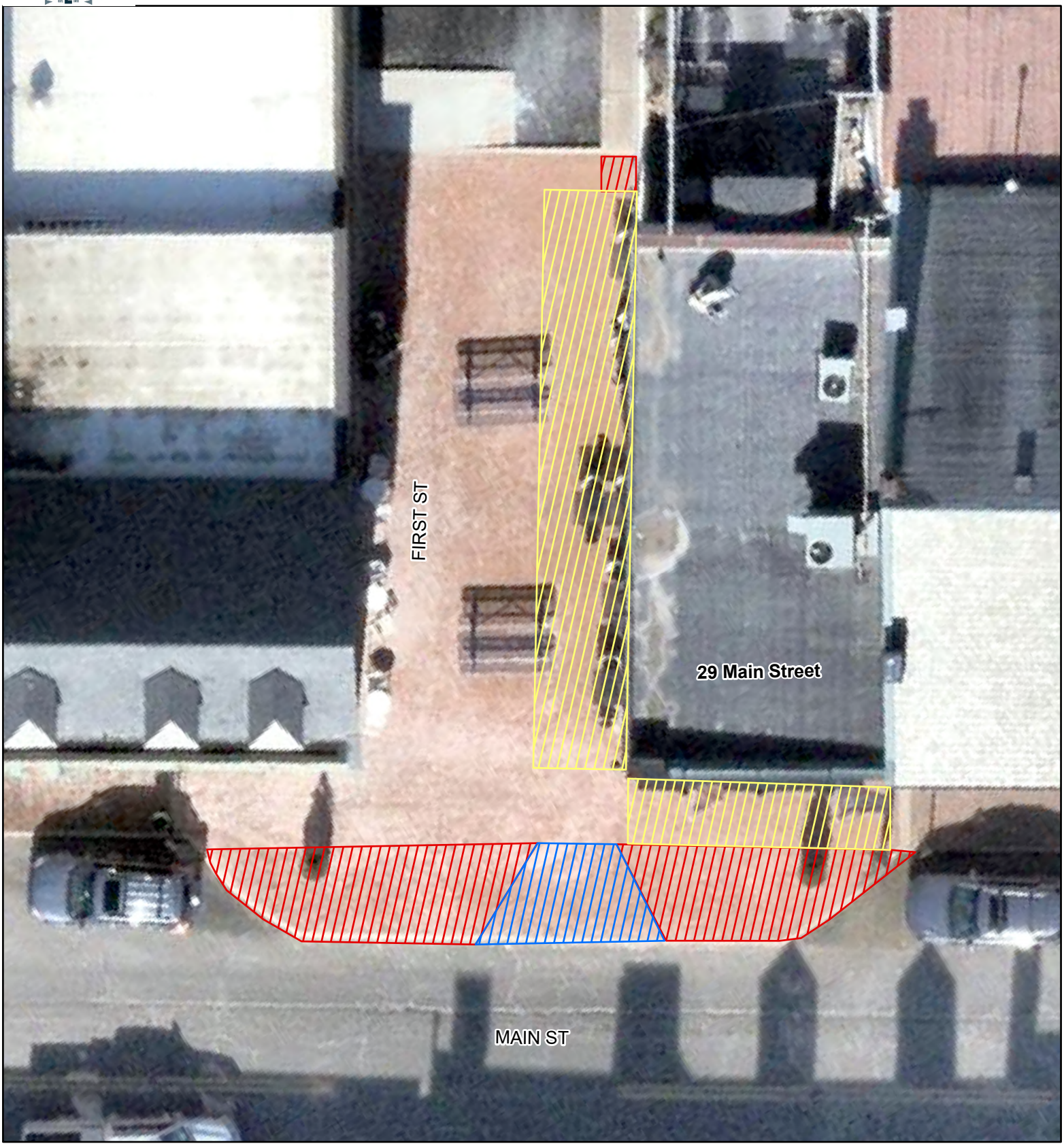
April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 10 ... Feet

TOWN OF WARRENTON
29 Main Street

Item c.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

April 13, 2026

Sources: Town of Warrenton, NearMap,

0 10 245 Feet

EXPERIENCE WARRENTON VIRGINIA EST. 1810

Sidewalk Café Program

Town Council Regular Meeting

April 14, 2026

Overview

What is a Sidewalk Cafe?

- An outdoor or semi-enclosed dining area directly adjoining a restaurant, located on a public sidewalk, alley, or right-of-way within the Central Business District.

Purpose of This Presentation

- Present proposed updates to Town Code Sec. 14-1 governing sidewalk cafes, including new spatial requirements, cleanliness standards, and enforcement provisions.

- Applicable Area: Central Business District / Historic Downtown, Warrenton, Virginia

Proposed Code Changes

Key Updates to Sec. 14-1(c)

- Insurance: Aggregate coverage updated from $1,000,000 to $2,000,000 (matching per-occurrence limit)
- Spatial Requirements: Added explicit 8-ft max encroachment and 5-ft ADA pedestrian clear zone
- Entrance: Codified requirement for one well-marked entrance with 4-ft unobstructed aisle at all doorways/exits
- Maintenance: New detailed cleanliness obligations with explicit enforcement link to Section 5
- Enforcement: New subsection (c) — 1-year disqualification for operators whose permit is revoked

Spatial Requirements

Maximum Encroachment

- Cafe area may not extend more than 8 feet from the building face or property line (whichever is more restrictive) into the public right-of-way.

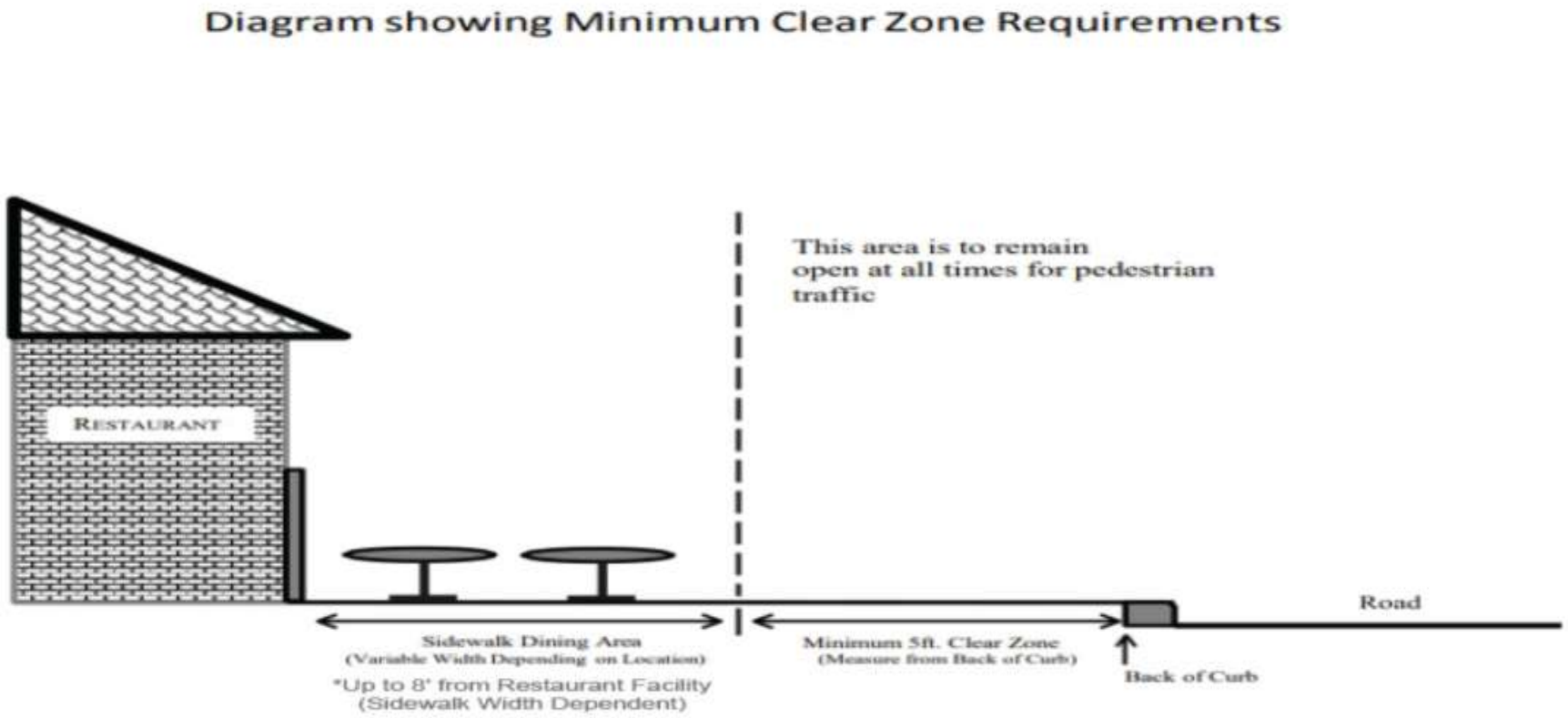


Minimum Pedestrian Clear Zone

- A 5-foot unobstructed clear zone must be maintained between the cafe edge and back of curb at all times (ADA requirement). A 4-foot clear zone is required around trees, light fixtures, and signs.

- Note: Where sidewalk width cannot accommodate both requirements, the pedestrian clear zone takes precedence. Total minimum sidewalk width required: 13 feet.

Spatial Requirements — Clear Zone Diagram



Application Process

Step 1 — Submit Application

- File with Dept. of Public Works (in person, mail, or email: permittech@warrentonva.gov). Include 3 copies of a scaled cafe plan/drawing.

Step 2 — Staff Review (~10 Business Days)

- Town Manager reviews and recommends approval, modification, or denial. ARB review required if structural alterations are involved.

Step 3 — Pre-Approval Requirements

- Applicant must certify Health Dept. and ABC Board approvals (if serving alcohol). Zoning Administrator inspects before operations begin.

Step 4 — Permit Issued

- Initial permit valid 1 year. Renewals may be issued for up to 3 years. Permit must be kept on-premises at all times.

Required Attachments

All applications must include:

- Three (3) copies of the Sidewalk Cafe Plan/Drawing (boundaries, furniture placement, entrance, pedestrian clear zone, north arrow, and scale)
- Certificate of Insurance — General Liability: $1,000,000 per occurrence / $2,000,000 aggregate; Town named as additional insured with 30-day cancellation notice
- Health Department Approval / Permit
- ABC License or Authorization (if alcoholic beverages will be served)
- Written consent from adjoining property owner(s) if cafe extends beyond applicant's frontage
- ARB Application (if renewal involves exterior alterations to the building)

Operational Standards

- **Dates of Operation:** March 1 through November 30 (seasonal permits only)
- **Hours of Operation:** 7:00 a.m. to 11:00 p.m. daily
- **Furniture Design:** Metal, wood, or fiberglass in compatible colors. No logos or advertising on furnishings. Umbrellas: min. 7-ft overhead clearance, max. 2 colors.
- **Prohibited Items:** Planters, trash containers, and serving stations within the cafe area.
- **Alcohol Service:** If served, an ABC-approved barrier is required around the perimeter.
- **Winter / Non-Business Hours:** All movable equipment must be removed from the cafe area and stored out of public view.
- **Outdoor Heaters:** Permitted if compliant with fire codes. Town electrical outlets may not be used.

Maintenance & Cleanliness

Operator Responsibilities

- Maintain an attractive, clean, and safe cafe area before, during, and after all periods of operation.
- Remove all debris, food residue, spilled beverages, packaging, and signage at the close of each business day.
- Do not sweep or rinse waste into the street, gutter, or storm sewer system.
- All furnishings must remain within the permitted cafe boundary, including umbrella spread.

- **Failure to maintain the cafe area constitutes a violation subject to enforcement under Section 5.**

Enforcement

Notice of Violation

- Town Manager may inspect at any time. Written notice issued with a minimum 48-hour grace period.

Permit Revocation

- If the violation is not corrected, the permit may be revoked after an administrative hearing (min. 2 weeks prior written notice). The decision is final.

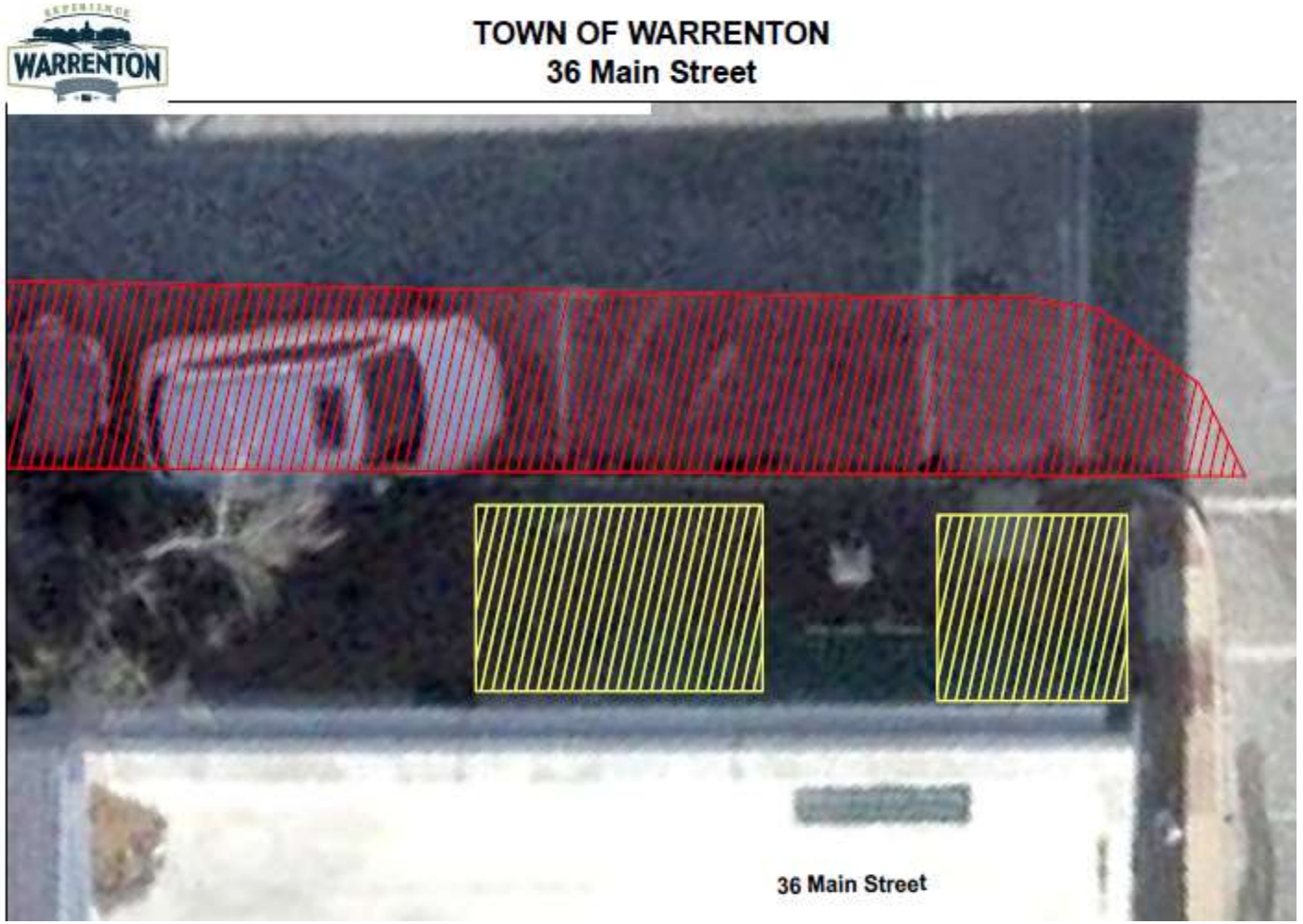
Disqualification (New Provision)

- Operator whose permit is revoked is disqualified for 1 year or the remainder of the season (whichever is greater). Prior revocation may be considered in future applications.

Town-Initiated Termination

- Town may terminate any permit for convenience with 90 days' written notice, or immediately in an emergency.

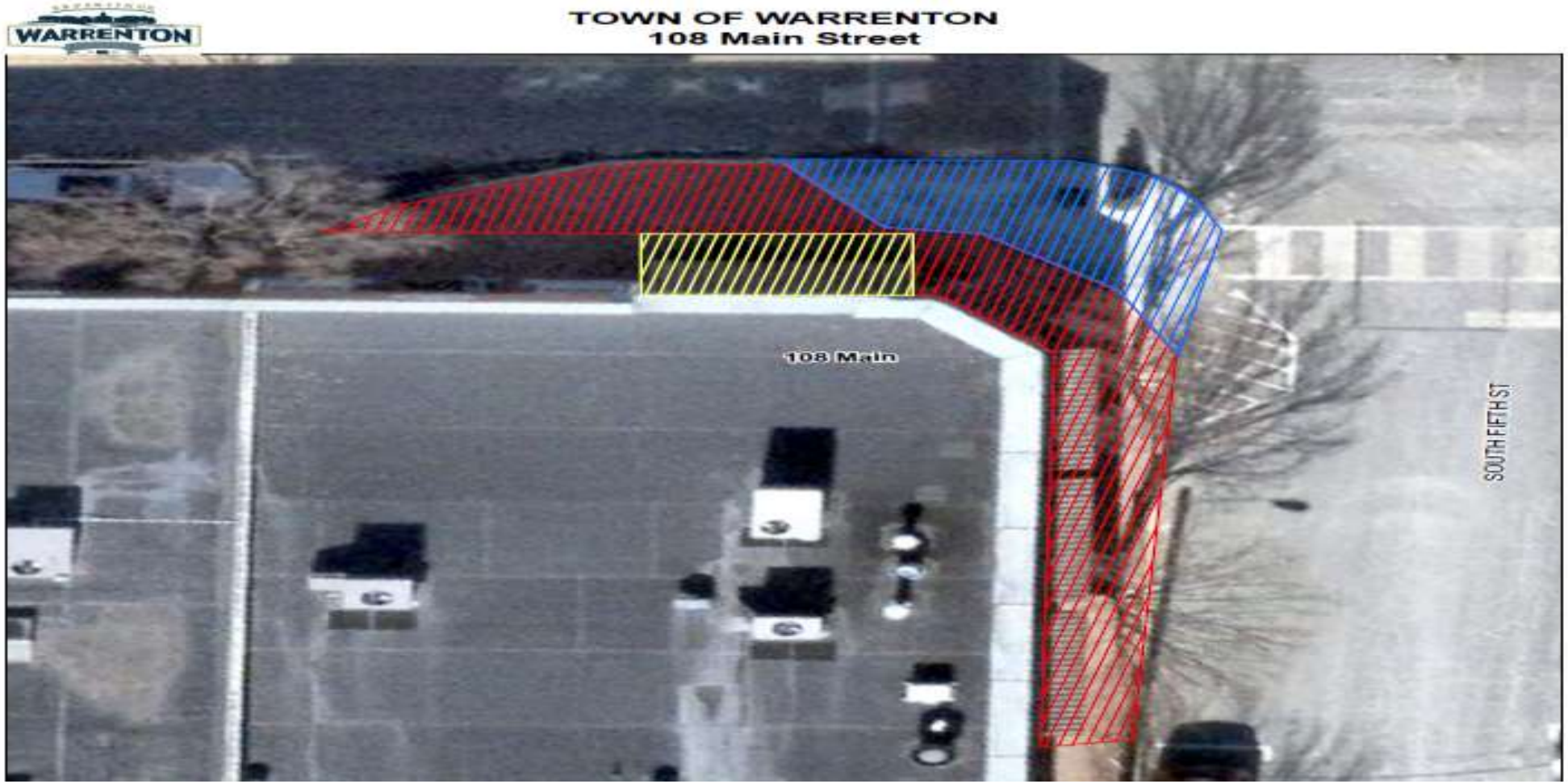
Café Zone Examples



Café Zone Examples



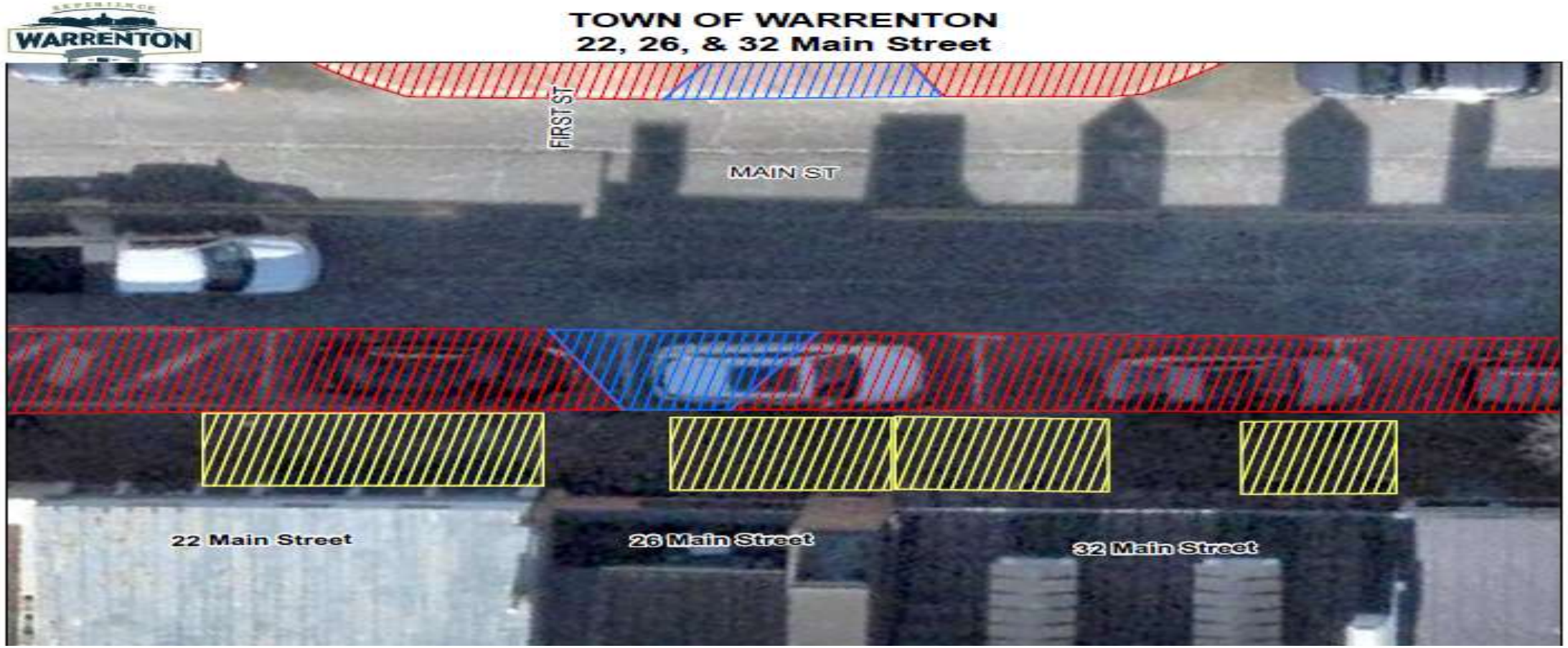
Café Zone Examples



Café Zone Examples



Café Zone Examples



Café Zone Examples





Questions?

Sec. 14-1. Obstructions generally; sidewalk cafes.

(a) *Permit to obstruct.* No person shall obstruct any of the streets or alleys of the town by any article, material or device or by the exhibition or storage of any property or materials thereon unless such person has first obtained a permit therefor from the town manager or designee. Such a permit may be issued where the safety of the public is adequately protected.

(b) *Displays.* It shall be unlawful for any person to use any portion of the public sidewalks in the town for the purpose of displaying, exhibiting or offering for sale any goods, wares, merchandise or other articles; except that merchants dealing in seasonal flower plants, vegetable plants and ornamental shrubbery may display the same on shelves or stands extending not more than eighteen (18) inches in front of the building line of the place of business. Such displays shall be permitted only where the sidewalk is of adequate width, and provided that such displays shall be removed from in front of the place of business each day by or immediately after the close of the business day.

(c) *Sidewalk cafes.* Notwithstanding any other provision of this chapter and subject to the regulations and specifications contained in this section, sidewalk cafes shall be allowed within the central business district upon issuance of a permit from the town manager or designee. The term "sidewalk cafe" or "cafe" shall mean an outdoor or semi-enclosed dining area directly adjoining and part of a restaurant within the central business district and located on a public sidewalk, alley, or right-of-way, where customers of the restaurant sit and dine.

(1) *Regulations.*

a. Every cafe shall be temporary in nature and designed so that the entire cafe structure and its improvements, including chairs, planters, fences, railings, etc., can be removed during periods of non-use.

b. No portion of a sidewalk cafe may be used for any purpose other than dining or circulation.

c. Cafes shall comply with all applicable federal, state, and local laws and regulations, and shall be inspected and approved by the zoning administrator prior to beginning actual operation.

d. Each cafe shall be adjacent to its adjoining restaurant facility.

e. The operation of sidewalk cafes shall be exempt from any additional off-street parking requirements as set forth in the zoning ordinance.

f. No cafe shall begin operations until the town manager or designee has reviewed and approved a certificate of insurance indicating that the business operator has general liability insurance coverage for personal injury and property damage in the amount of one million dollars ($1,000,000.00) per occurrence and two ~~one~~ million dollars ($2,000,000.00 ~~$1,000,000.00~~) general aggregate, with the town named as an additional insured. Such certificate shall further indicate that such coverage shall not be modified or canceled for any reason without the insurer providing the town with at least thirty (30) days' prior notice of such change(s).

(2) *Specifications.*

a. Sidewalk cafe operations shall be confined to a physical area approved by the town manager. No equipment or facilities of a cafe shall project beyond the designated perimeter of the cafe as approved. A cafe may not cover or extend beyond the frontage face of its adjoining restaurant facility. The size, scale, proportion, and overall design of the cafe shall be reviewed and approved by the town manager to ensure that the cafe is compatible with the public right-of-travel, adjoining buildings, streetscape, and character of the zoning district. The approved size of the

Version 1.0

cafe will be based partly on the width of the sidewalk upon which it is located and the space available for pedestrian passage.

- **Location and Encroachment:** The sidewalk café area shall be located adjacent to the restaurant facility and may extend up to ten (10) feet into the public right-of-way, measured from the edge of the restaurant facility (building face or property line, whichever is more restrictive).

into the public right-of-way. This limit is established in recognition of the minimum five (5) foot pedestrian accessibility passage required under the Americans with Disabilities Act and Town standards.

- Minimum Pedestrian Clear Zone: A minimum 5-foot unobstructed sidewalk clear zone must be maintained at all times, ensuring safe and accessible passage for all pedestrians including persons with disabilities. A 4-foot clear zone must be maintained around all other obstructions (e.g., trees, light fixtures, trash receptacles, signs). Failure to maintain required clearance may result in permit revocation.
- An aisle of at least 4 feet in width shall remain unobstructed at all active entrances, doorways, and emergency exits. Café areas shall not block alleyways.
- All furnishings must be located completely within the permitted café area and must not extend into the pedestrian clear zone, including umbrella spread.
- The café area must be contiguous to the applicant's business frontage. Use of space in front of an adjoining property requires written consent from that property owner.

Note: Where existing sidewalk width does not accommodate both the maximum 10-foot encroachment and the required 5-foot pedestrian clear zone, the pedestrian clear zone requirement shall take precedence, and the permitted café area shall be reduced accordingly. The Town Manager or designee may impose additional restrictions based on site conditions, pedestrian volume, or public safety.

b. ~~The cafe operator shall be responsible at all times for the maintenance of an attractive, clean, and safe cafe area and for any necessary maintenance of the cafe area. All movable objects or equipment (e.g., tables, chairs, furnishings and fixtures) required to operate the cafe shall be removed from the cafe area and stored out of public view during the winter months and during nonbusiness hours.~~ The café operator shall be responsible at all times for maintaining an attractive, clean, and safe café area. The operator shall keep the area in good order before, during, and after business hours, including at the close of each day.

All movable objects or equipment used to operate the café (including tables, chairs, furnishings, and fixtures) shall be removed from the café area and stored out of public view during the winter months. During non-business hours in the regular operating season, such items may remain within the designated café area provided they are neatly arranged, secured, and maintained in a clean and orderly condition, and do not obstruct pedestrian circulation, create safety hazards, or detract from the appearance of the streetscape.

At the conclusion of each business day, the café area shall be left free of debris, waste, and any evidence of café activity other than the permitted secured furnishings.

Failure to maintain the café area in accordance with this section, including failure to properly secure equipment or restore the area as required, shall constitute a violation subject to enforcement under Section 5(b) of this ordinance.

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Version 3

c. Only the existing sidewalk surface is to be used for placement of removable cafe furnishings.

d. Not more than one (1) well-marked entrance shall be permitted for each sidewalk cafe.

e. The exterior furnishings of the cafe shall consist of temporary fixtures and decorative accessories. No permanent fixtures or improvements to town sidewalks shall be permitted.

~~f. The furnishings of the cafe shall be placed under an awning attached to the building facade and with a minimum clearance of at least four (4) feet between the furnishings and the edge of the sidewalk or appropriate cover.~~

(3) *Applications.*

a. Any person or entity seeking to operate a sidewalk cafe shall file an application with the town manager or designee. The application shall be on a form supplied by the town.

b. The application shall include three (3) copies of the applicant's sidewalk cafe plan/drawing, depicting the proposed cafe area boundary, placement of tables, chairs, signs, awnings and other equipment or furnishings, and any other information deemed necessary by the town manager or designee.

c. The town manager shall review and recommend approval, modification or denial of a sidewalk cafe permit ("permit"). If the application requires ARB approval for structural alterations, the town manager shall make such recommendation pending ARB action.

(4) *Permits.*

a. Prior to final approval of a permit by the town manager or designee, the applicant shall certify that approval has been received from all relevant governmental authorities to begin operating, including the health department and the alcoholic beverage control board of the commonwealth.

b. The town manager or designee shall have sole discretion to issue a permit to the owner of a restaurant/cafe business. The permit shall contain such terms and conditions as the town manager determines are necessary to protect the public health, safety and welfare.

c. The permit, as issued and signed by the town manager or designee, shall contain a statement, executed by the permittee, that they agree to indemnify and hold harmless the town, its agents, and employees from any and all losses, damages, expenses, and claims arising out of the permittee's design, construction, operation, and maintenance of the sidewalk cafe.

d. The initial permit issued by the town manager or designee shall be valid for one (1) year from the date of issuance.

e. The town manager or designee may reissue permits for periods up to three (3) years, with such modifications as the manager or designee deems appropriate. If any application for renewal involves exterior alterations to the restaurant building, the applicant shall submit an application to the architectural review board.

(5) *Enforcement.*

a. The town manager, or his designee, shall have the authority to inspect sidewalk cafes at any time and to take all necessary steps to enforce the provisions of this section. In the event that the town manager suspects that a sidewalk cafe operator has failed to comply with any provision of this section, any provision of its permit, or any other provision of law, the town manager or designee shall provide the operator with a written notice of violation, detailing the violations and giving the permittee a minimum of forty-eight (48) hours to remedy such violations(s).

Version 2

b. If a cafe operator fails to correct any violation specified in a notice of violation within the time period set forth herein, the town manager or designee shall have the right to revoke the operator's permit for cause upon an administrative hearing held with at least two (2) weeks prior written notice. The town manager's decision following such hearing shall be final.

c. c. Any cafe operator whose permit has been revoked pursuant to subsection (b) above shall be disqualified from applying for or receiving a sidewalk cafe permit for a period of one (1) year from the date of revocation. Upon the conclusion of the disqualification period, the former operator may reapply for a permit in accordance with the standard application procedures set forth in this section; provided, however, that the town manager or designee may consider the prior revocation in evaluating any subsequent application.

d. ~~c.~~ The town manager or designee shall have the right to terminate any permit for the convenience of the town upon ninety (90) days' prior written notice to the operator.

e. ~~d.~~ The town manager or designee shall have the authority to require the permittee to suspend or limit cafe operations or to relocate or alter all or part of the cafe structure or improvements, either temporarily or permanently, in order to facilitate or allow town operations upon public property.

f. ~~e.~~ In the event of an emergency, the town manager or designee shall have the authority to require the immediate suspension of operations of a sidewalk cafe and/or the removal of all physical improvements constituting the cafe structure.

(Code 1981, § 14-8; Ord. No. 1998-15, 10-13-98)

Version V3

May 12th, 2026
Town Council
Regular Meeting
Ordinance 2026-06

ORDINANCE 2026-06
AN ORDINANCE TO AMEND CHAPTER 14, SECTION 14-1 OF THE CODE OF THE TOWN OF WARRENTON TO MODERNIZE REGULATIONS GOVERNING SIDEWALK CAFES IN THE CENTRAL BUSINESS DISTRICT EFFECTIVEMAY 12TH, 2026

WHEREAS, the Town of Warrenton's sidewalk cafe program allows restaurants in the Central Business District to extend outdoor dining onto the public right-of-way, which is a recognized contributor to downtown economic vitality and the character of the historic streetscape; and

WHEREAS, the current ordinance governing sidewalk cafes (Code 1981, § 14-8; Ord. No. 1998-15) has not been comprehensively updated since 1998 and no longer reflects current operational realities, ADA requirements, or municipal risk management standards; and

WHEREAS, the Town Council desires to enact Phase 1 amendments to codify established administrative practices, establish a minimum 5-foot unobstructed pedestrian clear zone for ADA compliance, update general liability insurance requirements, and establish seasonal and daily hours of operation; and

WHEREAS, the Town Council intends to defer Phase 2 design-standard revisions until the completion of the Main Street construction project to ensure alignment with post-construction sidewalk geometry; and

WHEREAS, the Town Council held a duly advertised public hearing on this matter on May 12th, 2026, to receive public comment on the proposed amendments.

NOW, THEREFORE, BE IT ORDAINED by the Town Council of the Town of Warrenton, Virginia, that Chapter 14, Section 14-1 of the Code of the Town of Warrenton is hereby amended and reenacted to read as follows:

Section 1. Amendment of Code
Sec. 14-1. Obstructions generally; sidewalk cafes.
(a) Permit to obstruct. No person shall obstruct any of the streets or alleys of the town by any article, material or device or by the exhibition or storage of any property or materials thereon unless such person has first obtained a permit therefor from the town manager or designee. Such a permit may be issued where the safety of the public is adequately protected.
(b) Displays. It shall be unlawful for any person to use any portion of the public sidewalks in the town for the purpose of displaying, exhibiting or offering for sale any goods, wares, merchandise or other articles; except that merchants dealing in seasonal flower plants, vegetable plants and ornamental shrubbery may display the same on shelves or stands extending not more than eighteen (18) inches in front of the building line of the place of business. Such displays shall be permitted only where the sidewalk is of adequate width, and provided that such displays shall be removed from in front of the place of business each day by or immediately after the close of the business day.
(c) Sidewalk cafes. Notwithstanding any other provision of this chapter and subject to the regulations and specifications contained in this section, sidewalk cafes shall be allowed within the central business district upon issuance of a permit from the town manager or designee. The term "sidewalk cafe" or "cafe" shall mean an outdoor or semi-enclosed dining area directly adjoining and part of a restaurant within the central

business district and located on a public sidewalk, alley, or right-of-way, where customers of the restaurant sit and dine.
(1) Regulations.
a. Every cafe shall be temporary in nature and designed so that the entire cafe structure and its improvements, including chairs, planters, fences, railings, etc., can be removed during periods of non-use. b. No portion of a sidewalk cafe may be used for any purpose other than dining or circulation. c. Cafes shall comply with all applicable federal, state, and local laws and regulations, and shall be inspected and approved by the zoning administrator prior to beginning actual operation. d. Each cafe shall be adjacent to its adjoining restaurant facility. e. The operation of sidewalk cafes shall be exempt from any additional off-street parking requirements as set forth in the zoning ordinance. f. No cafe shall begin operations until the town manager or designee has reviewed and approved a certificate of insurance indicating that the business operator has general liability insurance coverage for personal injury and property damage in the amount of one million dollars ($1,000,000.00) per occurrence and two million dollars ($2,000,000.00) general aggregate, with the town named as an additional insured. Such certificate shall further indicate that such coverage shall not be modified or canceled for any reason without the insurer providing the town with at least thirty (30) days' prior notice of such change(s).
(2) Specifications.
a. Sidewalk cafe operations shall be confined to a physical area approved by the town manager. No equipment or facilities of a cafe shall project beyond the designated perimeter of the cafe as approved. The cafe may not cover or extend beyond the frontage face of its adjoining restaurant facility. The size, scale, proportion, and overall design of the cafe shall be reviewed and approved by the town manager to ensure that the cafe is compatible with the public right-of-travel, adjoining buildings, streetscape, and character of the zoning district. The approved size of the cafe will be based partly on the width of the sidewalk upon which it is located and the space available for pedestrian passage.

- Location and Encroachment: The sidewalk café area shall be located adjacent to the restaurant facility and may extend up to ten (10) feet into the public right-of-way, measured from the edge of the restaurant facility (building face or property line, whichever is more restrictive). The sidewalk café is not required to be placed directly against the building face or property line, provided that any placement maintains the minimum five (5) foot pedestrian accessibility passage required under the Americans with Disabilities Act and Town standards, and does not exceed the maximum ten (10) foot encroachment limit.
- Minimum Pedestrian Clear Zone: A minimum 5-foot unobstructed sidewalk clear zone must be maintained at all times, ensuring safe and accessible passage for all pedestrians including persons with disabilities. A 4-foot clear zone must be maintained around all other obstructions (e.g., trees, light fixtures, trash receptacles, signs). Failure to maintain required clearance may result in permit revocation.
- An aisle of at least 4 feet in width shall remain unobstructed at all active entrances, doorways, and emergency exits. Café areas shall not block alleyways.
- All furnishings must be located completely within the permitted café area and must not extend into the pedestrian clear zone, including umbrella spread.
- The cafe area must be contiguous to the applicant's business frontage. Use of space in front of an adjoining property requires written consent from that property owner.
- Note: Where existing sidewalk width does not accommodate both the maximum 10-foot encroachment and the required 5-foot pedestrian clear zone, the pedestrian clear zone requirement shall take precedence, and the permitted café area shall be reduced accordingly.
- The Town Manager or designee may impose additional restrictions based on site conditions, pedestrian volume, or public safety.

b. The café operator shall be responsible at all times for maintaining an attractive, clean, and safe café area. The operator shall keep the area in good order before, during, and after business hours, including at the close of each day.

- All movable objects or equipment used to operate the café (including tables, chairs, furnishings, and fixtures) shall be removed from the café area and stored out of public view during the winter months. During non-business hours in the regular operating season, such items may remain within

the designated café area provided they are neatly arranged, secured, and maintained in a clean and orderly condition, and do not obstruct pedestrian circulation, create safety hazards, or detract from the appearance of the streetscape.

- At the conclusion of each business day, the café area shall be left free of debris, waste, and any evidence of café activity other than the permitted secured furnishings.
- Failure to maintain the café area in accordance with this section, including failure to properly secure equipment or restore the area as required, shall constitute a violation subject to enforcement under Section 5(b) of this ordinance. Only the existing sidewalk surface is to be used for placement of removable cafe furnishings.

c. Not more than one (1) well-marked entrance shall be permitted for each sidewalk cafe. d. The exterior furnishings of the cafe shall consist of temporary fixtures and decorative accessories. No permanent fixtures or improvements to town sidewalks shall be permitted. e. The furnishings of the cafe shall be placed under an awning attached to the building facade and with a minimum clearance of at least four (4) feet between the furnishings and the edge of the sidewalk or appropriate cover.

(3) Applications.

a. Any person or entity seeking to operate a sidewalk cafe shall file an application with the town manager or designee. The application shall be on a form supplied by the town. b. The application shall include three (3) copies of the applicant's sidewalk cafe plan/drawing, depicting the proposed cafe area boundary, placement of tables, chairs, signs, awnings and other equipment or furnishings, and any other information deemed necessary by the town manager or designee. c. The town manager shall review and recommend approval, modification or denial of a sidewalk cafe permit ("permit"). If the application requires ARB approval for structural alterations, the town manager shall make such recommendation pending ARB action.

(4) Permits.

a. Prior to final approval of a permit by the town manager or designee, the applicant shall certify that approval has been received from all relevant governmental authorities to begin operating, including the health department and the alcoholic beverage control board of the commonwealth. b. The town manager or designee shall have sole discretion to issue a permit to the owner of a restaurant/cafe business. The permit shall contain such terms and conditions as the town manager determines are necessary to protect the public health, safety and welfare. c. The permit, as issued and signed by the town manager or designee, shall contain a statement, executed by the permittee, that they agree to indemnify and hold harmless the town, its agents, and employees from any and all losses, damages, expenses, and claims arising out of the permittee's design, construction, operation, and maintenance of the sidewalk cafe. d. The initial permit issued by the town manager or designee shall be valid for one (1) year from the date of issuance. e. The town manager or designee may reissue permits for periods up to three (3) years, with such modifications as the manager or designee deems appropriate. If any application for renewal involves exterior alterations to the restaurant building, the applicant shall submit an application to the architectural review board.

(5) Enforcement.

a. The town manager, or his designee, shall have the authority to inspect sidewalk cafes at any time and to take all necessary steps to enforce the provisions of this section. In the event that the town manager suspects that a sidewalk cafe operator has failed to comply with any provision of this section, any provision of its permit, or any other provision of law, the town manager or designee shall provide the operator with a written notice of violation, detailing the violations and giving the permittee a minimum of forty-eight (48) hours to remedy such violations(s). b. If a cafe operator fails to correct any violation specified in a notice of violation within the time period set forth herein, the town manager or designee shall have the right to revoke the operator's permit for cause upon an administrative hearing held with at least two (2) weeks prior written notice. The town manager's decision following such hearing shall be final. c. Any cafe operator whose permit has been revoked pursuant to subsection (b) above shall be disqualified from applying for or receiving a sidewalk cafe permit for a period of one (1) year from the date of revocation. Upon the conclusion of the disqualification period, the former operator may reapply for a permit in accordance with the standard application procedures set forth in this section; provided, however, that the town manager or designee may consider the prior revocation in evaluating any subsequent application. d. The town manager or designee shall have the right to terminate any permit for the convenience of the town upon ninety (90) days' prior written notice to the operator. e. The town manager or designee shall have the authority to

require the permittee to suspend or limit cafe operations or to relocate or alter all or part of the cafe structure or improvements, either temporarily or permanently, in order to facilitate or allow town operations upon public property. f. In the event of an emergency, the town manager or designee shall have the authority to require the immediate suspension of operations of a sidewalk cafe and/or the removal of all physical improvements constituting the cafe structure.

This Ordinance shall be effective immediately upon its adoption.

ATTATCHMENT:

Votes:
Ayes:
Nays:
Absent from Vote:
Absent from Meeting:
For Information:

ATTEST: _____
Town Recorder

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2 Vice Mayor
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	May 12th, 2026.
Agenda Title:	Quarterly Reports
Requested Action:	Receive the Departmental Reports- Informational
Department / Agency Lead:	All
Staff Lead:	Mr. Christopher E. Martino, Interim Town Manager.

EXECUTIVE SUMMARY

Departmental quarterly reports are a tool that the Town Staff uses to promote transparency and show the projects and actions that various departments have undertaken. They are presented on the following schedule.

Quarter One

July, August, September

Reports to Council are presented in November.

Quarter Two

October, November December

Reports to Council are presented in February.

Quarter Three

January, February March,

Reports to Council are presented in May.

Quarter Four

April, May, June

Reports to Council are presented in August.

Current Staff reports

- **Finance & Procurement**
- **Parks and Recreation**
- **Warrenton Police Department**
- **Community Development**
- **Public Works and Utilities**
- Information and Technology
- **Capital Improvement Plan**
- **Street Maintenance**
- **Facilities and Fleet Management**
- **Human Capital**
- **Emergency Management**

Quarterly Report

Department

Town Council Meeting Date: May 12, 2026

Third Quarter 2026: January, February, and March

Please accept this as the quarterly report for the department

The Department of Community Development is involved in a number of day-to-day activities including:

- Site plan and plat reviews
- Zoning Determinations/Zoning Verifications
- Processing of legislative applications (Special Use Permits, Rezonings, Certificates of Appropriateness, and Variances)
- Staffing of various boards and commissions (Planning Commission, BZA, ARB, Tree Board, Warrenton Arts Group, etc.)
- Enforcement (zoning, property maintenance, and building codes)
- Fire prevention inspection program
- Permitting (signs, building, zoning, business license review)
- Building inspections associated with building permits
- Fire Safety Inspections

Over the third three (3) months of FY2026, the department processed 36 business license applications, 9 sign permits, 15 zoning permits, 44 land development project reviews, 5 pre-application meeting requests, 141 building permit reviews and 762 associated inspections, processing of legislative applications (Special Use Permits, Certificates of Appropriateness, Rezonings). The department continues to perform zoning and property maintenance enforcement. The building inspector, code enforcement inspector, Building Official, Zoning Administrator and Director handle off-hour emergencies, special event inspections when food vendors and/or amusement devices are anticipated, property maintenance issues and zoning enforcement.

1) **Project Progress:**
   - Fauquier Transportation Coordination Meetings
   - Zoning Ordinance Rewrite – Work with Consultant to Prepare Draft for Public Review

- Budget
- Septic Remediation Committee: Continue working with DEQ to move forward with public sewer connections (11 connections have been completed and reimbursement requested)
- Warrenton Arts Commission: Monthly meetings

2) Data:

Legislative Applications/Special Projects

Architectural Review Board

- Three meetings held.
- Certificates of Appropriateness: 2 Legislatively Approved Applications – 1 Legislative Application Deferred
    - 3 Administratively Approved COA Applications.

Local Board of Building Code Appeals

- One organizational meeting held over the first three months of 2026

Board of Zoning Appeals

- Board of Zoning Appeals – Appeal of Amazon Determination (BZA-25-3)

Planning Commission

- One Work Session – March 2026.
- One Regular Meeting – Zoning of Annexed Parcels.
- 2 SUP Application Submissions.
    - SUP-26-1 Dominion Energy Substation modernization.
    - SUP-26-2 Reddy Development. Two duplex structures at the intersection of Shirley Avenue/Culpeper Street.
- 1 Rezoning Application Submission – Wire Factory. Rezone from Industrial to Residential.

5 Pre-Application Meetings

- PlayVerse (PRE-26-1)
- Drs. Jelinek & Yung (PRE-26-3)
- The O&A Coffee Car (PRE-26-4)

- Warrenton Plaza (PRE-26-6)
- 535 Winchester Subdivision (PRE-26-7)

Zoning Applications/Permits

36 Business Licenses
9 Sign Permits
15 Zoning Permits
5 Zoning Inspections
1 Zoning Determination

- 35 S Fifth Street Residential Density (ZNG-26-5)

44 Land Development Projects

- Walmart Minor Revision for Parking & Erosion Control Review and Approval **(SDP-26-2)**
- Warrenton Crossing Watermain Easement Revision Plat Review & Approval **(ESMT-26-2)**
- Warrenton Crossing Site Plan Amendment for Landscaping Plan Review **(SDP-26-7)**
- Warrenton Crossing Bond Reduction Review for Phase 3 **(BOND-26-2)**
- Warrenton Crossing Bond Reduction Review for Phase 2 **(BOND-26-3)**
- Warrenton Crossing Bond Reduction Review for John Williams Way **(BOND-26-4)**
- Warrenton Crossing Bond Reduction Review for SWM & ES **(BOND-26-5)**
- Warrenton Crossing Site Plan Revision for Concrete Washout Review & Approval **(SDP-26-6)**
- Warrenton Crossing Site Plan Revision for Temporary Storage Container Review & Approval **(SDP-26-6)**
- Waterloo Junction - Bond Approval **(SDP-23-16)**
- Waterloo Junction – Architectural Review **(SDP-23-16)**
- Waterloo Junction Final Plat Review **(FP-25-5)**
- Waterloo Junction Easement Plat Review **(ESMT-25-5)**
- Sheetz Remodel As-Built Plan Review **(ABLT-26-1)**
- Hero's Bridge Site Plan Review **(SDP-25-18)**
- Main Street Improvement Project Site Plan Approval **(SDP-25-15)**
- St. John's Office Building – Site Plan Approval **(SDP-24-16)**
- St. John's Office Building – ROW Dedication Plat Approval **(ESMT-25-4)**
- Arrington Preliminary Plat – Plan Review **(PP-25-1)**
- 130 Haiti Street Subdivision Plat Review & Approval **(FP-25-6)**
- Walter Story Property Boundary Adjustment & Easement Plat Review **(ESMT-25-6 & BLA-25-5)**

- 165 Green Street As-Built Review **(ABLT-25-5)**
- Milestone at Fauquier High School Telecom Tower As-Built Review **(ABLT-25-3)**
- Old Alexandria Knolls Bond Reduction Request Review **(BOND-25-3)**
- Cobb's Hill (Cedar Ridge) Phase 1 Final Plat Review & Approval **(FP-25-3)**
- Cobb's Hill (Cedar Ridge) Phase 2 Site Plan Review **(SDP-26-9)**
- Oak Street Subdivision Amendment – Plan Review **(SDP-24-14)**
- Oak Street Subdivision Administrative Subdivision Plat Review **(PLAT-25-3)**
- Oak Street Subdivision Final Plat of Subdivision Review **(FP-25-4)**
- Oak Street Subdivision Boundary Line Adjustment Plat Review **(BLA-25-4)**
- Oak Street Subdivision Easement Plat for Landscaping & SWM Review **(ESMT-25-1)**
- Home Depot Site Plan Review **(SDP-26-1)**
- Valvoline Bond Release **(BOND-26-1)**
- North Rock Building D Bus Shelter Minor Revision to Site Plan Review & Approval **(SDP-26-8)**
- Falmouth Street Utility Easement Review **(ESMT-26-3)**
- This N That Amish Outlet Site Plan Amendment Review **(SDP-26-15)**
- Black Sweep Road Minor Revision for Street Trees Approval **(SDP-26-13)**
- Highland School Pergola Site Plan Revision Review & Approval **(SDP-26-12)**
- Rady Park Stream Restoration Site Plan Amendment Review & Approval **(SDP-26-11)**
- Town of Warrenton Pond C Retrofit Site Plan Amendment Review & Approval **(SDP-26-10)**
- Sullivan Street Subdivision Site Plan Review **(SDP-26-4)**
- Village at Warrenton Branch Rezoning Request – Application Reviewed **(ZMA-25-1)**
- Dominion Energy Substation Modernization Special Use Permit Submission Review **(SUP-26-1)**
- Reddy Development on Shirley (Duplex Proposal) Special Use Permit Application Review **(SUP-26-2)**

10 Special Projects

- Site visits with homeowners and business owners to discuss concerns and/or permitting for their projects.
- Site visits with homeowners and business owners to discuss active zoning violations and remedies.
- Site inspections for occupancy approvals, as-built plan reviews, and bond reduction requests.
- Zoning staff facilitated meetings between the Public Works Department and the Engineering firm for various projects to coordinate review comments for

site plans.
- Zoning staff attended several meetings with developers to discuss various projects and their status or next steps
- Review of draft zoning ordinance re-write with the consultant.
- Coordination and meetings on current enforcement cases and actions.
- Zoning Official continues to manage the Community Development website and the Opengov permit portal.
- Coordination & document production for FOIA Requests.
- Board of Zoning Appeals Annual Report presentation for 2025.

Building Applications/Permits

- Fire Inspections completed for Business License Applications:
  - 35 Records Created
  - 27 Inspections Completed
  - 30 Permits Issued

- Annual Fire Prevention Inspections
  - 15 Records Created
  - 30 Inspections Completed

- Code Enforcement
  - 40 Records Created
  - 35-45 Inspections Performed

- Building Permits
  - 141 Records Created
  - 668 Inspections Completed
  - 152 Permits Issued

- Amusement Devices
  - 3 Records Created
  - 2 Inspections Completed
  - 3 Permits Issued

- 97 Active Enforcement Cases

Property Maintenance Update

92 Winchester St – Waiting for court.

23 South Fifth St- James Tucker (Exterior Property Maintenance) Meeting with building owner to discuss violations.

17 South Fifth St- James Tucker (Exterior Property Maintenance) Meeting with building owner to discuss violations.

329 Falmouth St- Kristin Worthington (Exterior Property Maintenance) Notice of Violation sent 10/15/24. Demand letter sent June 18. Homeowner is working with Habitat for assistance with repairs.

45 Winchester St- Summary judgement granted

3 Hotel St- Waiting for attorney to schedule next court date.

100 East Lee St- Eva Harris (Exterior Property Maintenance) New owners are working with current tenants permits have been issued and work is ongoing

705 Bear Wallow Rd- Christian Frederick (Exterior Property Maintenance) Permits issued Homeowner actively working.

69 South Fourth St- Minnie Smith (Fire Damage) Property has sold waiting to be rehabilitated.

75 South 3rd St – Small fire on rear deck on 10/24/24 – Building permit has been applied for but not issued, waiting for contractor information.

29 Main St – Property maintenance, peeling paint. Building owner anticipates a mural being placed there.

318 Waterloo St – House fire on 11/8/24 – – Building permits have been issued and work is ongoing

50 South Third St – On 12/23/24 there was a fire at Silver Branch Brewery. The business owner is working with insurance on reconstruction.

347 Falmouth St- House fire. Homeowner is working with insurance and contract to apply for permits to begin work.

105 Old Mill Lane – House fire. Homeowner heirs are working with Habitat For Humanity to sell property.

423 and 425 Denning Ct. – Permits applied for an work is underway

70 Moffett Ave – Property maintenance – Retaining wall and drainage issues. We are working with the resident to address issues

27 Fairfax St – Property maintenance – Property Sold

29 Fairfax St – Property maintenance – NOV Sent 04-21-2026

624 Bear Wallow Road – Small house fire. Homeowner is working with insurance.

119 Haiti Street –Complete

134 Main Street – Deck issues. Homeowner is working with contractor to schedule repairs.

110 Haiti Street – Inoperative vehicle. Courtesy letter was sent on 01/07/26

241 West Shirley – Work without permit. We are working with attorney to address issues.

360 Culpeper- Housefire 04-20-2026

433 Falmouth Street- UNSAFE structures. Working with property owner.

Administrative:

- Warrenton Arts Commission Meetings
- Special Event Meetings
- FOIA's
- Septic Remediation
- VDOT/Fauquier/Town Transportation Coordination Meetings
- Zoning Ordinance Update

Quarterly Report

Parks and Recreation Department

Town Council Meeting Date: May 12, 2026

Third Quarter FY-2026: January, February, March

Please accept this as the quarterly report for the Parks and Recreation Department

Department introduction:

The Town of Warrenton Parks and Recreation Department's mission is to enhance the quality of life by connecting the community to accessible services, diverse programs, and well-maintained parks and facilities. In alignment with the vision of *Plan Warrenton 2040*, we support a healthy, connected, and vibrant community by providing inclusive spaces and opportunities that promote physical, mental, and social well-being.

We strive to be a leading provider of high-quality recreational programs, services, and facilities in the Town of Warrenton, contributing to a strong sense of place and community where residents and visitors can **GATHER**.

Our values guide this work:

- **Growth** – Embracing innovation and new ideas to enhance services
- **Accessibility** – Ensuring all community members feel welcome, safe, and valued
- **Teamwork** – Collaborating effectively across departments, organizations and community members to achieve shared goals
- **Health and Wellness** – Promoting physical, mental and emotional well being through recreational opportunities
- **Excellence** – Striving for the high standards in all aspects of service delivery
- **Respect** – Treating all individuals and the environment with dignity, fairness and kindness

Through our parks, programs, and facilities, we support the Town's long-term vision of providing high-quality, accessible community amenities that serve residents of all ages and abilities.

Commendable Achievements:

Community Health & Wellness

- **Personal Training Promotion:** Launched a New Year personal training initiative, resulting in 20 new packages sold and increased engagement in individualized wellness services.
- **Resolution Ride:** Encouraged healthy habits at the start of the year with 12 participants committing to fitness-focused goals.
- **Winter Swim Lessons:** Served over 150 participants across 38 classes, with strong demand reflected in multiple waitlists—highlighting the community's need for accessible aquatics programming.
- **Staff Development:** Aquatics Supervisor Percy Sampson successfully completed Water Safety Instructor Training, strengthening the department's ability to deliver high-quality, safe programming and training for instructors.

Community Gathering & Engagement

- **Winter Luau:** Hosted 40 participants for a themed event offering social engagement, recreation, and a seasonal escape during winter months.
- **Puzzle Wars:** Both events reached capacity (12 participants each) with waitlists, demonstrating strong interest in interactive, social programming.
- **Open House:** Welcomed 37 new memberships while providing an opportunity for the community to explore programs, services, and facilities.
- **Promotional Initiatives:** Introduced "Sunday Funday," "$2 Tuesday," "$3 Thursday," and "Bring a Friend Friday" to increase accessibility, encourage participation, and foster a welcoming environment for new and returning users.

Partnerships & Community Connections

- **Mini Art Workshop:** Partnered with the Warrenton Arts Commission to engage 33 participants in a community art initiative contributing to the Free Little Art Gallery.
- **Main Street Christmas Tree:** Collaborated with Public Works to plant the Town's Main Street Christmas tree at the WARF, reinforcing connections between Town facilities and community traditions.

Community Support & Resiliency

- **Winter Storm Response:** Assisted with snow removal operations during Winter Storm Fern and supported the opening of a warming center, ensuring continued access to essential services and community support.

Project Progress:

Parks & Recreation System Planning (Plan Warrenton 2040 Alignment: Community Facilities, Quality of Life, Long-Range Planning)

- **Parks and Recreation Master Plan:** Phase 1 findings—including stakeholder input, community survey results, demographic analysis, and system evaluations—were presented to Town Council in January. These efforts support the Town's commitment to data-driven planning and ensuring parks and recreation services reflect community needs.

  Phase 2 is scheduled to begin in May and will focus on establishing priorities, defining a long-term vision, and developing a 10-year strategic plan with identified costs, funding strategies, and implementation steps. This phase will include multiple opportunities for community engagement, as well as Planning Commission and Town Council input, aligning with Plan Warrenton 2040's emphasis on inclusive planning and community-driven decision-making.

Facility and Asset Improvements (Plan Warrenton 2040 Alignment: High-Quality Community Amenities, Infrastructure Investment)

- **Water Play Structure & Leisure Pool Replaster:** A vendor has been selected for the replacement of the indoor water play structure and replastering of the leisure pool. These improvements will take place during the annual facility shutdown and represent continued investment in maintaining safe, modern, and high-quality recreational amenities for the community.
- **WARF Front Walkway Lighting:** Staff are evaluating replacement options for the front walkway lighting to enhance safety, accessibility, and the overall user experience, supporting the Town's goal of maintaining welcoming and well-functioning public facilities.
- **Park Restroom Improvements:** Ongoing upgrades to park restrooms, including lighting, fixtures, cleaning, and painting—reflect a commitment to maintaining clean, safe, and accessible park amenities that support positive user experiences across the park system.

Community Partnerships & Environmental Stewardship (Plan Warrenton 2040 Alignment: Sustainability, Community Partnerships, Open Space Activation)

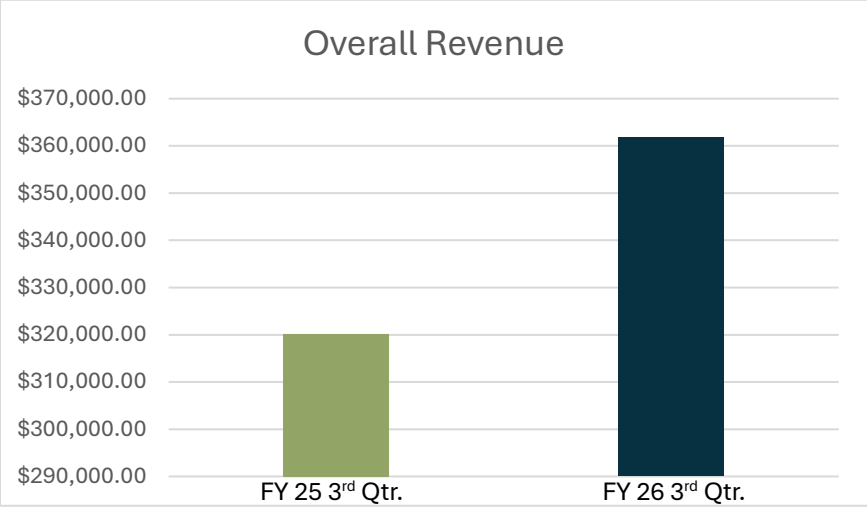
- **Community Garden:** The agreement with the Master Gardeners was approved by Town Council in March, with site preparation underway and a projected mid-May opening. This initiative promotes environmental stewardship, local partnerships, and expanded access to community-based green space, supporting the Town's sustainability and community engagement goals.

Charts and information:

Data:

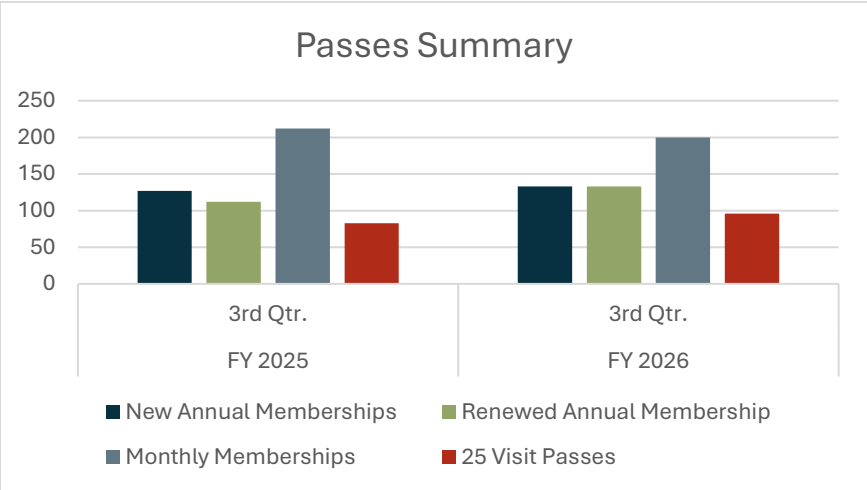
Revenue:

Overall revenue has increased by 13% compared to FY 25-3rd quarter. We are seeing an increase in most of our revenue line items to include memberships, daily admissions, personal training, programs and rentals.



Passes:

The WARF experienced overall growth in Q3 FY26, with increases in membership retention, daily usage, and total check-ins, alongside growing demand for flexible access options. Membership retention improved with our renewal rate being 50% compared to 47% in FY 25 3rd quarter. Overall usage is trending upward as well with increases in daily admissions up 7% and total check ins up 4% compared to the FY 25 3rd quarter.



Programs:

Program participation increased across most areas in FY 26 3rd quarter, with significant growth in aquatics and recreation programming, and continued strong demand for fitness offerings. Aquatics programming offered an additional 58 classes with strong demand to match. This aligns with known waitlists and reinforces aquatics as a high-demand service area. Participation is growing fast in fitness classes as well indicating: strong demand, efficient class utilization and potential need for additional capacity. Our expanded recreation program offerings during the winter months nearly doubled the participation-a strong indicator of community interest in events and recreational programming.

Rentals:

Rental activity in Q3 FY26 showed mixed results, with growth in group facility use by 15% and new field rentals, alongside declines in swim lane rentals by 26%, birthday parties by 44%, and pavilion rentals by 44%. The decrease in swim lane rentals is most likely due to one of the USA swim teams no longer practicing at our facility. The decrease in birthday parties and pavilion rentals is potentially due to weather and colder temperatures outside this season.

Quarterly Report

Police Department

Town Council Meeting Date: May 12, 2026

Third Quarter FY2026: January, February, March

Please accept this as the quarterly report for the ***Police*** department

Department introduction:

The Warrenton Police Department is a state accredited, full- service law enforcement agency. We provide patrol, investigative, parking and community engagement services, The department is authorized 27 sworn police officers, 1 sworn, part-time parking enforcement officer, and four civilian employees at the positions of Property & Evidence Specialist, Accreditation Manager, Records Specialist, and Operations Coordinator. Each of our employees, both sworn and civilian, is well-trained. Our personnel use up-to-date equipment to better serve our citizens.

Commendable Achievements:

On January 15, 2026, Corporal (now Sergeant) Jeffrey Shaver received the Veterans of Foreign Wars Public Servant Award Citation from the VFW Post 9835. Corporal Shaver was recognized for his many years of exceptional accomplishments as well as his remarkable work ethic, professionalism, and dedication to his profession and the Town of Warrenton.



Timothy Greene, Emmanuel Ampaw, David Ready, Tanner McMinn, Alyssa Mullins, and William Hardy were hired as new police officer recruits. Mullins and McMinn started the law enforcement academy on January 26 and will graduate on June 4. Greene, Ampaw, and Hardy started the law enforcement academy on April 20 and will graduate on September 3. All the recruits must complete a 3.5-month field training period after the academy, at which time they will be released to solo patrol.

Stacey Gonzalez graduated from Law Enforcement Basic Academy #173 on March 5, 2026, and is currently in field training.



Corporal Jeffrey Shaver was promoted to the rank of Sergeant and Officer Heritage Whitesell was promoted to the rank of Corporal.



Jacqueline Cuervo, who was hired in March to fill our revamped Property & Evidence Specialist position, has assumed full control over such duties after completing her training.



Lastly, Lieutenant Justin Pierce is currently attending the FBI National Academy at Quantico, Virginia, with an anticipated graduation date in June. Attendance is by nomination only, with less than 1% of law enforcement professionals worldwide experiencing the program.

Special event season is in full swing, and members of the Police Department have already participated in and/or supplied law enforcement services for numerous special events, community engagement events, and public meetings during the quarter to include TRIAD, First Fridays, BLM Vigil for Action gatherings, Town Council meetings, ARB meetings, COTG meetings, Touch-A-Truck events, St. Patrick's Day parade, political gatherings/rallies, and others. Most of these events were staffed by officers who were on their day off. Warrenton PD volunteers, donating their time to benefit the Police Department, also participated in several events, such as the Fauquier County Cultural Heritage Festival.





Project Progress:

The Police Department has focused significantly on filling vacant sworn officer positions. Currently we have vacancies at the ranks of Sergeant (1), Corporal (1), and Officer (2), across the patrol and criminal investigation divisions. While we had cut that number to just two vacancies last month, we recently had two resignations. The impact of this number of vacancies is:

- Increased use of overtime to cover shifts when officers are on leave or in training, when additional responsibilities require upstaffing (special events, special assignments, mental health emergency custody details, etc.), or to handle duties normally handled by a position that is currently vacant.
- Proactive policing of all types declines due to lack of manpower
- Increased workload and stress for existing officers
- Strain on community relations due to reduced community engagement
- Recruitment and training challenges
- Command staff and specialized personnel utilized to cover patrol and necessary tasks during times of lean staffing

These impacts are being mitigated through the hard work and dedication of WPD staff. Still, we face stiff competition, both from the public and private sector, for an increasingly smaller pool of applicants in both sworn and civilian positions. Law enforcement agencies in our region are adapting to the changing landscape, increasing their pay and/or benefits to keep pace with other agencies and attract applicants. To remain as competitive as possible, we have adjusted internal recruitment and hiring practices, and we continue working with the Town's Human Capital and Finance Departments on pay, benefits, and internal structure and cultural changes.

For the last several years, Warrenton PD has participated in a research and review process involving multiple law enforcement and fire agencies throughout Fauquier County to determine a public safety systems replacement. Ultimately, a decision was made to award a contract to CentralSquare Technologies, LLC, the current vendor utilized by Fauquier County for CAD/RMS services. The contract includes hardware, software, implementation, and follow-on maintenance and subscription services. Solutions included within this new system include CAD, jail management system software, mapping software, mobile applications, and a records management system (RMS), as well as other applications that provide additional

functionality. This will be a significant improvement over the current, aging system. Warrenton PD's portion of the full contract is 12.5%, with a first-year cost of $66,125 and approximately $46,000 each year afterward. The PD currently pays $41,668.70 annually for these same services. Future budget requests will be adjusted to account for the Year 2-5 increase. Police Department FY26 fiscal savings will be used to cover for the Year 1 increase.

Charts and information:

See the included statistical reports for the months of January through March 2026.

Data:

See appended reports

TOWN OF WARRENTON

POLICE DEPARTMENT

333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

Accredited Virginia Law Enforcement Professional Standards Commission Agency

MONTHLY REPORT - JANUARY 2026

MONTH	CALENDAR	CALENDAR
JANUARY	YTD '26	YTD '25
1929	1929	2264
1003	1003	1215
926	926	1049
35	35	42
18	18	16
17	17	26
2	2	0
5	5	11
53	53	164
53	53	87
95	95	105
1	1	0
0	0	0
0	0	0

TOTAL CALLS FOR SERVICE TO INCLUDE:
- SELF INITIATED
- DISPATCHED

ACCIDENTS:
- REPORTABLE
- NON-REPORTABLE (No injury, under $1500 or private property)

ARRESTS (CRIMINAL):
- FELONY
- MISDEMEANOR

TRAFFIC ENFORCEMENT (NON-CRIMINAL):
- SUMMONS
- PARKING
- WRITTEN WARNINGS

DRUG ARRESTS:
- FELONY
- MISDEMEANOR

OVERDOSES:

REPORTED CRIMES JANUARY 2026

CLASSIFICATION

		JANUARY	YTD '26	YTD '25
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape			
3	Robbery			
4	Assault	7	7	8
5	Burglary			1
6	Larceny	7	7	14
7	Motor Vehicle Theft			
9	Arson			
10	Forgery and Counterfeiting	1	1	
11	Fraud			9
12	Embezzlement			
13	Stolen Property: Buy/Receive/Possess			
14	Vandalism/Graffiti	4	4	3
15	Weapons	1	1	
16	Prostitution/Vice			
17	Sex Offenses	1	1	
18	Drug Violations			
19	Gambling			
20	Offenses Against Family	8	8	9
21	Driving Under Influence			1
22	Liquor Laws			
23	Drunk in Public			1
24	Disorderly	1	1	
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway			
28	Reckless Driving			
29	Drive suspended/revoked			
30	Contempt of Court			
31	Unauthorized use			
32	Hit & Run	2	2	2
33	Contributing to delinquency of minor			
34	False report to police			
35	Abduction/Kidnapping			
36	Shooting into Building			
37	Child Neglect			

Record ID	Stop Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code	Person Searched	Vehicle Searched	Force Used by Officer	Force Used by Subject	Residency
W61169	010126	VA0300200	581 FROST AVE	030	T	D	W	N	38	M	Y	W	46.2-646		N	N	N	N	V
W61171	010126	VA0300200	41 WEST LEE HWY	030	T	D	W	N	44	M	Y	W	46.2-646		N	N	N	N	V
W61170	010126	VA0300200	81 BROADVIEW AVE	030	T	D	W	N	34	M	Y	W	46.2-715		N	N	N	N	V
W60432	010126	VA0300200	283 EAST SHIRLEY AVE	030	T	D	W	N	48	M	Y	W	46.2-1158		N	N	N	N	V
S66067	010126	VA0300200	E. SHIRLEY AVE / INDUSTRIAL RD	030	T	D	W	H	34	M	Y	S	46.2-874		N	N	N	N	R
S66069	010126	VA0300200	BLACKWELL RD / W. LEE HWY	030	T	D	W	N	68	F	Y	S	46.2-804		N	N	N	N	V
S66070	010126	VA0300200	US 17 SPUR / E. LEE HWY	030	T	D	B	N	35	M	Y	S	46.2-830		N	N	N	N	V
S2025000869	010126	VA0300200	581 FROST AVE	030	T	D	W	N	38	M	Y	S	46.2-715		N	N	N	N	V
S2025000867	010126	VA0300200	597 BROADVIEW AVE	030	T	D	W	N	23	M	Y	S	46.2-1158		N	N	N	N	V
W62071	010526	VA0300200	FROST AVE / RAPPAHANNOCK ST	030	T	D	W	N	24	M	Y	W	46.2-830		N	N	N	N	V
W62069	010326	VA0300200	BLACKWELL RD / EAST LEE HWY	030	T	D	B	N	58	M	Y	W	46.2-613		N	N	N	N	O
W62070	010426	VA0300200	19 BROADVIEW AVE	030	T	D	W	H	30	M	Y	W	46.2-830		N	N	N	N	V
W62068	010326	VA0300200	DIAGONAL ST / COURTHOUSE SQ	030	T	D	W	N	18	F	Y	W	46.2-1030		N	N	N	N	R
W62016	010326	VA0300200	JACKSON ST / WINCHESTER ST	030	T	D	W	N	21	M	Y	W	46.2-821		N	N	N	N	R
W62017	010326	VA0300200	JOHN MARSHALL ST WATERLOO ST	030	T	D	W	N	55	F	Y	W	46.2-821		N	N	N	N	V
W62018	010426	VA0300200	559 FROST AVE	030	T	D	W	N	34	M	Y	W	46.2-830		N	N	N	N	V
W62153	010226	VA0300200	657 FALMOUTH ST	030	T	D	W	N	58	M	Y	W	46.2-830		N	N	N	N	V
W62152	010226	VA0300200	262 WINCHESTER ST	030	T	D	W	N	42	F	Y	W	46.2-821		N	N	N	N	V
W62066	010226	VA0300200	N. FOURTH ST / MAIN ST	030	T	D	W	N	55	F	Y	W	46.2-830		N	N	N	N	O
W60371	010526	VA0300200	700 BLOCK JAMES MADISON HWY	030	T	D	W	N	19	M	Y	W	46.2-818.2		N	N	N	N	V
W61435	010526	VA0300200	BREEZEWOOD DR / WINWOOD COURT	030	T	D	W	N	65	F	Y	W	46.2-821		N	N	N	N	V
S2025000871	010626	VA0300200	122 WEST SHIRLEY AVE	030	T	D	W	N	34	M	Y	S	46.2-1158		N	N	N	N	V
S2025000872	010626	VA0300200	157 CULPEPER ST	030	T	D	W	N	22	M	Y	S	46.2-1158		N	N	N	N	R
S2025000873	010626	VA0300200	685 FALMOUTH ST / EAST SHIRLEY AVE	030	T	D	W	N	83	M	Y	S	46.2-1094		N	N	N	N	V
S2025000875	010626	VA0300200	540 FLETCHER DR / WEST LEE HWY	030	T	D	W	N	24	M	Y	S	46.2-646		N	N	N	N	R
W60433	010626	VA0300200	309 WEST LEE HWY	030	T	D	W	N	17	F	Y	W	46.2-878.2		N	N	N	N	V
S65339	010626	VA0300200	WINCHESTER ST / PATRICK RYAN WAY	030	T	D	W	N	30	M	Y	S	46.2-821		N	N	N	N	V
S2025000881	010726	VA0300200	700 JAMES MADISON HWY / INDUSTRIAL RD	030	T	D	W	N	63	M	Y	S	46.2-1158		N	N	N	N	V
S2025000880	010726	VA0300200	700 JAMES MADISON HWY	030	T	D	B	N	35	F	Y	S	46.2-830		N	N	N	N	V
S2025000878	010726	VA0300200	1 ROCK POINTE LN / BLACKWELL RD	030	T	D	W	H	35	M	Y	S	46.2-646		N	N	N	N	V
S2025000876	010726	VA0300200	579 FALMOUTH ST / KINGSBRIDGE CT	030	T	D	W	N	25	M	Y	S	46.2-1158		N	N	N	N	V
W62074	010926	VA0300200	55 BROADVIEW AVE	030	T	D	B	N	74	F	Y	W	46.2-830		N	N	N	N	V
W62073	010926	VA0300200	121 BROADVIEW AVE	030	T	D	W	N	45	M	Y	W	46.2-830		N	N	N	N	V
S2025000882	010826	VA0300200	700 JAMES MADISON HWY	030	T	D	W	N	36	F	Y	S	46.2-830		N	N	N	N	R
S2025000884	010826	VA0300200	1 WEST SHIRLEY AVE / CULPEPER ST	030	T	D	W	H	24	M	N	S	46.2-1158		N	N	N	N	V
S2025000885	010826	VA0300200	199 EAST LEE ST / INSTITUTE LN	030	T	D	W	N	23	M	Y	S	46.2-1158		N	N	N	N	R
S2025000886	010826	VA0300200	360 BROADVIEW AVE	030	T	D	W	N	37	M	Y	S	46.2-646		N	N	N	N	V
W61173	010626	VA0300200	551 FROST AVE	030	T	D	B	N	33	M	Y	S	46.2-888		N	N	N	N	V
W60434	010726	VA0300200	501 BLACKWELL PARK LN	030	T	D	W	N	37	M	Y	W	46.2-716		N	N	N	N	V
W60435	010726	VA0300200	WATERLOO ST / N. CHESTNUT ST	030	T	D	W	N	85	M	Y	W	46.2-1155		N	N	N	N	V
W62019	010826	VA0300200	501 FROST AVE	030	T	D	W	N	86	M	Y	W	46.2-830		N	N	N	N	V
W62072	010826	VA0300200	319 BROADVIEW AVE	030	T	D	W	N	64	M	Y	W	46.2-830		N	N	N	N	R
W61795	010726	VA0300200	OLD ORCHARD LN / WINCHESTER ST	030	T	D	W	N	82	F	Y	W	46.2-821		N	N	N	N	V
W62154	010726	VA0300200	404 BELLE AIR LN	030	T	D	W	N	31	F	Y	W	46.2-821		N	N	N	N	V
W62155	010726	VA0300200	HOLIDAY CT / WALKER DR	030	T	D	W	N	43	M	Y	W	46.2-821		N	N	N	N	V
W62156	010726	VA0300200	OLD ORCHARD LN / WINCHESTER ST	030	T	D	W	H	24	M	Y	W	46.2-821		N	N	N	N	V
W62157	010726	VA0300200	457 EAST SHIRLEY AVE	030	T	D	W	N	69	F	Y	W	46.2-830		N	N	N	N	O
S2025000887	010926	VA0300200	1 WATERLOO ST / ALEXANDRIA PKE	030	T	D	W	N	82	M	Y	S	46.2-821		N	N	N	N	V
S65340	010926	VA0300200	WEST LEE HWY / BLACKWELL RD	030	T	D	W	N	18	M	Y	S	46.2-833		N	N	N	N	V
W62020	011326	VA0300200	240 BLK WATERLOO ST	030	T	D	W	N	57	M	Y	W	46.2-830		N	N	N	N	V
W60242	010926	VA0300200	11 EAST LEE HWY	030	T	D	W	N	21	M	Y	W	46.2-878		N	N	N	N	V
W60243	010926	VA0300200	11 EAST LEE HWY	030	T	D	W	N	52	M	Y	W	46.2-878		N	N	N	N	V
W60244	011126	VA0300200	11 EAST LEE HWY	030	T	D	W	N	24	M	Y	W	46.2-878		N	N	N	N	V
W61172	010526	VA0300200	256 WEST LEE HWY	030	T	D	W	H	54	M	Y	W	46.2-1158		N	N	N	N	V
W62075	011326	VA0300200	121 BROADVIEW AVE	030	T	D	W	N	44	M	Y	W	46.2-830		N	N	N	N	V
W62076	011326	VA0300200	597 BROADVIEW AVE	030	T	D	W	N	48	M	Y	W	46.2-830		N	N	N	N	V
W60438	011326	VA0300200	JOHN MARSHALL / WATERLOO ST	030	T	D	W	N	48	F	Y	W	46.2-821		N	N	N	N	V
W60437	011326	VA0300200	WINCHESTER / CHESTNUT	030	T	D	W	N	86	M	Y	W	46.2-821		N	N	N	N	V
W60436	011326	VA0300200	28 MAIN ST	030	T	D	W	N	60	M	Y	W	46.2-821		N	N	N	N	V
S2025000889	011326	VA0300200	700 JAMES MADISON HWY / INDUSTRIAL RD	030	T	D	W	N	46	M	Y	S	46.2-1158		N	N	N	N	V
S2025000890	011326	VA0300200	EAST SHIRLEY AVE / INDUSTRIAL RD	030	T	D	W	N	67	M	Y	S	46.2-830		N	N	N	N	V
S2025000891	011326	VA0300200	19 BROADVIEW AVE	030	T	D	W	N	25	M	Y	S	46.2-646		N	N	N	N	V
S2025000893	011326	VA0300200	19 BROADVIEW AVE	030	T	P	W	N	27	F	Y	S	46.2-1094		N	N	N	N	V
S2025000888	011326	VA0300200	US 17 SPUR / HASTINGS LN	030	T	D	W	N	23	M	Y	S	46.2-870		N	N	N	N	V
S2025000894	011326	VA0300200	1 EAST SHIRLEY AVE / CULPEPER ST	030	T	D	W	N	56	M	Y	S	46.2-830		N	N	N	N	V
W61439	011326	VA0300200	WALKER DRIVE / ROSEDALE COURT	030	T	D	W	N	49	M	Y	W	46.2-821		N	N	N	N	V
W61440	011426	VA0300200	239 ALEXANDRIA PIKE	030	T	D	W	N	75	F	Y	W	46.2-1158		N	N	N	N	V
W60246	011426	VA0300200	11 EAST LEE HWY	030	T	D	W	N	30	M	Y	W	46.2-878		N	N	N	N	R
W60247	011526	VA0300200	11 EAST LEE HWY	030	T	D	B	N	39	F	Y	W	46.2-878		N	N	N	N	O
W60245	011426	VA0300200	11 EAST LEE HWY	030	T	D	W	N	34	M	Y	W	46.2-878		N	N	N	N	O
W60372	011526	VA0300200	317 EAST SHIRLEY AVE	030	T	D	W	N	37	M	Y	W	46.2-874		N	N	N	N	V
W61437	010626	VA0300200	WATERLOO ST / CHESTNUT ST	030	T	D	W	N	23	M	Y	W	46.2-818.2		N	N	N	N	V

Record ID	Stop Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code	Person Searched	Vehicle Searched	Force Used by Officer	Force Used by Subject	Residency
W61648	011526	VA0300200	SULLIVAN ST / WATERLOO ST	030	T	D	W	N	30	F	Y	W	46.2-821		N	N	N	N	V
W61647	011526	VA0300200	19 BROADVIEW AVE	030	T	D	W	N	17	F	Y	W	46.2-821		N	N	N	N	V
W60249	011526	VA0300200	11 EAST LEE HWY	030	T	D	W	N	64	M	Y	W	46.2-878		N	N	N	N	R
W62251	011526	VA0300200	11 EAST LEE HWY	030	T	D	W	N	44	M	Y	W	46.2-878		N	N	N	N	R
S66588	011526	VA0300200	244 WATERLOO ST	030	T	D	W	N	35	M	Y	S	46.2-300		N	N	N	N	V
S66589	012026	VA0300200	244 WATERLOO ST	030	T	D	W	N	24	F	Y	S	46.2-821		N	N	N	N	V
S2025000904	011926	VA0300200	11 EAST LEE HWY	030	T	D	W	H	34	M	Y	S	46.2-715		N	N	N	N	V
S2025000901	011626	VA0300200	712 JAMES MADISON HWY	030	T	D	W	N	41	F	Y	S	46.2-874		N	N	N	N	V
S2025000903	011626	VA0300200	712 JAMES MADISON HWY	030	T	D	W	N	21	F	Y	S	46.2-874		N	N	N	N	V
S2025000908	012026	VA0300200	170 BROADVIEW AVE / GOLD CUP DR	030	T	D	W	N	63	F	Y	S	46.2-820		N	N	N	N	V
S2025000905	012026	VA0300200	322 WEST SHIRLEY AVE / WATERLOO ST	030	T	D	W	N	75	M	Y	S	46.2-816		N	N	N	N	V
S2025000898	011426	VA0300200	553 WINCHESTER ST	030	T	D	W	N	18	F	Y	S	46.2-820		N	N	N	N	V
S2025000895	011426	VA0300200	52 WEST SHIRLEY AVE	030	T	D	W	N	22	M	Y	S	46.2-1049		N	N	N	N	V
S2025000909	012226	VA0300200	1 MAIN ST / ALEXANDRIA PKE	030	T	D	W	N	70	F	Y	S	46.2-821		N	N	N	N	V
S2025000910	012226	VA0300200	1 WEST SHIRLEY AVE / CULPEPER ST	030	T	D	W	N	65	M	Y	S	46.2-1158		N	N	N	N	R
S2025000911	012226	VA0300200	49 WEST SHIRLEY AVE / KEITH ST	030	T	D	W	N	32	M	Y	S	46.2-1158		N	N	N	N	R
S2025000912	012226	VA0300200	369 WINCHESTER ST / FORBES CT	030	T	D	W	N	27	M	Y	S	46.2-1158		N	N	N	N	V
S66086	012926	VA0300200	CARRIAGE HOUSE LN / VETRANS	030	T	D	W	N	47	F	Y	S	46.2-855		N	N	N	N	V
S2025000913	012526	VA0300200	600 BLACKWELL RD	030	T	D	A	N	32	M	Y	S	46.2-888		N	N	N	N	V
S2025000914	012726	VA0300200	251 WEST LEE HWY	030	T	D	B	N	59	M	Y	S	46.2-646		N	N	N	N	V
S2025000915	012726	VA0300200	570 BROADVIEW AVE / WINCHESTER ST	030	T	D	W	N	24	M	Y	S	46.2-833		N	N	N	N	V
S2025000916	012826	VA0300200	423 BLACKWELL RD	030	T	D	W	H	54	F	Y	S	46.2-833		N	N	N	N	V
W62084	012326	VA0300200	RAPPAHANOCK ST / FROST AVE	030	T	D	B	N	33	M	Y	W	46.2-830		N	N	N	N	O
W62083	012326	VA0300200	19 BROADVIEW AVE	030	T	D	W	N	46	M	Y	W	46.2-830		N	N	N	N	R
W62026	012226	VA0300200	457 EAST SHIRLEY AVE	030	T	D	A	N	38	F	Y	W	46.2-830		N	N	N	N	V
W61798	012226	VA0300200	WALKER DR / BELLE AIR LN	030	T	D	W	N	49	M	Y	W	46.2-821		N	N	N	N	V
W61797	012226	VA0300200	WALKER DR / BELLE AIR LN	030	T	D	W	N	66	M	Y	W	46.2-821		N	N	N	N	O
W62025	012226	VA0300200	559 FROST AVE	030	T	D	W	N	67	M	Y	W	46.2-830		N	N	N	N	V
W62082	012226	VA0300200	19 BROADVIEW AVE	030	T	D	W	N	44	M	Y	W	46.2-830		N	N	N	N	V
W62024	012126	VA0300200	139 BROADVIEW AVE	030	T	D	W	N	49	M	Y	W	46.2-826		N	N	N	N	V
W61880	012126	VA0300200	GOLD CUP DR / BLUE RIDGE ST	030	T	D	W	N	42	F	Y	W	46.2-878		N	N	N	N	V
S65954	012526	VA0300200	WATERLOO / CHESTNUT	030	T	D	W	N	32	M	Y	S	46.2-852		N	N	N	N	V
W61881	012126	VA0300200	GOLD CUP DR / BEAR WALLOW RD	030	T	D	W	N	44	M	Y	W	46.2-878		N	N	N	N	V
W61877	012126	VA0300200	156 ALEXANDRIA PKE	030	T	D	B	N	54	F	Y	W	46.2-874		N	N	N	N	R
W61878	012126	VA0300200	SINGLETON CIR / JOHN CT	030	T	D	W	N	58	M	Y	W	46.2-821		N	N	N	N	V
W61879	012126	VA0300200	128 BROADVIEW AVE	030	T	D	B	N	34	M	Y	W	46.2-878		N	N	N	N	R
W62158	011626	VA0300200	290 BLK FORBES CT	030	T	D	W	N	16	F	Y	W	46.2-821		N	N	N	N	V
W62159	011626	VA0300200	OLD ORCHARD LN WINCHESTER ST	030	T	D	W	N	47	F	Y	W	46.2-821		N	N	N	N	V
W62021	011626	VA0300200	671 FALMOUTH ST	030	T	D	W	N	48	M	Y	W	46.2-830		N	N	N	N	V
W62078	011626	VA0300200	BLACKWELL RD / OAK SPRINGS RD	030	T	D	W	N	32	M	Y	W	46.2-821		N	N	N	N	R
W62077	011626	VA0300200	614 HASTINGS LN	030	T	D	W	H	23	F	Y	W	46.2-821		N	N	N	N	V
W62079	011626	VA0300200	300 BLK LEE HWY	030	T	D	B	N	45	F	Y	W	46.2-646		N	N	N	N	V
W62022	011726	VA0300200	189 WEST LEE HWY	030	T	D	W	N	17	M	Y	W	46.2-833		N	N	N	N	V
W62023	011626	VA0300200	JAMES MADISON HWY/ ALWINGTON BLVD	030	T	D	B	N	61	M	Y	W	46.2-826		N	N	N	N	V
W62081	011926	VA0300200	BLACKWELL RD / BLACKWELL PARK LN	030	T	D	W	N	34	M	Y	W	46.2-878		N	N	N	N	V
W62080	011826	VA0300200	BLACKWELL RD / BLACKWELL PARK LN	030	T	D	A	N	77	F	Y	W	46.2-878		N	N	N	N	V
W61175	011926	VA0300200	11 EAST LEE HWY	030	T	D	W	H	34	M	Y	W	46.2-324		N	N	N	N	V
W61177	011926	VA0300200	22 WATERLOO ST	030	T	D	B	N	70	M	Y	W	46.2-821		N	N	N	N	V
W61176	011926	VA0300200	CULPEPER / W. SHIRLEY AVE	030	T	D	B	N	41	F	Y	W	46.2-845		N	N	N	N	O
W61174	011526	VA0300200	256 WEST LEE HWY	030	T	D	W	N	60	F	Y	W	46.2-830		N	N	N	N	V
W61649	011926	VA0300200	56 FRAZIER RD	030	T	D	W	N	46	M	Y	W	46.2-821		N	N	N	N	R
W61650	011926	VA0300200	241 WATERLOO ST	030	T	D	W	N	24	F	Y	W	46.2-821		N	N	N	N	R
W62202	012226	VA0300200	100 ALEXANDRIA PKE	030	T	D	W	N	62	M	Y	W	46.2-821		N	N	N	N	O
W62201	012226	VA0300200	RT 29 / US 17 SPUR	030	T	D	W	H	47	M	Y	W	46.2-716		N	N	N	N	V
W61178	012026	VA0300200	25 WINCHESTER ST	030	T	D	W	N	64	M	Y	W	46.2-1157		N	N	N	N	V
W60959	012226	VA0300200	ALEX. PIKE / WINCHESTER	030	T	D	W	N	66	M	Y	W	46.2-830		N	N	N	N	V
W62085	012826	VA0300200	470 BROADVIEW AVE	030	T	D	W	N	51	M	Y	W	46.2-716		N	N	N	N	V
W62160	012726	VA0300200	FORBES CT / WINCHESTER ST	030	T	D	W	N	26	M	Y	W	46.2-821		N	N	N	N	R
W61179	012426	VA0300200	WATERLOO / CHESTNUT	030	T	D	W	N	72	M	Y	W	46.2-821		N	N	N	N	V
S2026000002	012926	VA0300200	207 WEST SHIRLEY AVE	030	T	D	W	H	28	M	Y	S	46.2-888		N	N	N	N	V
W05717	011726	VA0300200	FROST AVE / VAN ROIJEN STREET	030	T	D	W	N	25	F	Y	W	46.2-830		N	N	N	N	R

TOWN OF WARRENTON
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Accredited Virginia Law Enforcement Professional Standards Commission Agency

MONTHLY REPORT - FEBRUARY 2026

	MONTH	CALENDAR	CALENDAR
	FEBRUARY	YTD '26	YTD '25
TOTAL CALLS FOR SERVICE TO INCLUDE:	1449	3378	4349
SELF INITIATED	592	1595	2248
DISPATCHED	857	1783	2101
ACCIDENTS:	54	89	77
REPORTABLE	23	41	34
NON-REPORTABLE (No injury, under $1500 or private property)	31	48	43
ARRESTS (CRIMINAL):			
FELONY	2	4	3
MISDEMEANOR	18	23	27
TRAFFIC ENFORCEMENT (NON-CRIMINAL):			
SUMMONS	61	114	273
PARKING	220	273	238
WRITTEN WARNINGS	81	176	261
DRUG ARRESTS:			
FELONY	0	1	1
MISDEMEANOR	0	0	0
OVERDOSES:	1	1	0

REPORTED CRIMES FEBRARY 2026

CLASSIFICATION

		FEBRUARY	YTD '26	YTD '25
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape			
3	Robbery			
4	Assault	5	12	12
5	Burglary			1
6	Larceny	5	12	22
7	Motor Vehicle Theft			
9	Arson			
10	Forgery and Counterfeiting		1	
11	Fraud	3	3	15
12	Embezzlement			
13	Stolen Property: Buy/Receive/Possess			
14	Vandalism/Graffiti	8	12	9
15	Weapons		1	
16	Prostitution/Vice			
17	Sex Offenses	1	2	
18	Drug Violations	1	1	
19	Gambling			
20	Offenses Against Family	6	14	15
21	Driving Under Influence	2	2	3
22	Liquor Laws			
23	Drunk in Public	8	8	5
24	Disorderly		1	4
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway			
28	Reckless Driving	1	1	
29	Drive suspended/revoked	1	1	1
30	Contempt of Court			
31	Unauthorized use			
32	Hit & Run	4	6	3
33	Contributing to delinquency of minor			
34	False report to police			
35	Abduction/Kidnapping			
36	Shooting into Building			
37	Child Neglect			

Record ID	Stop Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	LPR Notification	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code	Person Searched	Vehicle Searched	Force Used by Officer	Force Used by Subject	Residency
S2026000004	020126	VA0300200	700 JAMES MADISON HWY	030	T		D	W	H	36	M	N	S	46.2-830		N	N	N	N	V
S2026000005	020126	VA0300200	700 JAMES MADISON HWY	030	T		D	W	N	24	M	Y	S	46.2-830		N	N	N	N	V
S2026000006	020126	VA0300200	286 BROADVIEW AVE	030	T		D	W	N	19	M	Y	S	46.2-1158		N	N	N	N	V
S2026000007	020126	VA0300200	283 NORFOLK DR	030	T		D	W	N	31	M	Y	S	46.2-1158		N	N	N	N	R
S2026000008	020126	VA0300200	185 PIEDMONT ST / GOLD CUP DR	030	T		D	W	N	69	M	Y	S	46.2-1158		N	N	N	N	R
S2026000009	020126	VA0300200	501 BLACKWELL RD	030	T		D	B	N	33	M	Y	S	46.2-646		N	N	N	N	V
S2026000011	020126	VA0300200	700 JAMES MADISON HWY	030	T		D	W	N	26	M	Y	S	46.2-830		N	N	N	N	R
S2026000012	020126	VA0300200	509 BLACKWELL RD / BLACKWELL PARK LN	030	T		D	A	N	46	M	Y	S	46.2-821		N	N	N	N	O
S2026000013	020126	VA0300200	712 JAMES MADISON HWY	030	T		D	W	N	34	M	Y	S	46.2-874		N	N	N	N	V
S2026000014	020226	VA0300200	50 EAST LEE HWY	030	T		D	W	N	18	M	Y	S	46.2-878		N	N	N	N	V
S2026000015	020226	VA0300200	510 FROST AVE	030	T		D	B	N	31	M	Y	S	46.2-301		N	N	N	N	O
S2026000016	020426	VA0300200	1 MAIN ST / SOUTH THIRD ST	030	T		D	W	N	19	M	Y	S	46.2-821		N	N	N	N	V
S2026000017	020426	VA0300200	69 WATERLOO ST / PELHAM ST	030	T		D	W	N	52	M	Y	A	18.2-272		Y	Y	N	N	R
S2026000020	020226	VA0300200	62 BROADVIEW AVE	030	T		D	W	N	59	M	Y	S	46.2-888		N	N	N	N	V
S2026000021	020526	VA0300200	351 BROADVIEW AVE	030	T		D	W	N	82	M	Y	S	46.2-1094		N	N	N	N	V
S2026000022	020526	VA0300200	286 WALKER DR / COLONEL DR	030	T		D	W	N	67	M	Y	S	46.2-821		N	N	N	N	V
S2026000023	020526	VA0300200	712 JAMES MADISON HWY	030	T		D	W	N	24	F	Y	S	46.2-301		N	N	N	N	V
S2026000025	020926	VA0300200	569 BEAR WALLOW RD / NORFOLK DR	030	T		D	W	N	61	F	Y	S	46.2-874		N	N	N	N	R
S2026000026	020926	VA0300200	817 JAMES MADISON HWY	030	T		D	W	H	55	M	Y	A	46.2-300		Y	Y	N	N	V
S2026000029	021326	VA0300200	10 COURT HOUSE SQ	030	T		D	A	N	56	F	Y	S	46.2-903		N	N	N	N	R
S2026000030	021326	VA0300200	692 WATERLOO RD	030	T		D	W	N	17	F	Y	S	46.2-816		N	N	N	N	R
S2026000031	021426	VA0300200	627 SPUR 10	030	T		D	W	H	19	M	Y	S	46.2-870		N	N	N	N	V
S2026000032	021526	VA0300200	BEAR WALLOW RD / HUNTER DR	030	T		D	W	N	67	M	Y	S	46.2-874		N	N	N	N	V
S2026000033	021526	VA0300200	700 JAMES MADISON HWY / INDUSTRIAL RD	030	T		D	W	N	28	M	Y	S	46.2-830		N	N	N	N	R
S2026000035	021726	VA0300200	766 JAMES MADISON HWY	030	T		D	W	H	39	F	Y	S	46.2-852		N	N	N	N	V
S2026000036	021826	VA0300200	350 EAST SHIRLEY AVE	030	T		D	W	N	52	M	Y	S	46.2-1158		N	N	N	N	V
S2026000037	021826	VA0300200	35 KEITH ST / WEST LEE ST	030	T		D	A	N	60	F	N	S	46.2-821		N	N	N	N	R
S2026000038	021826	VA0300200	1 MAIN ST / ALEXANDRIA PKE	030	T		D	W	H	51	M	Y	S	46.2-821		N	N	N	N	V
S2026000039	022226	VA0300200	615 BRANCH DRIVE	030	T		D	B	N	28	M	Y	S	46.2-646		N	N	N	N	V
S2026000042	022326	VA0300200	712 JAMES MADISON HWY	030	T		D	W	H	24	F	Y	S	46.2-874		N	N	N	N	V
S2026000043	022326	VA0300200	712 JAMES MADISON HWY	030	T		D	W	N	34	F	Y	S	46.2-874		N	N	N	N	V
S2026000045	022326	VA0300200	212 OAK SPRINGS DR / FLETCHER DR	030	T		D	W	N	38	M	Y	S	46.2-300		N	N	N	N	V
S2026000046	022726	VA0300200	1 TAYLOR ST/FALMOUTH ST	030	T		D	B	N	81	M	Y	S	46.2-1158		N	N	N	N	V
S2026000047	022726	VA0300200	96 RAPPAHANNOCK ST	030	T		D	W	N	66	F	Y	S	46.2-878.2		N	N	N	N	V
S2026000048	022726	VA0300200	595 WATERLOO RD	030	T		D	W	N	26	M	Y	S	46.2-1158		N	N	N	N	R
S2026000049	022826	VA0300200	102 BROADVIEW AVE	030	T		D	W	N	80	M	Y	S	46.2-820		N	N	N	N	V
S66087	020926	VA0300200	615 BLK FALMOUTH ST	030	T		D	W	N	53	F	Y	S	46.2-1158		N	N	N	N	V
S66088	020926	VA0300200	615 BLK FALMOUTH ST	030	T		D	W	N	52	F	Y	S	46.2-830		N	N	N	N	R
S66089	020926	VA0300200	BROADVIEW / FOXCROFT RD	030	T		D	W	N	43	M	Y	S	46.2-830		N	N	N	N	O
S66090	020926	VA0300200	WATERLOO ST / CHESTNUT ST	030	T		D	W	N	44	F	Y	S	46.2-1158		N	N	N	N	V
S66091	021026	VA0300200	LEE ST / FALMOUTH ST	030	T		D	B	N	46	F	Y	S	46.2-301		N	N	N	N	V
S66245	021626	VA0300200	EAST LEE HWY	030	T		D	W	N	43	M	Y	S	46.2-646		N	N	N	N	V
S66560	020126	VA0300200	WINCHESTER ST / PATRICK RYAN WAY	030	T		D	B	N	38	M	Y	S	46.2-104		N	N	N	N	V
S66592	020226	VA0300200	244 WATERLOO ST	030	T		D	W	H	23	M	Y	S	46.2-821		N	N	N	N	V
S66593	020826	VA0300200	W. LEE HWY / BRANCH DR	030	T		D	B	N	59	F	Y	S	46.2-300		N	N	N	N	V
S66594	021626	VA0300200	WINCHESTER ST / JOHN E. MANN ST	030	T		D	W	N	65	F	Y	S	46.2-821		N	N	N	N	V
S66595	021726	VA0300200	WINCHESTER ST / JOHN E. MANN ST	030	T		D	W	N	35	M	Y	S	46.2-821		N	N	N	N	V
S66596	022126	VA0300200	EAST LEE HWY / BLACKWELL RD	030	T		D	W	N	17	M	Y	S	46.2-816		N	N	N	N	V
S66597	022126	VA0300200	510 FROST AVE	030	T		D	B	N	43	M	Y	S	46.2-301		N	N	N	N	V
S66629	022526	VA0300200	10 BLOCK EAST LEE HWY	030	T		D	W	N	60	M	Y	S	46.2-878		N	N	N	N	V
W05718	020926	VA0300200	W. SHIRLEY AVE	030	T		D	W	N	23	M	Y	W	46.2-845		N	N	N	N	V
W05719	020926	VA0300200	155 BROADVIEW AVE	030	T		D	W	N	64	M	Y	W	46.2-845		N	N	N	N	V
W60169	020326	VA0300200	510 FROST AVE	030	T		D	W	N	52	M	Y	W	46.2-830		N	N	N	N	V
W60373	020926	VA0300200	457 E. SHIRLEY AVE	030	T		D	W	N	59	M	Y	W	46.2-878		N	N	N	N	V
W60375	020926	VA0300200	457 E. SHIRLEY AVE	030	T		D	W	N	64	M	Y	W	46.2-878		N	N	N	N	V
W60376	020926	VA0300200	457 E. SHIRLEY AVE	030	T		D	W	N	52	F	Y	W	46.2-878		N	N	N	N	V
W60377	020926	VA0300200	ALEXANDRIA PIKE / MOORHEAD	030	T		D	W	N	19	M	Y	W	46.2-878		N	N	N	N	V
W60378	020926	VA0300200	500 BLK BROADVIEW AVE	030	T		D	W	N	40	M	Y	W	46.2-878		N	N	N	N	O
W60379	020926	VA0300200	457 E. SHIRLEY AVE	030	T		D	W	N	46	M	Y	W	46.2-878		N	N	N	N	V
W60380	020926	VA0300200	GOLD CUP DRIVE	030	T		D	W	N	24	F	Y	W	46.2-878		N	N	N	N	V
W60381	020926	VA0300200	70 BLK CULPEPER ST	030	T		D	W	N	66	M	Y	W	46.2-830		N	N	N	N	V
W60382	021026	VA0300200	614 HASTINGS LN	030	T		D	W	N	17	M	Y	W	46.2-878		N	N	N	N	V
W60383	021026	VA0300200	251 W. LEE HWY	030	T		D	W	H	21	F	Y	W	46.2-830		N	N	N	N	V
W60384	021026	VA0300200	256 W LEE HWY	030	T		D	W	N	83	M	Y	W	46.2-804		N	N	N	N	V
W60385	021226	VA0300200	671 FALMOUTH ST	030	T		D	W	N	60	M	Y	W	46.2-830		N	N	N	N	V
W60386	021826	VA0300200	PELHAM / W. LEE ST	030	T		D	W	N	63	F	Y	W	46.2-924		N	N	N	N	V
W60387	022326	VA0300200	572 WINCHESTER	030	T		D	B	N	34	M	Y	W	46.2-833.1		N	N	N	N	R
W60960	020926	VA0300200	BROADVIEW / SHIRLEY	030	T		D	W	N	33	M	Y	W	46.2-845		N	N	N	N	V
W60961	020926	VA0300200	BROADVIEW / CHURCH	030	T		D	W	N	53	M	Y	W	46.2-845		N	N	N	N	V
W60962	021326	VA0300200	WINCHESTER / DIAGONAL	030	T		D	W	N	39	M	Y	W	46.2-830		N	N	N	N	V
W60963	022026	VA0300200	FLETCHER DR	030	T		D	W	N	54	F	Y	W	46.2-804		N	N	N	N	V
W61180	022226	VA0300200	615 BRANCH DRIVE	030	T		D	B	N	28	M	Y	W	46.2-715		N	N	N	N	V
W61442	021926	VA0300200	11 WINCHESTER ST	030	T		D	W	N	93	M	Y	W	46.2-1158		N	N	N	N	V
W61444	022326	VA0300200	HOLIDAY CT / WALKER DR	030	T		D	W	N	46	M	Y	W	46.2-716		N	N	N	N	V
W61445	022326	VA0300200	ALEXANDRIA PIKE / HORNER STREET	030	T		D	W	N	69	F	Y	W	46.2-830		N	N	N	N	V
W61446	022326	VA0300200	NORTH CT / ROEBLING ST	030	T		D	W	N	17	M	Y	W	46.2-821		N	N	N	N	R
W61704	020826	VA0300200	346 WATERLOO STATION	030	T		D	W	N	39	F	Y	W	46.2-821		N	N	N	N	R

Record ID	Stop Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	LPR Notification	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code	Person Searched	Vehicle Searched	Force Used by Officer	Force Used by Subject	Residency
W61705	020826	VA0300200	GARRETT ST / WATERLOO ST	030	T		D	W	N	20	M	Y	W	46.2-821		N	N	N	N	V
W61706	020826	VA0300200	244 WATERLOO ST	030	T		D	W	N	71	M	Y	W	46.2-821		N	N	N	N	V
W61707	021226	VA0300200	300 BLK WALKER	030	T		D	W	N	34	F	Y	W	46.2-821		N	N	N	N	V
W61708	021626	VA0300200	103 SOUTH FIFTH ST	030	T		D	W	N	87	M	Y	W	46.2-821		N	N	N	N	V
W61709	021626	VA0300200	N. CHESTNUT ST / WINCHESTER ST	030	T		D	W	N	37	F	Y	W	46.2-821		N	N	N	N	V
W61710	021726	VA0300200	MAIN ST / COURT ST	030	T		D	W	H	62	M	Y	W	46.2-821		N	N	N	N	R
W61711	022026	VA0300200	114 WATERLOO ST	030	T		D	W	N	23	M	Y	W	46.2-821		N	N	N	N	V
W61712	022126	VA0300200	84 WINCHESTER ST	030	T		D	W	N	51	M	Y	W	46.2-821		N	N	N	N	V
W61713	022526	VA0300200	346 WATERLOO ST	030	T		D	B	N	70	M	Y	W	46.2-821		N	N	N	N	V
W61799	020126	VA0300200	WINCHESTER ST / JACKSON ST	030	T		D	A	N	52	M	Y	W	46.2-821		N	N	N	N	V
W61882	020126	VA0300200	74 BLK WINCHESTER ST	030	T		D	W	N	73	F	Y	W	46.2-874		N	N	N	N	V
W62010	020126	VA0300200	FORBES CT / WINCHESTER ST	030	T		D	W	N	38	M	Y	W	46.2-821		N	N	N	N	V
W62028	020526	VA0300200	256 BLK WEST LEE HWY	030	T		D	W	N	69	M	Y	W	46.2-804		N	N	N	N	V
W62029	021826	VA0300200	550 BLK FALMOUTH ST	030	T		D	W	N	70	F	Y	W	46.2-1030		N	N	N	N	V
W62030	022526	VA0300200	55 BROADVIEW AVE	030	T		D	W	N	62	M	Y	W	46.2-830		N	N	N	N	V
W62031	022526	VA0300200	233 BROADVIEW AVE	030	T		D	W	N	22	M	Y	W	46.2-830		N	N	N	N	V
W62086	020226	VA0300200	19 BROADVIEW AVE	030	T		D	W	N	45	F	Y	W	46.2-821		N	N	N	N	R
W62087	020226	VA0300200	239 WEST SHIRLEY AVE	030	T		D	W	N	59	M	Y	W	46.2-861.1		N	N	N	N	R
W62088	020526	VA0300200	98 ALEXANDRIA PIKE	030	T		D	W	N	55	F	Y	W	46.2-715		N	N	N	N	V
W62089	020526	VA0300200	123 ALEXANDRIA PKE	030	T		D	W	N	59	F	Y	W	46.2-821		N	N	N	N	R
W62090	020526	VA0300200	300 BLK EAST LEE HWY	030	T		D	W	N	42	M	Y	W	46.2-716		N	N	N	N	V
W62091	021026	VA0300200	300 BLK EAST LEE HWY	030	T		D	B	N	59	M	Y	W	46.2-830		N	N	N	N	V
W62092	021026	VA0300200	94 ALEXANDRIA PIKE	030	T		D	W	H	34	M	Y	W	46.2-821		N	N	N	N	R
W62093	021026	VA0300200	700 BLK JAMES MADISON HWY	030	T		D	W	N	30	M	Y	W	46.2-715		N	N	N	N	V
W62095	022526	VA0300200	121 BROADVIEW AVE	030	T		D	B	N	46	M	Y	W	46.2-830		N	N	N	N	V
W62096	022526	VA0300200	19 BROADVIEW AVE	030	T		D	W	N	60	M	Y	W	46.2-830		N	N	N	N	O
W62103	020426	VA0300200	BREEZEWOOD DR / WALKER DR	030	T		D	W	N	25	F	Y	W	46.2-821		N	N	N	N	R
W62104	021926	VA0300200	WALKER DR / BELLE AIR LN	030	T		D	W	N	28	F	Y	W	46.2-821		N	N	N	N	V
W62105	021926	VA0300200	WALKER DR / BELLE AIR LN	030	T		D	W	N	74	F	Y	W	46.2-821		N	N	N	N	R
W62106	021926	VA0300200	WALKER DR / ACADEMY HILL RD	030	T		D	W	N	51	F	Y	W	46.2-821		N	N	N	N	R
W62107	021926	VA0300200	HOLIDAY CT / WALKER DR	030	T		D	W	N	82	M	Y	W	46.2-821		N	N	N	N	V
W62108	021926	VA0300200	FORBES CT / WINCHESTER ST	030	T		D	W	N	56	F	Y	W	46.2-821		N	N	N	N	R
W62109	021926	VA0300200	FORBES CT / WINCHESTER ST	030	T		D	W	N	77	F	Y	W	46.2-821		N	N	N	N	R
W62164	020226	VA0300200	JACKSON ST / WINCHESTER ST	030	T		D	B	N	17	M	Y	W	46.2-821		N	N	N	N	V
W62165	020326	VA0300200	FORBES CT / WINCHESTER ST	030	T		D	W	N	42	M	Y	W	46.2-821		N	N	N	N	V
W62167	020326	VA0300200	HOLIDAY CT / WALKER DR	030	T		D	W	N	60	M	Y	W	46.2-821		N	N	N	N	V
W62168	020726	VA0300200	150 WEST LEE HWY	030	T		D	W	N	23	M	Y	W	46.2-821		N	N	N	N	V
W62169	021126	VA0300200	JACKSON ST / WINCHESTER ST	030	T		D	W	N	26	M	Y	W	46.2-821		N	N	N	N	V
W62170	021126	VA0300200	HIDDEN CREEK LN / WALKER DR	030	T		D	W	N	49	M	Y	W	46.2-821		N	N	N	N	R
W62171	021726	VA0300200	8400 BLOCK JAMES MADISON HWY	030	T		D	W	H	56	F	Y	W	46.2-874		N	N	N	N	V
W62172	021726	VA0300200	600 BLACKWELL RD	030	T		D	W	H	25	M	Y	W	46.2-878		N	N	N	N	V
W62173	022126	VA0300200	OLD WATERLOO RD / WELLINGTON DR	030	T		D	W	N	49	M	Y	W	46.2-874		N	N	N	N	V
W62174	022126	VA0300200	BLACKWELL RD / BLACKWELL PARK LN	030	T		D	W	N	22	M	Y	W	46.2-826		N	N	N	N	R
W62175	022126	VA0300200	WEST LEE HWY / FLETCHER DR	030	T		D	W	N	29	M	Y	W	46.2-826		N	N	N	N	V
W62177	022626	VA0300200	28 BLACKWELL PARK LN	030	T		D	W	N	21	M	Y	W	46.2-826		N	N	N	N	V
W62203	020126	VA0300200	100 ALEXANDRIA PIKE	030	T		D	W	N	27	F	Y	W	46.2-1158		N	N	N	N	V
W62204	020426	VA0300200	271 WINCHESTER ST	030	T		D	B	N	56	M	Y	W	46.2-821		N	N	N	N	V
W62205	021826	VA0300200	DIAGONAL / SPRING LN	030	T		D	W	N	64	F	Y	W	46.2-821		N	N	N	N	V
W62206	021926	VA0300200	S. 5TH / MAIN ST	030	T		D	W	N	21	M	Y	W	46.2-1158		N	N	N	N	V
W62252	022726	VA0300200	236 WEST LEE HWY	030	T		D	W	N	45	M	Y	W	46.2-878		N	N	N	N	V
W62254	022726	VA0300200	11 EAST LEE HWY	030	T		D	W	N	56	M	Y	W	46.2-646		N	N	N	N	V

TOWN OF WARRENTON
POLICE DEPARTMENT
333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

Accredited Virginia Law Enforcement Professional Standards Commission Agency

MONTHLY REPORT - MARCH 2026

	MONTH MARCH	CALENDAR YTD '26	CALENDAR YTD '25
TOTAL CALLS FOR SERVICE TO INCLUDE:	**1543**	**4921**	**6417**
SELF INITIATED	596	2191	3242
DISPATCHED	947	2730	3175
ACCIDENTS:	**39**	**128**	**120**
REPORTABLE	17	58	50
NON-REPORTABLE (No injury, under $1500 or private property)	22	70	70
ARRESTS (CRIMINAL):			
FELONY	5	9	4
MISDEMEANOR	17	40	41
TRAFFIC ENFORCEMENT (NON-CRIMINAL):			
SUMMONS	44	158	399
PARKING	198	471	444
WRITTEN WARNINGS	82	258	432
DRUG ARRESTS:			
FELONY	1	2	2
MISDEMEANOR	0	0	0
OVERDOSES:	0	1	0

REPORTED CRIMES MARCH 2026

CLASSIFICATION

		MARCH	YTD '26	YTD '25
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape			
3	Robbery			
4	Assault	7	19	21
5	Burglary			1
6	Larceny	6	18	27
7	Motor Vehicle Theft			
9	Arson			
10	Forgery and Counterfeiting		1	1
11	Fraud	9	12	19
12	Embezzlement			
13	Stolen Property: Buy/Receive/Possess			
14	Vandalism/Graffiti	6	18	14
15	Weapons	1	2	
16	Prostitution/Vice			
17	Sex Offenses		2	1
18	Drug Violations		1	1
19	Gambling			
20	Offenses Against Family	13	27	21
21	Driving Under Influence	1	3	6
22	Liquor Laws			
23	Drunk in Public	2	10	7
24	Disorderly	2	3	6
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway			
28	Reckless Driving	1	2	1
29	Drive suspended/revoked		1	1
30	Contempt of Court			
31	Unauthorized use	1	1	
32	Hit & Run	1	7	5
33	Contributing to delinquency of minor	1	1	
34	False report to police			
35	Abduction/Kidnapping			
36	Shooting into Building			
37	Child Neglect			

Record ID	Stop Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	LPR Notification	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code	Person Searched	Vehicle Searched	Force Used by Officer	Force Used by Subject	Residency
S2026000050	030526	VA0300200	569 BEAR WALLOW RD / NORFOLK DR	030	T		D	W	N	30	M	Y	S	46.2-1158		N	N	N	N	V
S2026000051	030526	VA0300200	817 JAMES MADISON HWY / ALWINGTON BLVD	030	T		D	B	N	62	M	Y	S	46.2-874		N	N	N	N	V
S2026000052	030526	VA0300200	8405 JAMES MADISON HWY	030	T		D	B	N	21	F	Y	S	46.2-874		N	N	N	N	V
S2026000053	030526	VA0300200	207 WEST SHIRLEY AVE	030	T		D	W	N	59	M	Y	S	46.2-1158		N	N	N	N	R
S2026000054	030526	VA0300200	1 MAIN ST / ALEXANDRIA PKE	030	T		D	W	N	40	M	Y	S	46.2-821		N	N	N	N	R
S2026000055	030526	VA0300200	1 MAIN ST / ALEXANDRIA PKE	030	T		D	W	N	72	M	Y	S	46.2-821		N	N	N	N	V
S2026000056	030526	VA0300200	613 FROST AVE	030	T		D	W	N	62	M	Y	S	46.2-613		N	N	N	N	V
S2026000057	030526	VA0300200	5 EAST LEE HWY	030	T		D	W	N	21	F	Y	S	46.2-1158		N	N	N	N	V
S2026000058	030626	VA0300200	1 BROADVIEW AVE / FROST AVE	030	T		D	W	N	41	M	Y	S	46.2-833		N	N	N	N	V
S2026000059	030726	VA0300200	121 BROADVIEW AVE	030	T		D	B	N	65	M	Y	S	46.2-707		N	N	N	N	V
S2026000061	031026	VA0300200	459 WINCHESTER ST / PATRICK RYAN WAY	030	T		D	B	N	36	F	Y	S	46.2-821		N	N	N	N	V
S2026000062	031026	VA0300200	712 JAMES MADISON HWY	030	T		D	B	N	24	M	Y	S	46.2-874		N	N	N	N	V
S2026000063	031026	VA0300200	700 JAMES MADISON HWY	030	T		D	W	N	18	M	Y	S	46.2-874		N	N	N	N	V
S2026000065	031026	VA0300200	1 WEST LEE HWY / BLACKWELL RD	030	T		D	B	N	59	F	Y	S	46.2-301		N	N	N	N	V
S2026000066	031026	VA0300200	700 JAMES MADISON HWY	030	T		D	B	N	22	F	Y	S	46.2-874		N	N	N	N	V
S2026000067	031026	VA0300200	700 JAMES MADISON HWY	030	T		D	W	N	19	F	Y	S	46.2-830		N	N	N	N	R
S2026000068	031126	VA0300200	1 WEST LEE HWY / BLACKWELL RD	030	T		D	W	N	58	F	Y	S	46.2-301		N	N	N	N	V
S2026000069	031326	VA0300200	286 WALKER DR / ROSEDALE CT	030	T		D	W	N	27	F	Y	S	46.2-821		N	N	N	N	V
S2026000070	031326	VA0300200	495 GOLD CUP DR / BROADVIEW AVE	030	T		D	W	H	40	M	Y	S	46.2-821		N	N	N	N	V
S2026000071	031426	VA0300200	85 KEITH ST	030	T		D	W	N	58	M	Y	S	46.2-1158		N	N	N	N	V
S2026000072	031426	VA0300200	199 EAST LEE ST / INSTITUTE LN	030	T		D	W	N	45	M	Y	S	46.2-1158		N	N	N	N	V
S2026000073	031426	VA0300200	286 WALKER DR / COLONIEL DR	030	T		D	A	N	47	F	Y	S	46.2-821		N	N	N	N	V
S2026000074	031426	VA0300200	US 17 SPUR / HASTINGS LN	030	T		D	W	N	45	F	Y	S	46.2-870		N	N	N	N	O
S2026000075	031426	VA0300200	US 17 SPUR / EAST LEE HWY	030	T		D	W	H	21	M	Y	S	46.2-870		N	N	N	N	V
S2026000076	031426	VA0300200	595 BRANCH DR / WEST LEE HWY	030	T		D	W	N	31	M	Y	S	46.2-1158		N	N	N	N	V
S2026000077	031726	VA0300200	252 BROADVIEW AVE	030	T		D	W	N	64	F	Y	S	46.2-804		N	N	N	N	V
S2026000078	031726	VA0300200	239 WEST SHIRLEY AVE	030	T		D	W	N	33	M	Y	S	46.2-888		N	N	N	N	O
S2026000080	031826	VA0300200	1 WEST LEE HWY / BLACKWELL RD	030	T		D	W	N	50	M	Y	S	46.2-646		N	N	N	N	V
S2026000081	031826	VA0300200	7580 LEE HWY	030	T		D	W	N	28	M	Y	S	46.2-878		N	N	N	N	O
S2026000082	031826	VA0300200	3074 BROADVIEW AVE	030	T		D	W	N	21	M	Y	S	46.2-878		N	N	N	N	V
S2026000083	032026	VA0300200	99 WEST LEE HWY / FLETCHER DR	030	T		D	W	N	52	M	Y	S	46.2-830		N	N	N	N	V
S2026000084	032826	VA0300200	604 BEAR WALLOW RD / HUNTER DR	030	T		D	W	N	41	M	Y	S	46.2-830		N	N	N	N	V
S2026000085	032926	VA0300200	700 JAMES MADISON HWY	030	T		D	W	N	16	F	Y	S	46.2-1158		N	N	N	N	V
S66561	030926	VA0300200	53 MAIN ST	030	T		D	W	N	64	F	Y	S	46.2-646		N	N	N	N	V
S66598	031626	VA0300200	WINCHESTER ST / JOHN E. MANN ST	030	T		D	W	N	24	M	Y	S	46.2-821		N	N	N	N	V
S66599	032626	VA0300200	244 WATERLOO ST	030	T		D	W	H	40	F	Y	S	46.2-821		N	N	N	N	V
S66630	031826	VA0300200	FROST AVE/ VAN ROIJEN ST	030	T		D	W	N	29	M	Y	S	46.2-878		N	N	N	N	V
S66631	033126	VA0300200	700 JAMES MADISON HWY	030	T		D	I	N	27	M	Y	S	46.2-830		N	N	N	N	V
S66677	032826	VA0300200	200 BLOCK BROADVIEW AVE	030	T		D	W	N	18	M	Y	S	46.2-816		N	N	N	N	V
S66679	032826	VA0300200	WALKER DR / ROSEDALE CT	030	T		D	W	H	56	M	N	S	46.2-821		N	N	N	N	O
W60170	030326	VA0300200	19 BROADVIEW AVE	030	T		D	W	N	37	M	Y	W	46.2-821		N	N	N	N	V
W60171	030726	VA0300200	121 BROADVIEW AVE	030	T		D	W	H	16	M	Y	W	46.2-821		N	N	N	N	V
W60172	030926	VA0300200	81 BROADVIEW AVE	030	T		D	B	N	54	F	Y	W	46.2-821		N	N	N	N	V
W60173	031126	VA0300200	207 WEST SHIPLON AVE	030	T		D	W	N	45	M	Y	W	46.2-833		N	N	N	N	V
W60174	032026	VA0300200	331 BROADVIEW AVE	030	T		D	W	N	20	M	Y	W	46.2-646		N	N	N	N	R
W60175	032526	VA0300200	510 FROST AVE	030	T		D	W	N	65	M	Y	W	46.2-830		N	N	N	N	R
W60388	031026	VA0300200	200 BLK WEST LEE HWY	030	T		D	W	N	18	M	Y	W	46.2-833.1		N	N	N	N	V
W60389	031926	VA0300200	29 AT COMFORT INN DR	030	T		D	W	N	18	M	Y	W	46.2-804		N	N	N	N	V
W60390	032326	VA0300200	DIAGONAL / WATERLOO ST	030	T		D	W	N	20	F	Y	W	46.2-830		N	N	N	N	R
W60964	032826	VA0300200	WALKER DR APTS	030	T		D	W	H	15	F	Y	W	46.2-1030		N	N	N	N	V
W60965	032926	VA0300200	MEETZE RD / E. BYPASS	030	T		D	W	H	51	F	Y	W	46.2-1030		N	N	N	N	V
W61182	032026	VA0300200	309 W. LEE HWY	030	T		D	W	N	26	M	Y	W	46.2-875		N	N	N	N	V
W61662	031026	VA0300200	OAK SPRINGS DR / BRANCH DR	030	T		D	W	N	55	F	Y	W	46.2-821		N	N	N	N	V
W61663	031026	VA0300200	WEST LEE HWY / FLETCHER DR	030	T		D	W	N	39	F	N	W	46.2-716		N	N	N	N	R
W61664	031026	VA0300200	613 FROST AVE	030	T		D	W	H	20	M	Y	W	46.2-830		N	N	N	N	V
W61665	031326	VA0300200	WALKER DR / BLACKWELL RD	030	T		D	W	N	43	F	Y	W	46.2-835		N	N	N	N	R
W61666	031326	VA0300200	SOUTH CHESTNUT ST / WATERLOO ST	030	T		D	W	N	36	M	Y	W	46.2-715		N	N	N	N	O
W61667	031426	VA0300200	20 BROADVIEW AVE	030	T		D	W	N	55	F	Y	W	46.2-804		N	N	N	N	V
W61668	031426	VA0300200	4600 BLK EASTERN BYP	030	T		D	W	H	33	M	Y	W	46.2-870		N	N	N	N	O
W61669	031826	VA0300200	WEST LEE HWY / FLETCHER DR	030	T		D	A	N	26	M	Y	W	46.2-878		N	N	N	N	R
W61670	031826	VA0300200	600 BLACKWELL RD	030	T		D	W	N	46	F	Y	W	46.2-878		N	N	N	N	V
W61671	031926	VA0300200	203 BROADVIEW AVE	030	T		D	W	N	74	M	Y	W	46.2-830		N	N	N	N	V
W61672	032326	VA0300200	184 BROADVIEW AVE	030	T		D	W	N	21	F	Y	W	46.2-716		N	N	N	N	V
W61673	032526	VA0300200	OAK SPRINGS DR / BLACKWELL RD	030	T		D	W	N	41	F	Y	W	46.2-878		N	N	N	N	V
W61674	032526	VA0300200	FLETCHER DR / OAK SPRINGS DR	030	T		D	W	N	61	M	Y	W	46.2-826		N	N	N	N	V
W61714	030226	VA0300200	WALKER DR / BREEZEWOOD DR	030	T		D	W	N	68	F	Y	W	46.2-821		N	N	N	N	V
W61715	030226	VA0300200	GARRETT ST / WATERLOO ST	030	T		D	W	N	52	F	Y	W	46.2-821		N	N	N	N	V
W61716	030326	VA0300200	SULLIVAN ST / WATERLOO ST	030	T		D	W	N	39	F	Y	W	46.2-821		N	N	N	N	V
W61717	030826	VA0300200	355 WATERLOO ST	030	T		D	W	N	45	M	Y	W	46.2-821		N	N	N	N	V
W61718	030826	VA0300200	122 WATERLOO ST	030	T		D	W	N	47	F	Y	W	46.2-821		N	N	N	N	V
W61719	030826	VA0300200	121 BROADVIEW AVE	030	T		D	W	N	20	M	Y	W	46.2-821		N	N	N	N	R
W61720	031126	VA0300200	ALEXANDRIA PIKE / WALKER DR	030	T		D	W	N	78	F	Y	W	46.2-821		N	N	N	N	V
W61722	032026	VA0300200	116 WINCHESTER ST	030	T		D	W	N	68	M	Y	W	46.2-821		N	N	N	N	R
W61723	031226	VA0300200	SULLIVAN ST / WATERLOO ST	030	T		D	W	N	25	M	Y	W	46.2-821		N	N	N	N	R
W61724	032526	VA0300200	256 W. LEE HWY	030	T		D	W	N	58	M	Y	W	46.2-821		N	N	N	N	V
W61725	032526	VA0300200	549 WINCHESTER ST	030	T		D	W	N	79	F	Y	W	46.2-821		N	N	N	N	V
W61726	033126	VA0300200	510 FROST AVE	030	T		D	W	N	59	F	Y	W	46.2-821		N	N	N	N	V
W62032	030126	VA0300200	457 EAST SHIRLEY AVE	030	T		D	W	N	59	F	Y	W	46.2-830		N	N	N	N	O
W62033	030526	VA0300200	25 WEST LEE ST	030	T		D	W	N	47	F	Y	W	46.2-821		N	N	N	N	V
W62034	030626	VA0300200	550 BLK FROST AVE	030	T		D	W	N	41	F	Y	W	46.2-830		N	N	N	N	V

Record ID	Stop Date	Agency ORI	Location	Jurisdiction Code	Reason for Stop	LPR Notification	Person Type	Race	Ethnicity	Age	Gender	English Speaking	Action Taken	Specific Violation	Virginia Crime Code	Person Searched	Vehicle Searched	Force Used by Officer	Force Used by Subject	Residency
W62035	030926	VA0300200	241 BROADVIEW AVE	030	T		D	W	H	33	M	Y	W	46.2-821		N	N	N	N	R
W62036	031126	VA0300200	55 BROADVIEW AVE	030	T		D	W	N	37	M	Y	W	46.2-830		N	N	N	N	V
W62037	031326	VA0300200	64 MAIN ST	030	T		D	W	N	67	F	Y	W	46.2-821		N	N	N	N	O
W62038	031426	VA0300200	55 BROADVIEW AVE	030	T		D	W	N	28	M	Y	W	46.2-830		N	N	N	N	V
W62039	031426	VA0300200	WATERLOO RD / VAN ROIJEN ST	030	T		D	W	N	36	M	Y	W	46.2-830		N	N	N	N	V
W62040	031426	VA0300200	WATERLOO RD / RAPPAHANNOCK ST	030	T		D	W	H	16	F	Y	W	46.2-833		N	N	N	N	V
W62041	031826	VA0300200	530 BLK BROADVIEW AVE	030	T		D	W	N	53	M	Y	W	46.2-826		N	N	N	N	V
W62042	032026	VA0300200	WALKER DR / OLIVER CITY RD	030	T		D	W	N	33	F	Y	W	46.2-821		N	N	N	N	R
W62043	032426	VA0300200	8333 BLK JAMES MADISON HWY	030	T		D	W	H	51	M	Y	W	46.2-826		N	N	N	N	V
W62044	032626	VA0300200	20 BROADVIEW AVE	030	T		D	W	N	57	M	Y	W	46.2-821		N	N	N	N	V
W62045	032826	VA0300200	273 BROADVIEW	030	T		D	W	N	17	M	Y	W	46.2-878		N	N	N	N	V
W62046	032926	VA0300200	123 BLK ALEXANDRIA PKE	030	T		D	W	H	26	F	Y	W	46.2-821		N	N	N	N	V
W62097	030226	VA0300200	251 WEST LEE HWY	030	T		D	W	H	79	M	Y	W	46.2-835		N	N	N	N	V
W62098	030526	VA0300200	251 WEST LEE HWY	030	T		D	W	N	43	M	Y	W	46.2-835		N	N	N	N	V
W62099	030526	VA0300200	BROADVIEW AVE / WEST LEE HWY	030	T		D	B	N	22	M	Y	W	46.2-878		N	N	N	N	O
W62100	031026	VA0300200	360 BROADVIEW AVE	030	T		D	W	N	42	M	Y	W	46.2-715		N	N	N	N	V
W62110	031926	VA0300200	ALEXANDRIA PKE / MAIN ST	030	T		D	W	N	70	M	Y	W	46.2-830		N	N	N	N	V
W62178	030326	VA0300200	FLETCHER DR / HASTINGS LN	030	T		D	W	N	35	F	Y	W	46.2-821		N	N	N	N	R
W62179	030426	VA0300200	450 BLOCK EAST SHIRLEY AVE	030	T		D	W	N	67	F	Y	W	46.2-874		N	N	N	N	V
W62180	030426	VA0300200	450 BLOCK EAST SHIRLEY AVE	030	T		D	W	N	60	F	Y	W	46.2-874		N	N	N	N	V
W62181	030726	VA0300200	WEST LEE HWY / FLETCHER DR	030	T		D	W	N	23	M	Y	W	46.2-826		N	N	N	N	V
W62182	030726	VA0300200	OLD WATERLOO RD / STONE CREST RD	030	T		D	W	N	28	F	Y	W	46.2-1013		N	N	N	N	V
W62183	031126	VA0300200	41 WEST LEE HWY	030	T		D	W	N	19	M	Y	W	46.2-1013		N	N	N	N	V
W62185	031726	VA0300200	360 WATERLOO ST	030	T		D	W	N	62	M	Y	W	46.2-878		N	N	N	N	V
W62186	031826	VA0300200	510 FROST AVE	030	T		D	W	N	67	M	Y	W	46.2-878		N	N	N	N	V
W62187	033026	VA0300200	OLD WATERLOO RD / STONE CREST DR	030	T		D	W	N	57	M	Y	W	46.2-874		N	N	N	N	V
W62207	030526	VA0300200	105 W. SHIRLEY AVE	030	T		D	W	N	36	M	Y	W	46.2-1014		N	N	N	N	V
W62208	030926	VA0300200	WALKER DR / HIGHLAND TOWNE LN	030	T		D	W	N	70	F	Y	W	46.2-1014		N	N	N	N	V
W62209	031426	VA0300200	FLETCHER DR / WEST LEE HWY	030	T		D	W	N	45	M	Y	W	46.2-821		N	N	N	N	V
W62210	032726	VA0300200	239 WEST SHIRLEY AVE	030	T		D	W	H	19	M	Y	W	46.2-833		N	N	N	N	V
W62255	033026	VA0300200	600 BLACKWELL RD	030	T		D	W	H	31	M	N	W	46.2-878		N	N	N	N	V
W62256	033126	VA0300200	BLACKWELL PARK LN	030	T		D	W	N	18	M	Y	W	46.2-878		N	N	N	N	V
W62257	033126	VA0300200	12 WALKER DR	030	T		D	W	H	31	F	N	W	46.2-1013		N	N	N	N	R
W62258	033126	VA0300200	BLACKWELL RD / WOODLANDS WAY	030	T		D	W	N	20	M	Y	W	46.2-826		N	N	N	N	V
W62301	031826	VA0300200	S. FOUTH ST / MAIN ST	030	T		D	W	H	24	M	N	W	46.2-888		N	N	N	N	V
W62302	032426	VA0300200	245 WEST SHIRLEY AVENUE	030	T		D	W	N	35	M	Y	W	46.2-888		N	N	N	N	O
W62303	032926	VA0300200	WALKER DR / ROSEDALE CT	030	T		D	W	N	35	M	Y	W	46.2-821		N	N	N	N	R
W62355	030426	VA0300200	WALKER DR / ACADEMY HILL RD	030	T		D	W	N	72	M	Y	W	46.2-821		N	N	N	N	V
W62356	031326	VA0300200	150 BLOCK BROADVIEW	030	T		D	W	N	18	F	Y	W	46.2-1030		N	N	N	N	R
W91721	031126	VA0300200	BREEZEWOOD DR / WALKER DR	030	T		D	W	N	46	F	Y	W	46.2-821		N	N	N	N	R

Quarterly Report

Department of Finance & Procurement

Town Council Meeting Date: May 12, 2026

Third Quarter 2026: January, February, March 2026

Department introduction:

The mission of the Department of Finance and Procurement is to promote excellence and transparency in the delivery of effective and efficient financial management services to our internal and external customers and stakeholders. This is accomplished by adhering to sound financial management practices, demonstrating integrity in all that we do, and working as a team to support the Town's mission, vision, and values.

The Department is responsible for accounting and financial reporting, budget preparation and monitoring, debt management, accounts receivable, accounts payable, payroll processing, procurement, tax billing, utility billing, collections, and investment management.

Project Progress:

Debt Issuance:

- Council adopted a Reimbursement Resolution in September 2025 that will allow the Town to use bond proceeds to replenish reserves that have been used to fund capital.
- In November 2025, the Town's financial advisors conducted 2 by 2 meetings with Council members to discuss the upcoming debt issuance and credit rating process.
- Town Council conducted a public hearing and passed a resolution to authorize the issuance of debt at the January 2026 Council meeting.
- Town Staff met with the rating agencies in March 2026. The Town was subsequently awarded a credit rating of Aa2 from Moody's and AA+ from S&P.
- Bids were received for the bonds on April 16th. The Town closed on the bonds on April 30th.

Budget:

- Proposed Fiscal Year 2027 Budget:
    - The proposed budget was delivered to Council on April 1st.
    - A high-level overview of the proposed budget was presented by the Town Manager and the Budget Manager at the April 14th work session.
    - Two public hearings will be held at the May Council meeting.
        - A Public Hearing to Consider a Proposed Real Property Tax Increase

- This public hearing is required by the Code of Virginia when there is a general reassessment resulting in an effective real property tax rate increase.

▪ A Public Hearing on the Proposed Fiscal Year 2027 Budget and the Proposed 2027-2032 Capital Improvement Program

o Calendar year property tax rates must be adopted at this meeting per Town Code.

Tax Administration:

- Business license renewal applications were due on April 15th. This is the second largest local revenue category for the General Fund. Payment for the renewals is due on June 30th, the last day of the fiscal year.
- The first half of 2026 real estate tax and stormwater fee will be due on June 15th.

Enterprise Resource Planning (ERP) Project

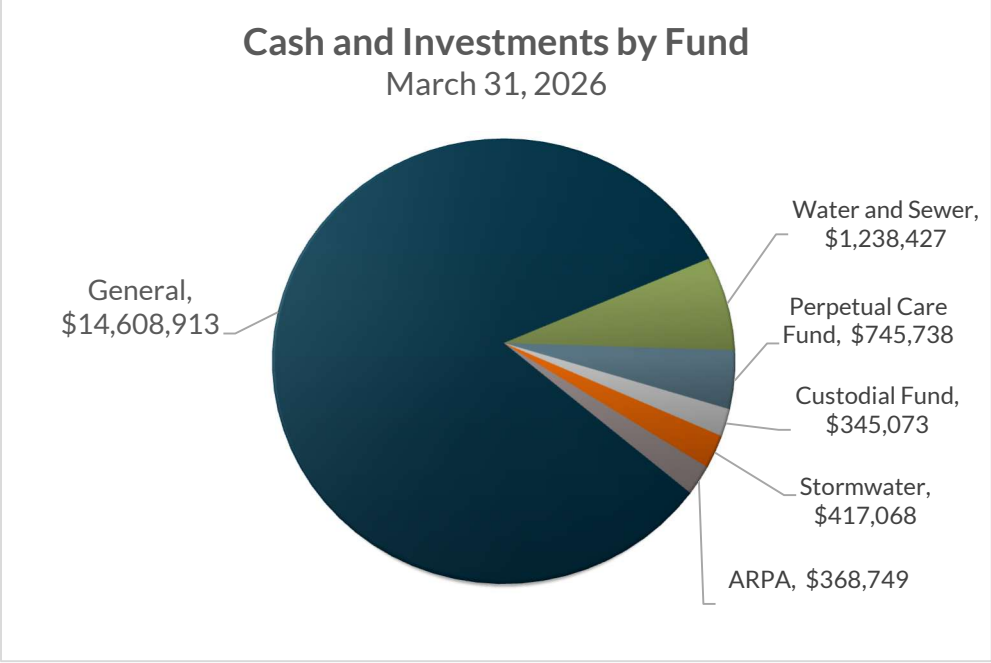
- The first phase of the ERP project goes live on May 5th. This phase includes purchase orders, accounts payable, budget, general ledger, and miscellaneous billing.
- The HRM and payroll modules will go live in the June/July time frame.

Charts and information:

The following charts are provided based on the information contained in the **attached financial statements for the period ending March 31, 2026.**

Cash and Investments

The following chart shows the cash and investment balances for each of the Town's major funds. The total has decreased by approximately $11.2 million compared to the same period last year primarily due to the spending of ARPA funds and Water and Sewer capital spending.



Reserve Amounts

The reserve amounts reported in this section fall below the Town's adopted policy thresholds. This will be remedied by the replenishment of funds following the issuance of debt for capital projects.

General Fund Unassigned Fund Balance

The council adheres to an adopted minimum unassigned fund balance policy for the General Fund equivalent to 50% of current adopted annual operating expenditure. The current estimate is provided below.

Fiscal Year	UFB as Percentage of Budgeted Operating Expenditures
FY26	32.38%

- **FY26:** The policy threshold for FY26 is $9.6 million. The current unassigned fund balance is **32.38%** of the FY26 operating budget. This is $3,400,042 less than the policy threshold.

Water and Sewer Fund Cash Balance

For the Water and Sewer fund, the Council adopted a policy to maintain a cash balance equivalent to 200 days of operating expenses.

Fiscal Year	Cash Balance Equivalent to Days of Operating Expenses
FY26	54

- **FY26:** The policy threshold for FY26 is $4.7 million. The current cash balance falls short of meeting the policy by $3,424,121. This is equivalent to 54 days of operating expenses.

Budget and Actual by Fund

The following pages contain graphs for each fund that compare the budget to the actual revenue or expenditures recorded year-to-date. Capital projects are included for each fund. This can distort the budget-to-actual comparison, since most capital spending crosses over fiscal years.

Each graph shows:

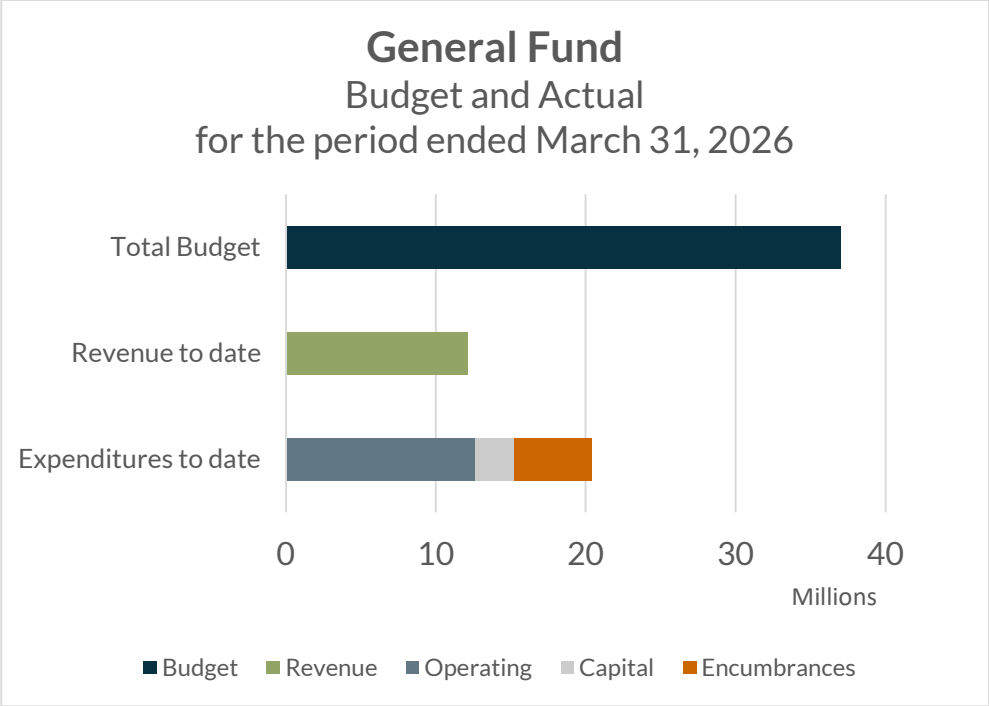
- the total budget for the fund, represented by the dark blue bar at the top of each graph.
- revenue received year-to-date, represented by the green bar.
- expenditures recorded year-to-date.
    - This is further broken down into
        - Operating (blue)
        - Capital (light gray)
        - Encumbrances (orange) – this represents the total value of purchase orders issued to vendors for services, equipment, materials, and supplies. While not part of the actual expenditure as of the end of the period, these amounts will be expended in the coming months.

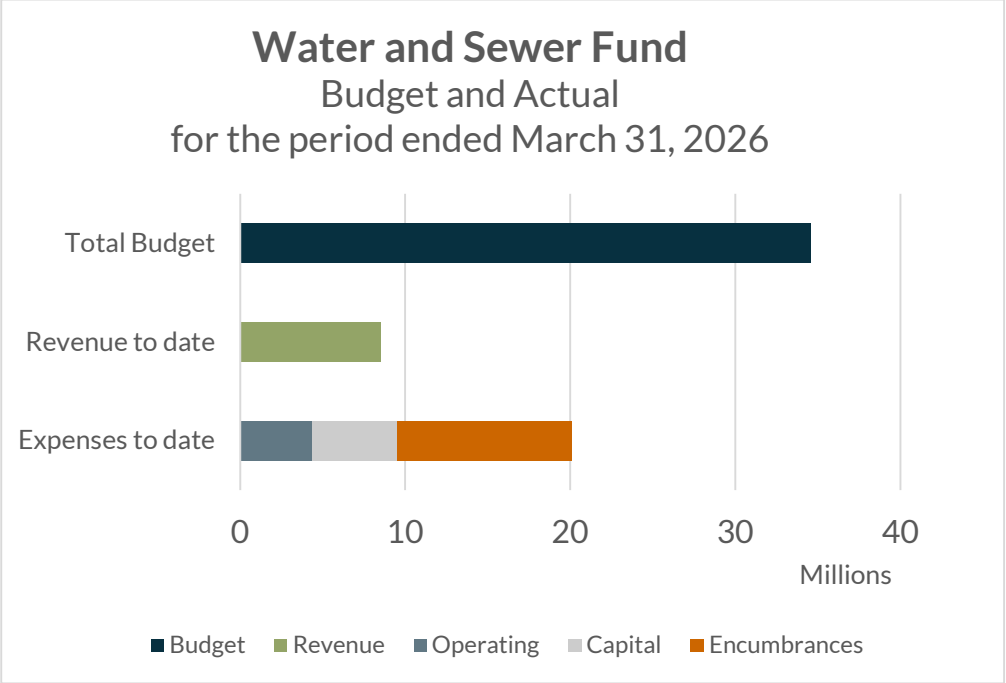
Impact of Accruals for Financial Reporting

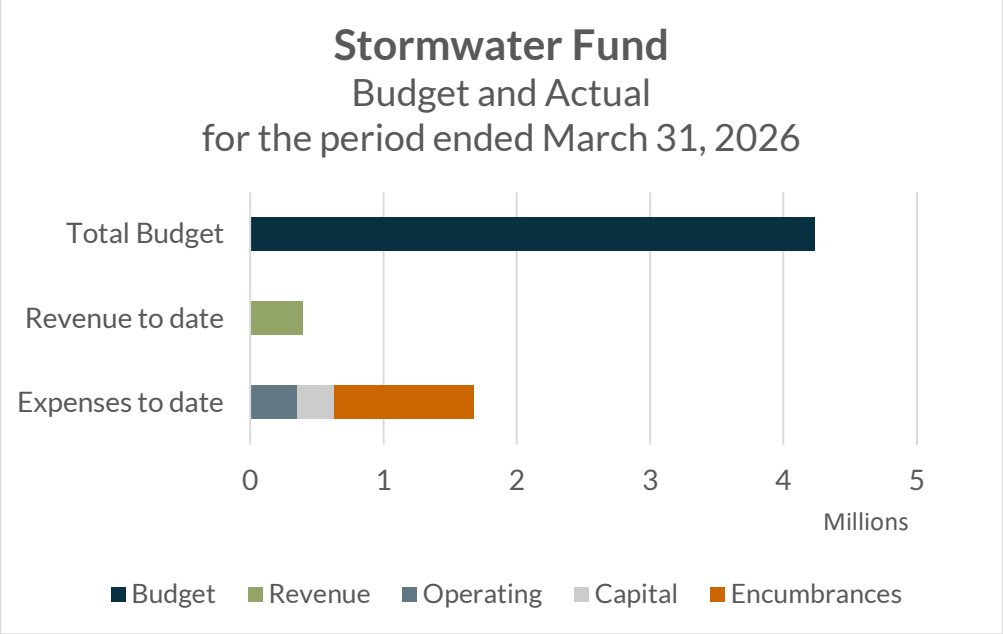
For the general fund, the accrual of revenues to the prior fiscal year for financial reporting purposes may result in those revenue categories appearing lower than the expected amount for this point in the year. Significant revenue accrual amounts are listed below:

Category	Amount
Business License	$418,294
Meals Tax	$495,149
Lodging Tax	$28,293
Sales Tax	$268,815
Communications Tax	$55,780
Motor Vehicle Rental Tax	$24,254
Court Fines	$4,102
Utility and Consumption Taxes	$40,444
TOTAL	**$1,335,131**

Adding this total to the actual year-to-date revenue for the general fund results in a total of $13,399,324, which exceeds the expected amount by $1,200,324.


General Fund
Budget and Actual
for the period ended March 31, 2026
Total Budget
Revenue to date
Expenditures to date
0
10
20
30
40
Millions
Budget
Revenue
Operating
Capital
Encumbrances

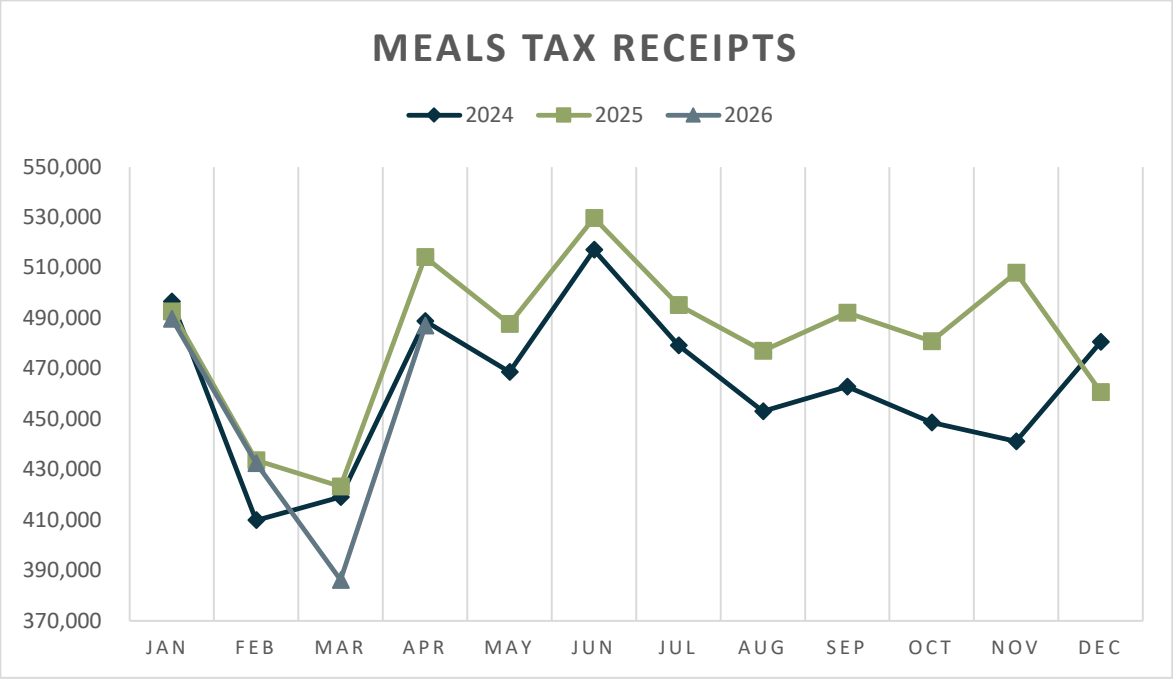

Water and Sewer Fund
Budget and Actual
for the period ended March 31, 2026
Total Budget
Revenue to date
Expenses to date
0
10
20
30
40
Millions
Budget
Revenue
Operating
Capital
Encumbrances


Stormwater Fund
Budget and Actual
for the period ended March 31, 2026
Total Budget
Revenue to date
Expenses to date
0
1
2
3
4
5
Millions
Budget
Revenue
Operating
Capital
Encumbrances

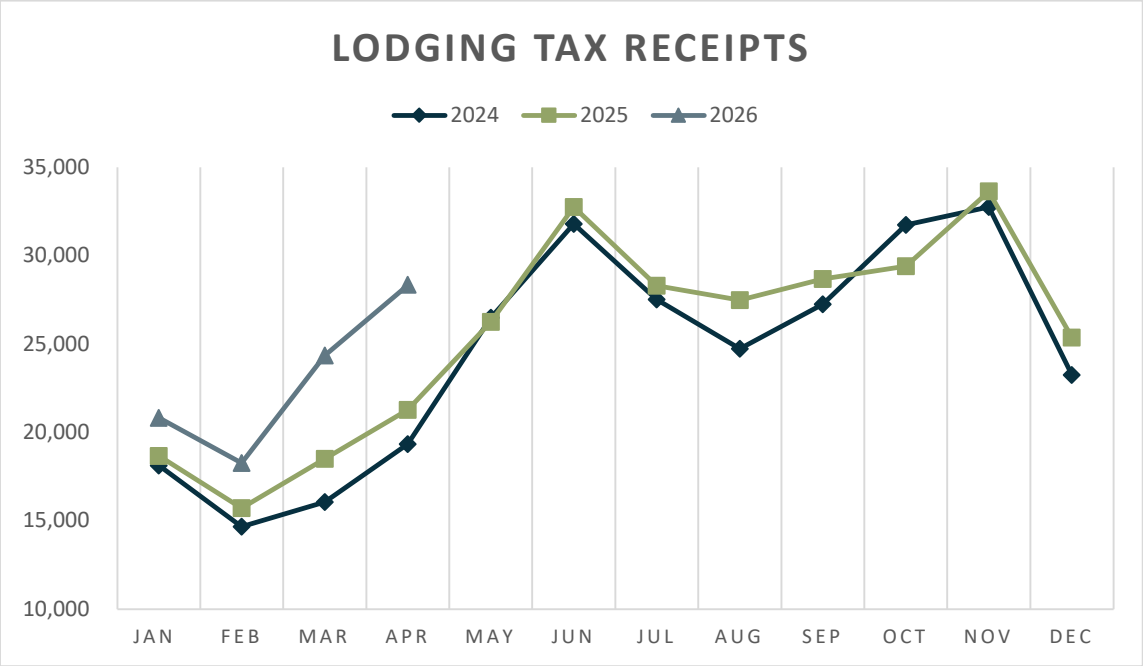
REVENUE TRENDS

A review of the monthly revenue categories is provided to assist in understanding how our current receipts compare to prior periods. The data is presented on a cash basis for the current calendar year (2026) and two prior years (2025 and 2024). The monthly revenue categories are Meals Tax, Lodging Tax, Local Sales Tax, and Utility Billing Receipts.

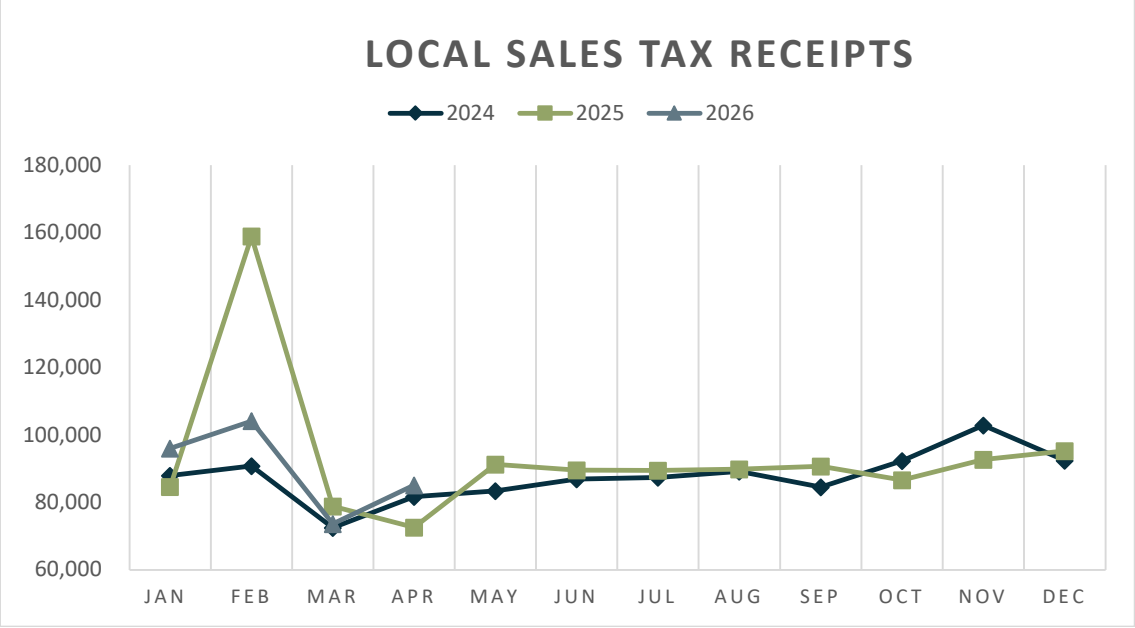
Meals Tax - This is the largest revenue source for the General Fund. Collections held steady in January and February but dipped in March compared to prior years.



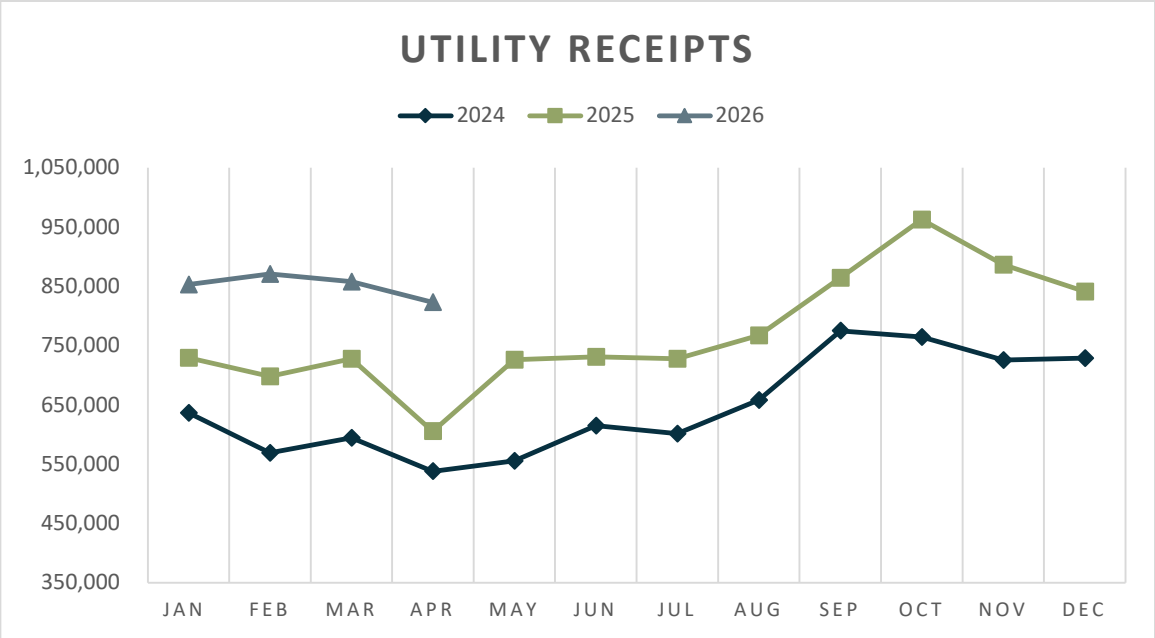
Lodging Tax – Lodging tax revenue has followed the same trend as in prior years but reflected a higher increase in March.



Local Sales Tax – Sales Tax receipts have followed the same trend, apart from the anomaly in collections for February 2025. The remittance lags the month of collection by two months (e.g. – sales tax collected in December is received in February).



Utility Receipts - The chart below shows the monthly receipts for Water and Sewer bills. The increase in the August and September time frame for each year reflects the annual adopted rate increases of approximately 23% in accordance with the Water and Sewer rate study update finalized in 2023.



Data:

DELINQUENT ACCOUNT BALANCES

Real Estate Tax and Stormwater Management Utility Fee

Real Estate tax and the Stormwater Management Utility fee are due twice a year, on June 15th and December 15th. The percentage collected and unpaid balances for FY24, FY25, and FY26 are shown below:

Fiscal Year	Real Estate Tax	Percentage Collected	Unpaid Balance
FY24	1st half, CY2024	99.6%	$1,747.37
FY25	2nd half, CY2024	99.6%	$2,709.61
FY25	1st half, CY2025	99.4%	$6,063.31
FY26	2nd half, CY2025	98.7%	$12,332.36

Fiscal	Stormwater Utility Fee	Percentage Collected	Unpaid Balance
FY24	1st half, CY2024	99.8%	$865.48
FY25	2nd half, CY2024	99.8%	$897.88
FY25	1st half, CY2025	99.5%	$1,648.97
FY26	2nd half, CY2025	98.8%	$4,184.20

Personal Property Tax and Vehicle License Fee

Personal Property taxes and vehicle license fees are due once a year on December 15th. The percentage collected and unpaid balances for the December 15, 2025, billing are shown below:

Fiscal Year	Type	Percentage Collected	Unpaid Balance
FY26	Personal Property Tax	96.4%	$41,937.99
FY26	Business Personal Property Tax	91.9%	$35,429.94
FY26	Vehicle License Fee	80.6%	$46,487.50

Business License Tax

Business license renewal applications are due annually on April 15th for the license year beginning July 1. The payment for the license is due on June 30th. The percentage collected and unpaid balances are shown below for the current and last three years.

Fiscal Year	Type	Percentage Collected	Unpaid Balance
FY24	Business License 2024	99.4%	$14,796.96
FY25	Business License 2025	99.0%	$23,513.69
FY26	Business License 2026	98.7%	$29,558.70

Meals Tax

Meals Tax collectors must file for us to know the amount of tax owed. If they fail to file, we may issue a statutory assessment based on the best available information and pursue collection of that amount.

Past Due Amounts and Delinquent Filings: The Town has a total of 87 registered Meals Tax collectors. The following businesses have past due Meals Tax balances or are not current on their filings.

Balance Due Range	Business	No. of Months Past Due Filing
< $10,000	Fat Tuesday's *	0
	Talk of the Mountain *	0
	Wild Hare Hard Cider	1
	Little Caesars	1
	Weirdoughs	1
	Haute Cakes Pastry Shop	1
	China Jade	1

** statutory assessment issued*

Lodging Tax

Like Meals Tax, businesses must file for us to create an assessment. All registered collectors are current in their filings and payments.

Sales Tax

Sales tax is remitted to the State each month based on the County, not the Town, that the business is located in. The local 1% is then sent back to the County. The amount to be distributed to the Towns is determined based on the residency of school-aged children. The County retains 50% of that amount and distributes the remaining 50% to the incorporated Towns based on the percentage of school-aged children residing in each town. There is no information provided by the State regarding delinquent accounts.

Utility Billing

The total delinquent balance has increased by $131,657 compared to March 2025. This represents a 128% increase compared to FY25.

	March 31, 2025	March 31, 2026	Incr./(Decr.)
Over 30	74,452	152,796	$ 78,344
Over 60	23,511	57,782	34,271
Over 90	4,818	23,860	19,042
Total	$ 102,781	$ 234,438	$ 131,657

Financial Statements

For the Period Ended March 31, 2026

Table of Contents

1 – Cash, Investments and Receivables
2 – Budget to Actual – Revenues
3 – Budget to Actual – Expenditures

Town of Warrenton, Virginia

Cash, Investment and Receivable Balances

	March 31, 2025	March 31, 2026
CASH		
On Hand	$ 2,580	$ 2,580
Checking Accounts	3,533,504	2,859,608
Money Market Accounts	422,440	449,299
TOTAL CASH IN BANK	$ 3,958,524	$ 3,311,486
INVESTMENTS		
Virginia Local Government Investment Pool	18,091,710	11,263,860
Virginia Investment Pool	3,963,323	3,148,621
Virginia SNAP	1,887,066	-
TOTAL INVESTMENTS	$ 23,942,099	$ 14,412,481
TOTAL CASH AND INVESTMENTS	$ 27,900,623	$ 17,723,968
Comparison of Yields		
Virginia Local Government Investment Pool	4.52%	3.77%
Virginia Investment Pool	4.46%	3.79%
Virginia SNAP	4.49%	n/a
CASH AND INVESTMENT BALANCES BY FUND		
General Fund	$ 14,420,128	$ 14,608,913
Water and Sewer Operating	4,660,079	1,238,427
Water and Sewer Capital	1,518,725	-
Stormwater Fund	520,621	417,068
CSLFRF Fund (ARPA)	5,626,311	368,749
Perpetual Care Fund	716,716	745,738
Custodial Fund	438,043	345,073
CASH PROFFER BALANCES		
Highland	$ 117,550	$ 122,547
Recreation	59,905	59,905
Academy Hill Park	29,260	29,260
Waterloo Junction Parks	-	1,555
	$ 206,715	$ 213,267

WATER AND SEWER OPERATING A/R AGING

	March 31, 2025	March 31, 2026	Incr./(Decr.)
Over 30	74,452	152,796	$ 78,344
Over 60	23,511	57,782	34,271
Over 90	4,818	23,860	19,042
Total	$ 102,781	$ 234,438	$ 131,657

RESERVE AMOUNTS

	Policy	Calculated Threshold	March 31, 2026
General Fund Unassigned Fund Balance Estimate	*50% of adopted operating budget*	$ 9,648,526	$ 6,248,483
-Budget Stabilization	*50% of annual surplus, up to 10% operating budget*	$ 1,929,705	$ 1,611,068
-Capital Reserve	*50% of annual surplus*	n/a	$ -
Water and Sewer Operating	*Cash balance = 200 days*	$ 4,703,107	$ 1,278,986

Town of Warrenton, Virginia
Budget to Actual -- Revenues as of March 31, 2026

Fund / Source of Revenue	Budget Full Year	Budget Expected Year-to-Date	Actual Year-to-Date	Actual % of Budget	Budget Remaining
GENERAL FUND					
OPERATING					
General Property Taxes	$ 2,010,395	$ 1,365,198	$ 1,307,132	65.02%	$ 703,263
Local Sales Tax	1,080,000	810,000	638,837	59.15%	441,163
Consumer Utility Tax	520,330	390,248	338,218	65.00%	182,112
BPOL	2,400,000	-	280,800	11.70%	2,119,200
Consumption Tax	53,000	39,750	47,786	90.16%	5,214
Motor Vehicle License Fee	220,000	220,000	195,175	88.72%	24,825
Bank Franchise Tax	1,240,000	-	-	0.00%	1,240,000
Meals Tax	5,500,000	4,125,000	3,756,033	68.29%	1,743,967
Cigarette Tax	300,000	225,000	151,213	50.40%	148,787
Lodging Tax	300,000	225,000	207,368	69.12%	92,632
Permits, Privilege Fees & Licenses	244,250	183,188	332,403	136.09%	(88,153)
Fines & Forfeitures	77,500	58,125	61,402	79.23%	16,098
Use of Money & Property	800,000	600,000	463,334	57.92%	336,666
Charges for Services	1,075,500	806,625	879,323	81.76%	196,177
Miscellaneous Revenue	286,699	215,024	311,906	108.79%	(25,206)
Non-Categorical Aid	480,085	360,064	282,487	58.84%	197,598
Categorical Aid	2,954,595	2,215,946	2,486,262	84.15%	468,333
Federal Revenue	801,466	601,100	324,513	0.00%	476,954
Transfers In	784,941	-	-	0.00%	784,941
Non-revenue Receipts	4,754,148	-	-	0.00%	4,754,148
Use of Fund Balance	-	-	-	0.00%	-
TOTAL GENERAL FUND	$ 25,882,910	$ 12,440,267	$ 12,064,192	46.61%	$ 13,818,718
CAPITAL PROJECTS FUND					
Commonwealth Revenue	$ 1,537,929	$ 1,153,447	$ -	0.00%	$ 1,537,929
Transfers	4,890,756	-	-	0.00%	4,890,756
TOTAL CAPITAL PROJECTS FUND	$ 6,428,685	$ -	$ -	0.00%	$ 6,428,685
CAPITAL ASSET REPLACEMENT FUND					
Miscellaneous Revenue	$ -	$ -	$ 47,575	0.00%	$ (47,575)
Transfers	4,673,608	-	-	0.00%	4,673,608
TOTAL GEN. CARP FUND	$ 4,673,608	$ -	$ 47,575	1.02%	$ 4,626,033
TOTAL GENERAL FUND	$ 36,985,203	$ 12,440,267	$ 12,111,767	32.75%	$ 24,873,435
WATER AND SEWER FUND					
OPERATING FUND					
Transfer Fees	$ 8,250	$ 6,188	$ 6,050	73.33%	$ 2,200
Use of Money & Property	397,077	297,808	180,405	45.43%	216,672
Charges for Services	10,132,492	7,599,369	7,756,949	76.56%	2,375,543
Recovered Costs	33,913	25,434	45,885	135.30%	(11,972)
Miscellaneous Revenue	19,848	14,886	-	0.00%	19,848
State Revenue	-	-	3,848	0.00%	(3,848)
Federal Revenue	-	-	-	0.00%	-
Non-Revenue Receipts	79,544	-	-	0.00%	79,544
TOTAL W&S OPERATING FUND	$ 10,671,124	$ 7,943,685	$ 7,993,137	74.90%	$ 2,677,987
CAPITAL FUND					
Use of Money & Property	$ 100,000	$ 75,000	$ 15,037	0.00%	$ 84,963
Federal Revenue	92,469	-	-	0.00%	92,469
Transfers	19,002,640	-	-	0.00%	19,002,640
Non-Revenue Receipts	15,390,840	-	526,500	2.77%	18,476,140
TOTAL W&S CAPITAL FUND	$ 34,585,949	$ 75,000	$ 541,537	3.52%	$ 14,849,303
TOTAL WATER AND SEWER FUND	$ 45,257,073	$ 8,018,685	$ 8,534,674	78.42%	$ 17,527,290
STORMWATER MANAGEMENT FUND					
Local Revenue	$ 737,000	$ 552,750	$ 394,028	53.46%	$ 342,972
State Revenue	1,768,867	368,500	-	0.00%	1,768,867
Transfers	1,725,131	-	-	0.00%	1,725,131
TOTAL SWM FUND	$ 4,230,998	$ 921,250	$ 394,028	9.31%	$ 3,836,970
CSLFRF (ARPA) FUND	$ 3,070,914	$ -	$ -	0.00%	$ 3,070,914
Federal Revenue	$ 3,070,914	$ -	$ -	0.00%	$ 3,070,914
TOTAL CSLFRF (ARPA) FUND	$ 89,544,188	$ 21,380,201	$ 21,040,470	23.50%	$ 49,308,610

Town of Warrenton, Virginia

Budget to Actual -- Expenditures as of March 31, 2026

Fund/Category	Budget Full Year	Budget Expected Year-to-Date	Actual Year-to-Date	Actual Encumbered	% of Budget	Budget Remaining
GENERAL FUND						
OPERATING						
Council	$ 386,599	$ 289,949	215,535	$ 36,118	65.09%	$ 134,946
Town Manager	233,806	175,355	147,660	5,099	65.34%	81,047
Legal Services	350,500	262,875	175,379	178,702	101.02%	(3,581)
Human Capital & Risk Management	331,600	248,700	201,570	10,172	63.85%	119,858
Information Technology	2,072,976	1,554,732	1,366,411	282,157	79.53%	424,408
Finance & Procurement	1,013,440	760,080	685,736	13,861	69.03%	313,843
Other Organizations	9,958	7,469	9,850	-	98.91%	109
Insurance	141,974	106,481	102,086	-	71.90%	39,888
Electoral Board	-	-	-	-	0.00%	-
Police	3,724,983	2,793,737	2,306,587	13,455	62.28%	1,404,941
Emergency Management	75,733	56,800	53,086	-	70.10%	22,648
Public Works Administration	463,564	347,673	311,018	24,795	72.44%	127,751
Street Maintenance	2,673,085	2,004,814	1,310,669	101,666	52.84%	1,260,750
Sanitation	623,035	467,276	472,024	32,778	81.02%	118,234
Fleet	886,399	664,799	597,883	187,641	88.62%	100,875
Facilities	918,284	688,713	531,869	106,174	69.48%	280,241
Cemetery	168,547	126,410	114,248	9,302	73.30%	44,997
Parks and Recreation	2,726,731	2,045,048	1,807,349	148,803	71.74%	770,579
Community Development	2,238,741	1,679,056	1,077,132	122,998	53.61%	1,038,610
Communications	212,914	159,686	133,698	5,365	65.31%	73,851
Contributions	48,650	36,488	48,650	-	100.00%	-
Non-departmental	436,468	327,351	249,733	-	57.22%	186,735
Transfers Out	5,314,754	3,986,066	-	-	0.00%	5,314,754
Debt Service	830,169	622,627	702,259	-	84.59%	127,910
TOTAL GENERAL FUND	$ 25,882,910	$ 19,412,182	12,620,432	$ 1,279,085	53.70%	$ 11,983,392
CAPITAL PROJECTS FUND						
Capital Projects	$ 6,428,685	$ 4,821,514	874,024	$ 3,033,164	60.78%	$ 2,521,497
TOTAL CAP. PROJECTS FUND	$ 6,428,685	$ 4,821,514	874,024	$ 3,033,164	60.78%	$ 2,521,497
CAPITAL ASSET REPLACEMENT FUND						
Asset Replacements	$ 4,673,608	$ 3,505,206	1,751,749	$ 821,883	55.07%	$ 2,099,976
TOTAL GEN. CARP FUND	$ 4,673,608	$ 3,505,206	1,751,749	$ 821,883	55.07%	$ 2,099,976
TOTAL GENERAL FUND	$ 36,985,203	$ 27,738,902	15,246,205	$ 5,134,133	55.10%	$ 16,604,865
WATER AND SEWER FUND						
WATER & SEWER OPERATING FUND						
Water Department	$ 2,950,854	$ 2,213,140	1,723,483	$ 518,951	75.99%	$ 708,421
Wastewater Department	2,713,188	2,034,891	1,599,352	446,015	75.39%	667,821
Water & Sewer Administration	1,387,532	1,040,649	916,875	101,032	73.36%	369,625
Debt Service	1,293,510	970,133	149,449	-	11.55%	1,144,061
Transfers Out	2,326,041	-	-	-	0.00%	2,326,041
TOTAL W&S OPERATING FUND	$ 10,671,124	$ 8,003,343	4,389,158	$ 1,065,997	51.12%	$ 5,215,969
WATER & SEWER CAPITAL FUND						
Asset Replacements	$ 2,087,330	$ 1,565,498	818,808	$ 92,128	43.64%	$ 1,176,394
Capital Projects	32,498,618	24,373,964	4,330,046	9,402,355	42.26%	18,766,218
TOTAL W&S CAPITAL FUND	$ 34,585,949	$ 25,939,461	5,148,854	$ 9,494,483	42.34%	$ 19,942,612
TOTAL WATER AND SEWER FUND	$ 45,257,073	$ 33,942,805	9,538,012	$ 10,560,480	44.41%	$ 25,158,581
STORMWATER MANAGEMENT FUND						
Operating	$ 638,733	$ 479,049	351,471	$ 17,370	57.75%	$ 287,262
Capital Projects	3,535,765	2,651,824	279,414	1,032,935	37.12%	2,223,416
Transfers Out	56,501	42,376	-	-	0.00%	56,501
TOTAL SWM FUND	$ 4,230,998	$ 3,173,249	630,885	$ 1,050,305	39.74%	$ 3,600,114
CSLFRF (ARPA) FUND						
Expenditures	$ 3,070,914	$ 2,303,186	3,014,129	$ 56,784	0.00%	-
TOTAL CSLFRF (ARPA) FUND	$ 3,070,914	$ 2,303,186	3,014,129	$ 56,784	0.00%	-
TOTAL ALL FUNDS	$ 89,544,188	$ 67,158,141	28,429,231	$ 16,801,702	50.51%	$ 44,313,259

Quarterly Report

Emergency Management

Town Council Meeting Date: May 12, 2026

Third Quarter: January, February, March

Please accept this as the quarterly report for the Office of Emergency Management

Department Introduction:

The Warrenton Office of Emergency Management (OEM) is dedicated to safeguarding our community by preparing for, responding to, and recovering from emergencies. We work tirelessly to mitigate risks, coordinate resources, and ensure the well-being of our residents during times of crisis.

- Our mission is to build a resilient community through effective emergency planning, preparedness, response, and recovery efforts. We achieve this by:
- Developing and maintaining comprehensive emergency plans
- Conducting regular training exercises and drills
- Establishing strong partnerships with local, state, and federal agencies
- Providing timely and accurate information to the public
- Promoting individual and community preparedness

We are committed to serving our community and will continue working diligently to make Warrenton safer for all.

Commendable Achievements:



The Town of Warrenton's Emergency Management program has received significant external recognition this quarter, reflecting the program's continued growth and the strength of its regional partnerships.

At the Virginia Emergency Management Association's (VEMA) 2026 Annual Symposium, Warrenton Emergency Management Coordinator Johnny Switzer was named the 2026 New Emergency Management Professional of the Year, one of the most prestigious honors presented to emerging leaders in the Commonwealth's emergency management community. This recognition reflects not only Mr. Switzer's individual professional excellence, but also the collective work of Warrenton's leadership, staff, and regional partners who have invested in building a capable and credible local program.

Additionally, Mr. Switzer was invited to present at the symposium on the topic of "Building Resilience From the Ground Up: Warrenton's New Emergency Management Agency," positioning the Town as a model for other localities pursuing independent emergency management designation.

This recognition comes at a meaningful time. Next month marks the first anniversary of the Town of Warrenton achieving independent designation as a separate emergency management jurisdiction in the Commonwealth of Virginia, a process that began in 2020 and required sustained coordination led by Mr. Switzer alongside the Virginia Department of Emergency Management (VDEM), VDEM Region II, and numerous local, state, federal, private, and volunteer partners.

Over the past year, the program has been tested by real incidents and emergencies, each of which was met with a coordinated and effective response by Town leadership, staff, and community partners under Mr. Switzer's coordination. The program continues to mature in its capabilities, its relationships, and its readiness to serve the Warrenton community.

The Town Council is encouraged to recognize this milestone as a reflection of Warrenton's ongoing commitment to public safety, community resilience, and professional excellence in emergency preparedness.

Commendable Achievements Continued:

This quarter saw two significant milestones for the Town's emergency preparedness program. AlertWarrenton! — our new geographically targeted notification system — officially launched and replaces the previous alert platform, delivering emergency and community advisories via text, email, and automated calls. The launch campaign kicked off during the Main Street Events, and residents are encouraged to register. Separately, on January 22, Interim Town Manager Martino declared a Local State of Emergency ahead of Winter Storm Fern, which brought 3.5–4 inches of snow, 5–6 inches of sleet, and a 150-hour subfreezing stretch to the Warrenton area. Town departments ran 24-hour staffing rotations through January 28 before transitioning to 12-hour recovery shifts, maintaining utility service throughout and operating warming centers at Town Hall and the WARF. The FY26 Wheel Loader proved essential in breaking through ice conditions that standard plows could not manage.

A formal After Action Review held March 2 at the PATH Foundation identified inter-agency communication as the standout success of the storm response, with improvements needed in equipment redundancy, secondary road clearance, EMA staffing, and reimbursement documentation — the Town is eligible for 60–75% cost-sharing on an estimated $50,000 in storm expenses. Corrective actions are underway across all four areas, with target completion dates ranging from Winter 2026 through Q3 FY27. None of this would have been possible without the dedication of every Town department, our Fauquier County partners, and the community organizations — Christ In Action, Team Rubicon, The Bridge Canteen Unit, Columbia Gas, Dominion Energy, the National Weather Service, VDEM, and the Warrenton Training Center — who stepped up when it counted. Thank you to each and every person who played a role this quarter.

Staff Training & Certifications:

Emergency Management Coordinator Johnny Switzer has earned the designation of **Professional Emergency Manager (PEM)** through the Virginia Emergency Management Certification Program, a cooperative credentialing effort administered jointly by the Virginia Emergency Management Association (VEMA) and the Virginia Department of Emergency Management (VDEM). The PEM designation represents one of the highest levels of professional certification available to emergency management practitioners in the Commonwealth, requiring candidates to demonstrate sustained competency across multiple disciplines, including planning, operations, training, exercise, and community engagement. This achievement further strengthens Warrenton's emergency management program and its standing among peer localities and regional partners, ensuring the program is led by a professionally certified practitioner recognized by the Commonwealth's foremost emergency management authorities.

Project Progress:

A. **Emergency Operations Plan (EOP)** – The town adopted an EOP in 2022, and its next update is due in 2026. The EMC continues to review the EOP as part of our annual review to ensure it is up to date. The next adoption cycle is July 2026.

B. **Hazard Mitigation Plan (HMP)** – The EMC attended four meetings with the RRRC regarding the HMP 2024 update. One of these meetings was an open public forum at the Culpeper County Fieldhouse. The HMP is in the final stages of review with FEMA. Once this is complete is will be brought back to the localities for adoption at the local level.

C. **Dam Planning** – The EMC is continuing to review the Dam EOP in preparation for a tabletop exercise. This exercise is required to obtain our full operator's permit. An application to VDEM for technical assistance will be submitted in the next reporting cycle.

D. **Virginia Department of Emergency Management (VDEM)** – The EMC has met monthly with our VDEM state partners and continues to build a collaborative EM program with the state partners

E. **Town / County Emergency Management** – The town and county EM's met eight (8) times to discuss topics between agencies.

QUARTERLY REPORT

HUMAN CAPITAL & RISK DEPARTMENT

Town Council Meeting Date: May 12, 2026.

Second Quarter FY-2026: January, February, March

Please accept this as the quarterly report for the ***Human Capital*** department

DEPARTMENT INTRODUCTION:

- The Town's Human Capital (HC) & Risk Department serves as both a strategic advisor and a service-oriented partner dedicated to supporting all employees in a way that fosters a **positive**, **high-performing** workplace.
- Our mission is to **create and maintain** a work environment that **inspires** employee excellence, encourages **collaboration**, and **empowers** individuals to do what they do best—serve the Town and its residents through **Excellence in Action!**
- ***We prioritize human sustainability by placing the workforce at the forefront of internal operational decision-making.*** This approach ensures that employees have the **tools, support**, and opportunities necessary to thrive—both professionally and personally.
- When employees are supported, engaged, and aligned with the organization's goals, the result is a ***collaborative culture that consistently meets—and exceeds—mission expectations.*** Therefore, we are committed to ensuring that the Town's public services are delivered effectively and sustainably—by supporting the workforce behind them.
- Our pledge is to provide employees with the **resources** and **environment** they need to **become the best versions of themselves**—for their teams, their families, and the community they serve.
- The HC function goes beyond standard *HR*. It is rooted in the belief that

PEOPLE ARE THE TOWN'S GREATEST ASSET.

COMMENDABLE ACHIEVEMENTS:

	JANUARY	FEBRUARY	MARCH
QUARTER 3	**HC Department - Employees** Participated in PW All-Hands **Employee Recognition** New Year Appreciation Goodies **Learning & Development:** *Safety* CPR/First-Aid/AED Training OSHA-10 Construction Training - VRSA **Benefits Awareness** Financial & Health Awareness EE Comms Town Healthcare Committee Meeting **Risk Management** Public Safety Committee Meeting	**HC Department - Town Council** Town Council Special Session - Berkley Group **HC Department - Employees** Participated in PW All-Hands **Employee Recognition** Valentines Day Appreciation Goodies **Learning & Development:** *Safety* CPR/First-Aid/AED Training OSHA 10 Virtual Training - VRSA **Benefits Awareness** Financial & Health Awareness EE Comms TLC Regional Meeting Lunch-N-Learn: VRS Retirement **Risk Management** ICS Participation - Storm Fern	**HC Department - Town Council** Town Council Special Session - Berkley Group **HC Department - Employees** HC Attended Kettle Run Hiring Event **Learning & Development:** *Safety* CPR/First-Aid/AED Training Train-the-Trainer - HC EE, Dennis Merz **Benefits Awareness** Financial & Health Awareness EE Comms **Risk Management** Fit Testing - F&F, PU Participated in Winter Storm Fern AAR + EM Safety & Security Committee Meeting

PROJECT PROGRESS:

HC continues to assess and enhance programs, processes, and procedures to support the Town's retention goals and overall operational efficiency. All efforts are aligned with the strategic direction of the Town Manager and Town Council. Collectively, these initiatives strengthen the workforce, ensure alignment with strategic objectives, and promote long-term retention and organizational success. Ongoing updates and new initiatives for this fiscal year include, but are not limited to, the following:

A. Enhancing and streamlining Human Capital processes and procedures to maximize efficiency, consistency, and impact
   - Continue on building upon the partnership with Town Council on identifying HC cost-effective program initiatives that meet their strategic objectives while maintaining a competitive retention program.
   - HC is working closely with the Director of Finance and Town Manager to propose an enhanced benefits program to the Town Council—including retirement, leave, professional development, recognition, and other monetary and career-enhancing benefits—that advances our total compensation program while maintaining a minimal impact on overall personnel costs compared with the value of employee retention.
   - Continuous review of internal policies and procedures that foster an inclusive and diverse workforce.
   - Work closely with the Director of Finance and Town Manager on building out Workforce Planning strategic process and program.
   - Work closely with the Town Manager and Director of Finance on a proposal to TOC on an Organizational Study and/or Classification & Compensation study for FY27 budget consideration.
   - Continue to enhance the Town's hiring, onboarding, and performance management programs
   - Continuous collaboration with Fauquier County HR and Risk Management teams on building upon HC programs (benefits, facilities, etc.) and training programs partnerships.
   - HC participation in the Finance Committee & Safety Committee initiatives.
   - HC continues to work with Tyler consultants on the HRIS modules implementation

B. Expanding training and development programs.
   - HC/RM will continue to collaborate with the FM and EM on Fire Safety and Emergency Preparedness Safety response and awareness training initiatives in all facilities
   - HC will continue to build out Igniting Excellence employee training & development program.

C. Advancing risk management and safety initiatives to protect employees and organizational assets through training and collaboration efforts
   - Works closely with the Aquatics Coordinator & their team on the outreach and scheduling of Town employee CPR/AED training
   - Works closely with the PW leadership team & administrative staff on ensuring employees are processed within the administrative regulations for the Town's internal CDL certification program.
   - Collaborating with HC and Risk vendors, the enhancement of employee programs, such as VRSA and Workers Compensation.

D. Maintaining and enhancing employee wellness and support initiatives.

- Continuing to partner with the Wellness Connection Committee to better understand and support employee needs
- Received April 2026 benefits survey results. Working with our vendors and leadership team on reviewing objectives for FY28.
- Continuation of building partnerships with CommonHealth and local organizations around Town/County.

Charts and information-Data: Employee Metrics

FY26 ALL DEPARTMENTS	Quarter 1	Quarter 2	Quarter 3
Total Headcount - Full Time	131	130	134
# Hires	6	7	9
# Voluntary Sep	3	5	3
# Involuntary Sep.	3	3	2
# Voluntary Turnover %	2.28%	3.83%	2.27%
# Involuntary Turnover %	2.28%	2.30%	1.52%
Total Headcount - Part Time	134	141	136
# Hires	6	10	9
# Voluntary Sep	6	2	11
# Involuntary Sep.	0	1	1
# Voluntary Turnover %	4.51%	1.45%	7.94%
# Involuntary Turnover %	0.00%	0.73%	0.72%

FY26 ALL DEPARTMENTS	Quarter 1	Quarter 2	Quarter 3	Quarter 4	FY25 TOTAL
TOTAL FT	4.56%	6.13%	3.79%	0.00%	3.62%
TOTAL PT	4.51%	2.18%	8.66%	0.00%	3.84%
TOTAL FT/PT	9.07%	8.31%	12.45%	0.00%	7.46%

FY26	
Full Time Hires	22
Full Time Terminations	19
Part Time Hires	25
Part Time Terminations	21
CHURNOVERS (INTERNALS)	*2*
FT Hired & Termed within year	*4*

		Quarter 1 2025			Quarter 2 2025			Quarter 3 2026		
Reasons for Leaving - Full Time	16	31-Jul	31-Aug	30-Sep	31-Oct	30-Nov	31-Dec	1-Jan	28-Feb	31-Mar
Better Opportunity/Compensation	4				1	1			2	
Better Opportunity	2					1	1			
Compensation	0									
New Career Field	0									
Not best fit - position/culture	0									
Involuntary Due to Performance	6		1	2		1		1	1	
Relocation	1	1								
Resigned In lieu of Termination *not counted in total-informational purposes only*	0									
Retirement	2		1					1		
Work/Life Balance (school, other)	1	1								
Other / Unknown	0									
# of EE's who listed more than one reason for leaving	4	1				3				
Reasons for Leaving - Part Time	22									
Better Opportunity/Compensation	2									2
Better Opportunity	1						1			
Compensation	1		1							
New Career	2								1	1
Not best fit - position/culture	1	1								
Involuntary Due to Performance	2				1			1		
Relocation	0									
Retirement	0									
Work/Life Balance (school, other)	13	2	1	1		1		1	1	6
Other / Unknown	0									
CHURNOVERS (INTERNALS)	0									
# of EE's who listed more than one reason for leaving	0									

Other: Schedule ONLY
Other: Medical, personal
Other: Medical, family member

- Risk Data

Data Point	31-Jul	31-Aug	30-Sep	31-Oct	30-Nov	31-Dec	1-Jan	28-Feb	31-Mar
TOTAL INCIDENT	**18**	**11**	**3**	**11**	**4**	**10**	**17**	**16**	**7**
TOTAL CLAIMS - FAULT - SUBMITTED	**12**	**5**	**3**	**5**	**2**	**3**	**9**	**7**	
Total Claims - NO Fault - Submitted									**4**
TOTAL CLAIMS - NO FAULT - NOT SUBMITTED	**6**	**6**		**6**	**2**	**7**	**8**	**9**	**1**
INJURY - WORKERS COMPENSATION									
Claim Submitted *All details of claim submitted to VRSA for processing and, if applicable, payment to Town and/or Citizen*	5	4	1	3		1	1	1	1
No Claim Submitted To VRSA. *Internal Record ONLY*	6	2		5	2	5	8	8	1
Report Only *Submitted to VRSA as a FYI ONLY*							6	2	2
Type of Injury *Physical, Exposure, Other...*				Phusical	Physical	Physical	Physical	Physical	Physcial
VEHICLES									
Vehicle/Accident - Town Vehicle, Employee Fault	1							1	1
Claim Submitted *All details of claim submitted to VRSA for processing and,*									
Vehicle/Accident - Town Vehicle, Citizen/Other Fault	2	1	1	1		2			
No Claim Submitted To VRSA. *Internal Record ONLY*				1		1	1		
Report Only *Submitted to VRSA as a FYI ONLY*									1
Type of Accident *Hit rock, fender bender, head-on, hit deer, other.*				Citizen hit Town Vehicle				Hit Parked Vehicle	Side Driver Mirror
PROPERTY									
Town Employee Accident		3			1		1		
Town Caused Incident								2	
Citizen Accident	4		1	1	1				1
No Claim Submitted To VRSA. *Internal Record ONLY*						1		1	
Report Only *Submitted to VRSA as a FYI ONLY*								1	
Type of Accident *Curb damage, sign damage, hit pole, other.*				Pipe Break	Pole& Tamper	Sign Damage	Garage Door	Tree Feel	Pedestrian Sign

Quarterly Report

Public Works

Department

Town Council Meeting Date:

3rd. Quarter FY-2026:

Please accept this as the quarterly report for the ***Public Works*** departments.

Commendable Achievements:

- Numerous employees attended OSHA, and Intermediate Work Zone Safety training.

Project Progress:

- On Jan. 24, 2026 Snowstorm Fern moved into the area, blanketing the area with approximately 12" of snow & sleet. Crews worked through the weekend to make the roads safe for the public. To exacerbate the situation, frigid temperatures moved in with the snow and remained with us for the rest of the week. Crews worked 12 hour shifts to expedite the removal process. Including using equipment to load dump trucks with the snow/ice to be disposed of at the end of Academy Hill Rd. This resulted in approximately 300 loads of frozen precipitation transported for disposal.





- The Christmas tree from beside Town Hall was moved and planted at the Warrenton Aquatic and Recreation Facility.




- The Street crew started the stump removal from Main Street. This is in preparation for the upcoming Main Street Project.




- The Street Crew has been repairing many locations of the sidewalk and asphalt on Falmouth St., Lee St. and Culpeper Street.




- The Street Crew repaired the flood gate at the Warrenton Aquatic and Recreation Facility by the pond. This damage was the result of the 50 year flood that came through the area in July 2025. The new gate is designed to be able to adjust for heavy water flow and will rise, allowing heavy rains to flow out more quickly.




- The Street Crew has repaired many asphalt cuts on Haiti Street. This was the results of the many sites that were repaired by Columbia Gas and Habitat for Humanity. This is in preparation for the repaving of Haiti Street.

- The Land Maintenance Crew in preparation for spring has been cleaning and refreshing the flower beds with mulch. And installing mulch around the trees in the medians. We utilize cedar mulch. It doesn't discolor and deteriorate as quickly and has proven to be more cost-effective and less time-consuming for our employees.



- The Land Maintenance Crew, to assist Parks and Recreation, repaired the perimeter fence by the soccer fields at the Warrenton Aquatic and Recreation Facility. This involved replacing 85 boards and painting.



- The second annual Story with the Director and demo was a success again this year.

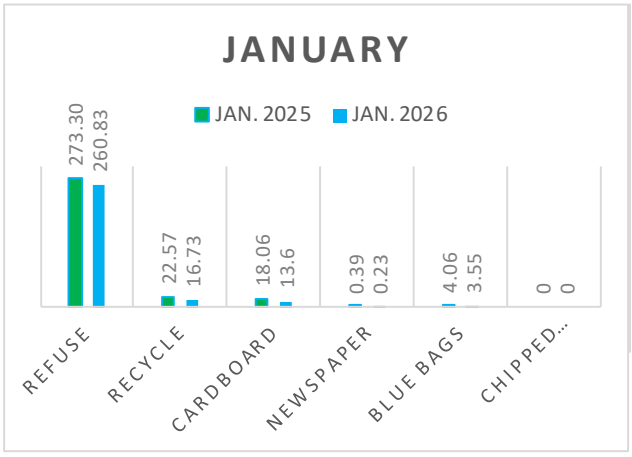


- _9_ Burial permits issued: Jan. _3_ Feb. _5_ Mar. _1_

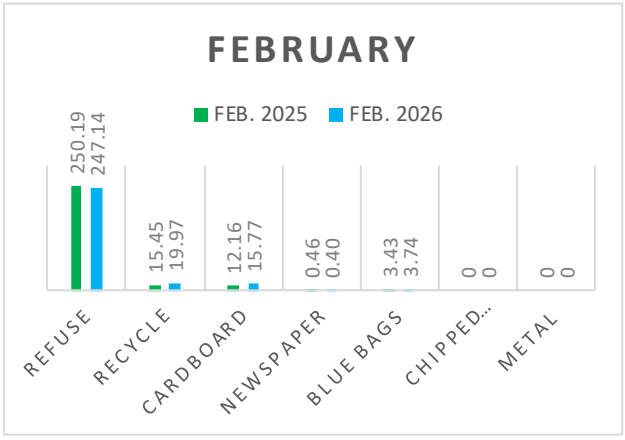
Charts and information:

3RD. QTR. OF FY26 TONNAGES FOR REFUSE & RECYCLING

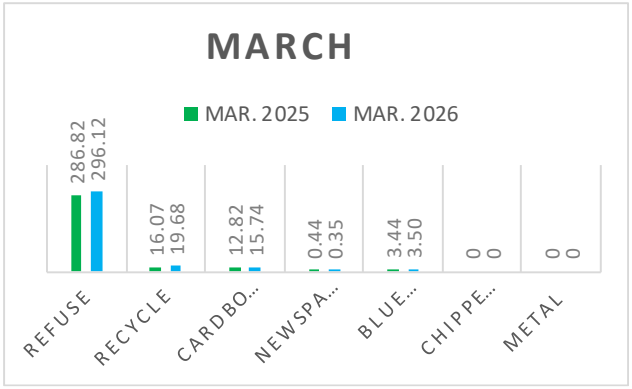
	JAN. 2025	JAN. 2026
Refuse	273.30	260.83
Recycle	22.57	16.73
Cardboard	18.06	13.6
Newspaper	0.39	0.23
Blue Bags	4.06	3.55
Chipped Brush	0	0



	FEB. 2025	FEB. 2026
Refuse	250.19	247.14
Recycle	15.45	19.97
Cardboard	12.16	15.77
Newspaper	0.46	0.40
Blue Bags	3.43	3.74
Chipped Brush	0	0
Metal	0	0



	MAR. 2025	MAR. 2026
Refuse	286.82	296.12
Recycle	16.07	19.68
Cardboard	12.82	15.74
Newspaper	0.44	0.35
Blue Bags	3.44	3.50
Chipped Brush	0	0
Metal	0	0



The Town of Warrenton
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April 2026 Road Conditions Report



VDOT State of Good Repair

- **VDOT State of Good Repair Program- Local Pavement Program**
  - 100% funding from VDOT via FHWA
  - ADA Ramps upgraded to present standards
  - Mill and overlay deteriorated streets

- **VDOT SGR 2023**
  - **VDOT awards the Town $598,723.49 of SGR Funds to paving the following routes:**
    - Falmouth Street- from Falmouth Court to Main Street
    - Main Street- from Falmouth Street to Alexandria Pike
    - Alexandria Pike- from Main Street to Old Alexandria Pike
      - Scheduled for pavement in July 2026

- **VDOT SGR 2025 application**
  - **VDOT awards the Town $57,995of SGR Funds to paving the following routes:**
    - Broadview Avenue- from Foxcroft Road to Town Limits (NB & SB)
      - Scheduled for pavement in Summer of 2026

- **VDOT CTB Requirements**
  - CTB FY-2029 Goal
    - 82 % of Arterial Streets need a CCI score of 60 or greater
    - 75 % of Collector Streets need a CCI score of 60 or greater

Pavement Overlay and Sidewalk Replacement Plan

- **FY-25 Pavement Overlay Schedule**
  - FY-25 schedule completed in September 2024
  - Total Cost- $758,703.01

- **FY-26 Pavement Overlay Schedule**
  - Awarded PO in March 2026
  - Collector Routes
    - Culpeper Street
    - Washington Street
    - Green Street
    - Garden Street

- Elm Street
- Linden Street
- Locust Street
- Sycamore Street

- Fix broken curbs and sidewalks on proposed routes
  - Estimate 35% to 40% replacement
- Sidewalk Repairs- Summer 2025
- Asphalt placement- Completed before July 1, 2026
- Approved Funding- $450,000.00

➢ **FY-27 Pavement Overlay Schedule**

- Award PO July 2026
- Collector Routes
  - Blue Ridge Street
  - Dover Road
  - First Street
  - Gold Cup Drive
  - Haiti Street
  - Norfolk Drive
  - Piedmont Street
  - Short Street
- Fix broken curbs and sidewalks on proposed routes
  - Estimate 35% to 40% replacement
- Sidewalk Repairs- Summer 2026
- Asphalt placement- Completed before July 1, 2027
- Estimated Funding Request- $400,000.00

➢ **FY-28 Pavement Overlay Schedule**

- Award PO July 2026
- Collector Routes
  - Church Street
  - Sullivan Street
  - Frazier Road
  - Moser Road
  - Beacon Road
- Fix broken curbs and sidewalks on proposed routes
  - Estimate 35% to 40% replacement
- Sidewalk Repairs- Summer 2027
- Asphalt placement- Completed before July 1, 2028
- Estimated Funding Request- $375,000.00

- **Pavement Evaluation**
  - Forecast future funding demands
  - Start Planning for FY-27 Pavement Overlay and Sidewalk Replacement

- **Current Pavement Conditions**

Current Road Conditions (1st Quarter 2025)						
Arterial Routes				Collector Routes		
Condition	Lane Miles	Percentage		Condition	Lane Miles	Percentage
Good	14.6	44.5%		Good	12.8	19.3%
Satisfactory	7.1	21.5%		Satisfactory	14.3	21.7%
Fair	9.6	29.3%		Fair	15.2	23.0%
Poor	1.5	4.7%		Poor	23.8	36.0%
Total Lane Miles	32.8			Total Lane Miles	66.1	

- **Town Current CCI Score**
  - Arterial Street- 64.3

- **Other Pavement Projects**
  - Town Hall Parking Lot-August 2025
  - Eva Walker Basketball Court- August 2025

Sidewalk Construction

- **Main Street**
  - VDOT Agreement: October 2024
  - Start Design: November 2024
  - Public Meeting: March 26, 2025
  - VDOT Review: July 2025
  - Plans Approved: September 2025
  - Construction Completed September 2026

- **Waterloo Street**
  - Construction: Fall of 2026

- **Gay Road**
  - Design: FY-27
  - Construction: FY-28

- **Fauquier Road**
  - Started Preliminary Engineering on September 28, 2023
  - Survey work completed by end of October 2023
  - Concept Plan completed December 2023
  - Public Comment
  - 30% Design completed by end of 2024
  - Final Design and Construction scheduled for FY-30

- **Foxcroft Road**
  - Design: FY-31
  - Construction: FY-32

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January 2026 CIP Report

Capital Improvement Projects



Project Name: S-001 Primary Clarifiers & Sludge Pump Station

Project Objective: Replace the existing primary clarifiers and sludge pumps.

Project Status Update: The project is in the process of transitioning to Phase 2. The new clarifies are scheduled to be online in May 2026

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	December 5, 2022	September 1, 2023	100%
Final Design	September 5, 2023	August 1, 2024	100%
Project Bid	August 1, 2024	September 30, 2024	100%
Construction	October 1, 2024	December 31, 2026	76%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 474,682.00		Debt	$ 8,574,682.00
Construction	$ 14,150,000.00		Federal	$ 5,400,000.00
			W&S Fund	$ 650,000.00

Project Name: S-003 Digester No. 2

Project Objective: A new digester to breakdown wastewater biosolids

Project Status Update: The designer is currently working on 90% design.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	March 17, 2023	January 1, 2025	100%
Final Design	April 15, 2025	July 1, 2026	90%
Project Bid	October 1, 2026	December 1, 2026	0%
Construction	February 2027	July 2028	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 710,000.00		Debt	$ 6,063,750.00
Construction	$ 6,063,750.00		W&S Fund	$ 710,000.00

Project Name: S-006 Secondary Clarifier and Sludge Pump & S-008- Dewatered Sludge Storage

Project Objective: Replace the existing secondary clarifiers, sludge pumps and rehab the existing sludge storage structure.

Project Status Update: The designer has started working on the final design.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	March 17, 2023	January 1, 2025	100%
Final Design	June 1, 2025	July 1, 2027	25%
Project Bid	July 1, 2027	October 30, 2027	0%
Construction	February 1, 2028	December 31, 2029	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 630,000.00		Debt	$ 10,500,000.00
Construction	$ 11,250,000.00		W&S Fund	$ 1,380,000.00

Project Name: W-001 WTP Clearwell Project

Project Objective: Study, design and construct a clearwell at the Water Treatment Plant. This will allow for additional resiliency.

Project Status Update: The designer is working on final design. The next phase will be rezoning the property with Fauquier County

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
PE Design	October 24, 2022	April 1, 2024	100%
Final Design	April 1, 2024	December 1, 2026	70%
Project Bid	August 1, 2027	October 30, 2027	0%
Construction	February 1, 2028	August 1, 2029	0%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 595,000.00		Debt	$ 7,775,000.00
Construction	$ 8,609,000.00		W&S Fund	$ 1,429,000.00

Project Name: W-013 Raw Water Pumps

Project Objective: Replace the aging and obsolete raw water pumps.

Project Status Update: The project was completed by the contractor in February 2026.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	June 15, 2024	August 1, 2024	100%
Project Bid	August 1, 2024	August 30, 2024	100%
Construction	August 30, 2024	February 17, 2026	100%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 70,000.00		Debt	
Construction	$ 700,000.00		W&S Fund	$ 770,000.00

Project Name: W-019 Hunton Street Waterline Replacement

Project Objective: Replace the existing cast iron waterline with ductile iron, which will improve fire flows and reduce pipe breaks.

Project Status Update: The designer has submitted 100% design for review. VDOT is currently reviewing the plans.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	March 27, 2025	May 1, 2025	100%
Project Bid	July 1, 2026	August 1, 2026	100%
Construction	January 1, 2027	July 1, 2027	100%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 96,611.00		Debt	
Construction	$ 1,000,000.00		W&S Fund	$ 96,611.00

Project Name: W-021 Industrial Road Waterline Replacement

Project Objective: Replace the existing cast iron waterline with ductile iron, which will improve fire flows and reduce pipe breaks.

Project Status Update: The designer has submitted 100% design and ready for construction once funding is approved.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	July 15, 2025	April 27, 2026	100%
Project Bid	July 1, 2026	August 1, 2026	100%
Construction	October 1, 2027	January 1, 2027	100%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 75,541.50		Debt	
Construction	$ 650,000.00		W&S Fund	$ 75,541.50

Project Name: TC-001 Broadview Safety Improvement

Project Objective: To improve safety and access management to businesses.

Project Status Update: VDOT completed the project on April 27, 2026

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	October 1, 2027	July 3, 2023	100%
Project Bid	July 3, 2023	February 21, 2024	100%
Construction	May 1, 2024	April 27, 2026	100%

PROJECT BUDGET			PROJECT FUNDING SOURCE	
Design	$ 2,032,481.00		General Fund	$ 1,488,000.00
Construction	$ 5,819,412.00		W&S Fund	$ 6,363,893.00

Project Name: TC-008 Main Street Improvements

Project Objective: Town's Main Street Improvements project will enhance the crosswalks and sidewalks.

Project Status Update: The contractor has finished approximately 35 % of the proposed work.

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	October 1, 2024	February 5, 2026	100%
Project Bid			
Construction	March 7, 2026	September 5, 2026	35%

PROJECT BUDGET		PROJECT FUNDING SOURCE	
Design	$ 146,003.00	General Fund	$ 448,002.00
Construction	$ 1,843,614.00	VDOT	$ 807,308.00
		Debt	$ 734,307.00

Project Name: W-010 High Rate Filter Sediment & Flocc

Project Objective: To perform maintenance on the existing basins and add additional resiliency by adding another sediment and flocculation basin

Project Status Update: The designer is currently working on the final design

PROJECT SCHEDULE			
Phase (Task)	**Start**	**Finish**	**% Complete**
Design	October 15, 2025	August 1, 2026	50%
Project Bid	September 1, 2026	October 15, 2026	0%
Construction	November 15, 2026	June 1, 2027	0%

PROJECT BUDGET		PROJECT FUNDING SOURCE	
Design	$ 640,937.00	Debt	$ 8,950,893.00
Construction	$ 8,309,955.00	W&S Fund	$ -
			$ -

Quarterly Report

Public Utilities Dept.

Town Council Meeting Date: May 2026

3rd Quarter : January, February, March 2026

Please accept this as the quarterly report for the ***Public Utilities*** department.

Department Introduction:

The Public Utilities Dept.'s goal is to deliver safe, reliable and environmentally responsible water and wastewater services that protect public health, support the Town of Warrenton's long-term vitality, and enhance the quality of life for all residents. We are dedicated to maintaining resilient infrastructure, managing resources with integrity, sustainability and providing responsive, customer focused service that reflects our commitment to the community we proudly serve.

Commendable Achievements:

Stormwater:

- Designated staff members have successfully completed OSHA 10 training.
- Staff members participated in and completed an Erosion & Sediment Control Plan Review Training.

Transmission & Distribution:

- Designated staff members have successfully completed certified flagger training.
- Designated staff members have successfully completed OSHA 10 training.
- Designated staff members have successfully completed OSHA 30 training.

Wastewater Treatment:

- Designated staff members have successfully completed OSHA 10 training.
- Staff welcomed our newest night shift Operator Jonathan Harper who holds a Class I license.

Water Treatment:

- The Water Treatment Plant earned the Fluoride Award in recognition of its excellence in water fluoridation practices.
- The Water Treatment Plant was awarded the Silver Award for outstanding performance in clarification and backwash processes.

Project Progress:

- **Updates provided in the Project Management Quarterly Report for CIP**

Charts and information:

Data:

Transmission & Distribution:

- 4 water main break repairs.
- 2 water main valve replacements.
- 31 new sewer taps made / inspected.
- 7 Sewer Remediation Taps made / inspected
- 29 new water taps and meters installed.
- 1 manhole frame and covers in roadway repaired/replaced.
- Cleaned sewer right of ways.
- 10 meter-setters and boxes upgraded for Town projects.
- Sewer lateral located at Waterloo Rd repaired/replaced.

Meter Dept:

- 68 Meters Physcially Read & Transfer.
- 29 Water connections issued. 31 Sewer connections issued
- 18 Water cut-on/off. 11 New Meters Installed
- 55 Meter registers replaced. 10 Replaced Meters

Taps Sold:	**Jan**	**Feb**	**Mar**
Water:	5	13	11
Sewer:	2	15	14

Water Treatment Plant:	**Jan**	**Feb**	**Mar**
Total gallons pumped (All Sources):	37,577,584	35,785,465	37,244,445
Average gallons per day:	1,212,180	1,154,370	1,212,176
Total gals. pumped same mo. last yr.:	37,921,528	33,457,730	35,785,465
Average gallons per day:	1,223,275	1,154,370	1,212,176

Report of Operations	**2025**	**2026**
Jan		
Reported Water Connections:	5,049	5,062
People served:	11,865	11,896
Feb		
Reported Water Connections:	5,038	5,063
People served:	11,839	11,898

	Mar	
Reported Water Connections:	5,041	5,060
People served:	11,846	11,891

Wastewater Treatment Plant:	**Jan**	**Feb**	**Mar**
Total gals. flow through the WWTP:	39,750,000	45,400,000	51,050,000
Average gallons per day:	1,282,258	1,464,516	1,646,774
Total gals. flow same mo. last yr.:	47,470,000	56,001,000	45,090,000
Average gallons per day:	1,531,290	1,806,484	1,454,516
Total inches rainfall:	2.1	2.35	2.35
Total inches snow	13.8	.05	0

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Roy Francis, Ward 1
William Semple, Ward 2
Larry Kovalik, Ward 3
Michele O'Halloran, Ward 4
Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	April 14, 2026
Agenda Title:	VDOT Smart Scale Round 7 (Shirley Avenue/ Culpeper Street Roundabout)
Requested Action:	VDOT Smart Scale Application
Department / Agency Lead:	Public Works
Staff Lead:	Michael Wharton, Senior Project Manager

EXECUTIVE SUMMARY

On March 30, 2026, Town Staff submitted a Smart Scale application to VDOT for the proposed roundabout at Shirley Avenue and Culpeper Street. The application is currently going through the pre-screening process. This project was listed as a future project in the 2040 Transportation Plan.

Town Staff would like to point out there is a SUP-2026-2 Reddy Development on Shirley Avenue in review. If this SUP is approved could have a major impact in constructing this proposed roundabout.

BACKGROUND

VDOT performed a pipeline study for Shirley Avenue corridor from Frost Avenue to Falmouth Street. The study noted a failing grade for congestion, pedestrian, and vehicular movements at the Culpeper Street intersection. The study proposed a roundabout as a solution. This project would improve traffic flow, add additional pedestrian mobility and reduce conflict points. Currently, the project is estimated at $12,947,000. If approved, the project will be 100% VDOT funding.

STAFF RECOMMENDATION

Town Staff would recommend Council adopt the attached resolution of support

Service Level/Collaborative Impact

The projects will reduce the future congestion forecast, add sidewalks for pedestrian mobility and improve the safety of the intersection by reducing the number of conflict points.

Policy Direction/Warrenton Plan 2040

The project is listed is listed as a safety project in the 2040 Comprehensive Transportation Plan.

Fiscal Impact

The estimated project cost is $12,947,000 and will be 100% VDOT funding if approved.

Legal Impact

No legal impact to the Town, since VDOT will handle all the administration of this project.

ATTACHMENTS

1. Resolution of Support
2. VDOT Pipeline Study
3. Concept Plan
4. VDOT Cost Estimate
5. 2040 Transportation Plan

April 14, 2026
Town Council
Regular Meeting
RES-

RESOLUTION TO SUPPORT VIRGINIA DEPARTMENT OF TRANSPORTATION SMART SCALE ROUND 7 APPLICATION -INTERSECTION IMPROVEMENTS AT SHIRLEY AVENUE AND CULPEPER STREET

WHEREAS, Warrenton, VA (Hereinafter "the Town") is a municipal corporation located within the County of Fauquier; and

WHEREAS, the Town of Warrenton updated its comprehensive plan in 2021 and identified Shirley Avenue and Culpeper Street Intersection for improvement; and

WHEREAS, the Virginia Department of Transportation (VDOT) conducted a "Pipeline Study" in 2024-2025 that included recommended segment and intersection improvements to Shirley Avenue for increased traffic circulation and safety; and

WHEREAS, the Town Council directed staff at its April 14, 2026 meeting to submit the Culpeper Street intersections at Culpeper Street for a roundabout for access management for Smart Scale pre-screening; and

WHEREAS, the Town submitted the SMART SCALE pre-application and was deemed "pre-screened" eligible to apply for final Smart Scale funding; and

WHEREAS, VDOT developed the design sketch for the Smart Scale application, and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council this 14th day of April, 2026 hereby commits its support and interest in furthering the Smart Scale Round 7 applications for the Shirley Avenue segment to include a roundabout at Culpeper Street and directs staff to forward the applications for final submission.

Votes:
Ayes:

Nays:

For Information:
Senior Project Manager

ATTEST: _____
Town Recorder





PROJECT PIPELINE

CU-23-07: FAUQUIER COUNTY
US ROUTE 17 BUSINESS (SHIRLEY AVENUE) FROM FROST AVENUE (ROUTE 211) TO ALWINGTON BOULEVARD

DRPT Office of INTERMODAL Planning and Investment VDOT

US Route 17 Business (Shirley Avenue) from Frost Avenue (Route 211) to Alwington Boulevard

Phase 2 Report

June 2024

Prepared for

VDOT Virginia Department of Transportation

Prepared by

RK&K

Rummel, Klepper & Kahl, LLP

2100 E Cary St, Suite 309

Richmond, Virginia 23223

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Chapter 1 Needs Evaluation and Diagnosis

1.1 Introduction

Project Pipeline is a performance-based planning program to identify cost-effective solutions to multimodal transportation needs in Virginia. Through this planning process, projects and solutions may be considered for funding through programs, including SMART SCALE, revenue sharing, interstate funding, and others. Visit the Project Pipeline webpage for additional information: vaprojectpipeline.org.

This study focuses on concepts targeting identified needs including congestion mitigation, safety improvement, pedestrian and bicycle infrastructure along the corridor, and transit access. The objectives of Project Pipeline are shown below in **Figure 1-1.**

Figure 1-1: Project Pipeline Objectives



1.2 Background

The Office of Intermodal Planning and Investment (OIPI) prepared the VTrans Virginia's statewide transportation plan for the Commonwealth Transportation Board (CTB) in which mid-term needs (0 - 10 years) were identified for different categories listed in **Table 1-1.** This study focuses on addressing needs identified in VTrans, and those previously identified by the localities.

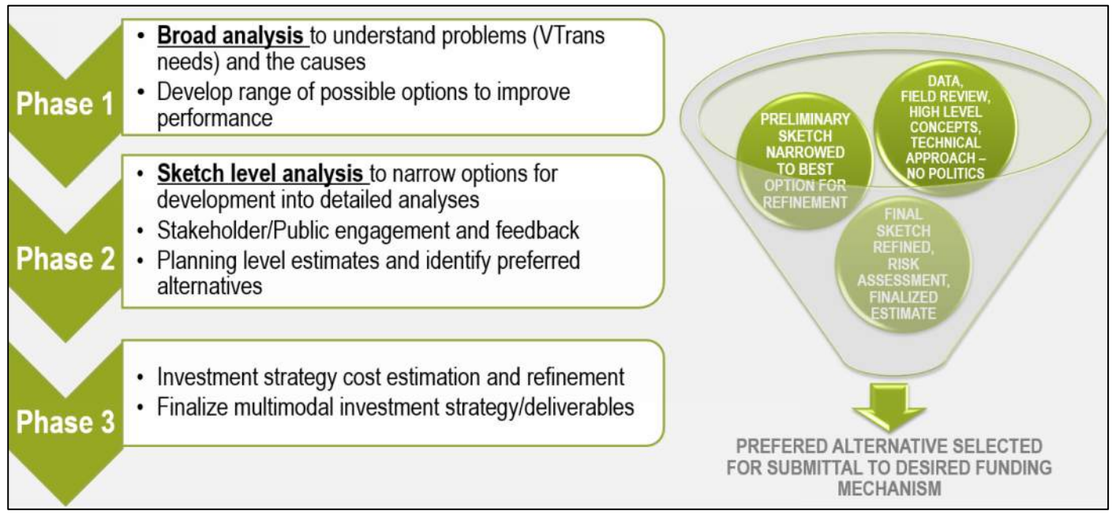
Table 1-1: List of VTrans Needs

VTrans Needs
Safety Improvement
Transportation Demand Management
Congestion Mitigation
Pedestrian Safety Improvement
Transit Access
Capacity Preservation
Bicycle Access

1.3 Methodology

The study is broken down into three phases. Phase I is the problem diagnosis and brainstorming alternatives, Phase II is the alternative evaluation and sketch level analysis, and Phase III is the investment strategy and cost estimates. Details on methods and solutions for each study phase are outlined below in **Figure 1-2**.

Figure 1-2: Study Phase Methods and Solutions



The study team is broken down into Technical Teams to improve the efficiency and effectiveness of the study process through extensive collaboration and synchronicity. To achieve the intended efficiency and consistency, it is generally expected that the same Technical Team will be responsible for all studies within a district for the duration of the cycle.

Each Technical Team will include certain leadership and technical roles that will be needed for each study, including the following:

- VDOT District Planning Project Manager – Provides leadership and direction; has overall responsibility for the study progress and outcomes.
- Consultant Team Manager – Provides direct support to the VDOT District Planning Project Manager; coordinates the work and technical efforts of consultant staff.
- District Planning Staff – Provides technical input regarding capacity, forecasting, land use, multimodal, and planning.
- District Traffic Engineering Staff – Provide technical input regarding safety and operations.
- Consultant Team Technical Staff – Provides multidisciplinary input, analysis, technical support, and expertise for the identified VTrans need categories.

A sample organizational chart, including the roles, responsibilities, and structure of a Technical Team is shown below in **Figure 1-3**.

Figure 1-3: Structure of a Technical Team



Additional team members and roles should be considered where appropriate. Certain roles may not be necessary for all studies. However, the following roles may contribute to study success during different stages and/or for different types of study areas, as shown in **Table 1-2**.

Table 1-2. Roles and Responsibilities for the Technical Team and SWGs

Phase	Responsibility	Role					
		OIPI/Program Support	District	Consultant	DRPT	Locality	VDOT Central Office
Study Selection & Initiation	Identify Study Needs and Priorities		X		X	X	
	Coordinate with CTB Members	X	X				
	Approve final study locations	X					
	Data Collection Planning		X				
	Data Dashboards	X					
	Assign Consultants & Issue Consultant Task Orders	X					X
Phase 1	Initiate Study & Hold Kickoff Meeting		X	X	X		
	Prepare Framework Document		X	X			
	Approve Framework Document		X		X	X	
	Provide Existing Data		X		X	X	
	Collect New Data			X			
	Coordinate with local leaders					X	
	Conduct & Support Initial Public Outreach (if desired)	X	X	X		X	X
	Diagnose Existing Needs			X			
	Brainstorm & Develop Preliminary Alternatives		X	X	X		X
	Present Diagnosis & Alternatives to SWG			X			
	Provide Feedback and Input on Analysis & Alternatives					X	
	Develop Phase 2 Scope of Work			X			
	Approve Scope & Issue Consultant Task Orders	X					X
Phase 2	Conduct Detailed Analysis of Alternatives			X			
	Develop Refinements to Alternatives		X	X	X		X
	Present Alternative Analysis Findings to SWG		X	X			
	Provide Feedback on Alternatives				X	X	X
	Prepare Planning Level Cost Estimates			X			
	Conduct & Support Public Outreach on Alternatives	X	X	X		X	
	Concurrence on Preferred Alternative(s)		X		X	X	X
	Develop Phase 3 Scope of Work			X			
	Approve Scope & Issue Consultant Task Orders	X					X
Phase 3	Conduct Alternative Risk Assessment		X	X			X
	Develop Practical Concept Design & Address Risk of Preferred Alternative		X	X			
	Prepare Cost Estimate with Workbook			X			
	Document Assumptions & Basis of Cost			X			
	Review & Concur with Concept & Estimate		X		X		X
Investment, Application, & Closeout	Prepare Final Study Deliverables, Design Packages, and Estimates			X			
	Apply for Funding of Preferred Alternative(s)				X	X	
	Application Support	X	X	X			
	Submit and Documentation and All Related Work			X			
	Review and approve final deliverables for public visibility		X		X		
	Program Closeout and Summary	X					

1.4 Study Area

The US Route 17 Business (Shirley Avenue) study corridor from Frost Avenue/Waterloo Street (Route 211) to Alwington Boulevard is located in Fauquier County, Virginia. US Route 17 Business is classified as an *Other Principal Arterial* road within the study area. The posted speed limit along US Route 17 Business is 40 MPH. The study corridor is an undivided roadway with intermittent two-way-left-turn lanes. A map presenting the overall study area and study corridor is shown below in **Figure 1-4.**

Figure 1-4: US Route 17 Business Study Area Map



VTrans is Virginia's statewide transportation plan. It identifies and prioritizes locations with transportation needs using data-informed transparent processes. The policy for identifying VTrans mid-term needs establishes multimodal need categories that correspond to the Commonwealth Transportation Board-adopted VTrans visions, goals, and objectives.[1] Each need category has one or more performance measures and thresholds to identify one or more needs. Visit the Vtrans policy guide for additional information: https://vtrans.org/resources/VTrans_Policy_Guide_v6.pdf.

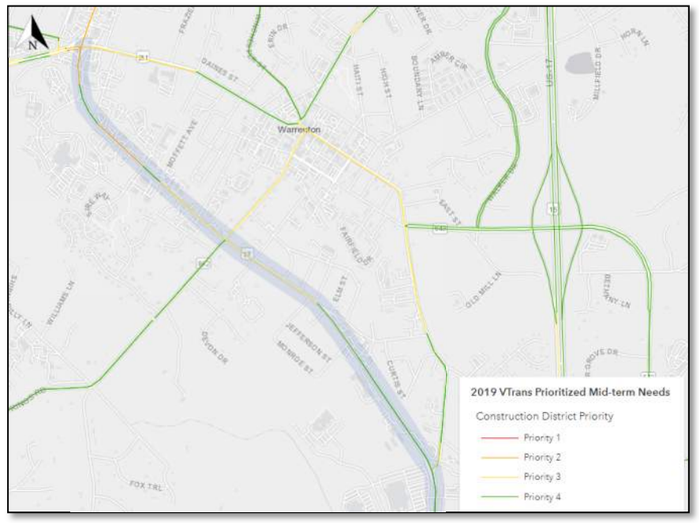
The mid-term needs, as identified in VTrans for the US Route 17 Business study corridor, were identified as 'Very High' for Congestion Mitigation and Transit Access for Equity Emphasis Areas; 'High' for Bicycle Access, Safety Improvement, and Transportation Demand Management; and 'Medium' for Pedestrian Access as presented in **Table 1-3.**

Table 1-3: VTrans Needs in Study Area

VTRANS IDENTIFIED NEEDS	PRIORITIES
Bicycle Access	High
Capacity Preservation	None
Congestion Mitigation	Very High
IEDA (UDA) Access	None
Pedestrian Access	Medium
Safety Improvement	High
Pedestrian Safety Improvement	None
Reliability	None
Rail On-time Performance	None
Transit Access	Select
Transit Access for Equity Emphasis Areas	Very High
Transportation Demand Management	High

These mid-term needs, identified in VTrans, are prioritized on a tier from 1 to 4, with 1 being the most critical and 4 being the least critical. The segments ranked as "Priority 1" represent those with multiple categories identified as high in need. **Figure 1-5** presents the overview map of the study area with the 2019 VTrans mid-term needs prioritized for construction in the district with **Figure 1-6** presenting the detailed pipeline project overview for US Route 17 Business.

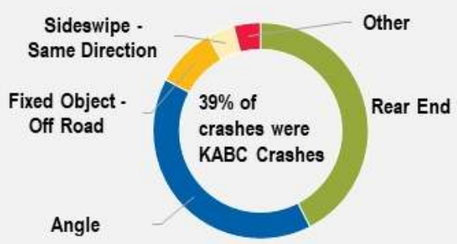
Figure 1-5: 2019 VTrans Prioritized Mid-term Needs in the Study Area



[1] Commonwealth Transportation Board, Actions to Approve the 2019 VTrans Vision, Goals, Objectives, Guiding Principles and the 2019 Mid-term Needs Identification Methodology and Accept the 2019 Mid-term Needs, January 15, 2020

Figure 1-6: Project Overview for US Route 17 Business from Frost Avenue to Alwington Boulevard





Project Purpose, Goals, & Objectives

Analyze the operational and safety issues identified along US Route 17 Business, with a focus on providing enhanced safety improvements.

Identify cost-effective preferred improvement alternatives that address the deficient conditions and prioritize safety.

Issues in the Study Area

198 crashes were reported in the study area, of which one hundred and sixty-four (164) crashes (83%) occurred at or within 150 feet of an intersection.

The closest park & ride lot is at Colonial Road and US Route 15/29 intersection, outside the study area

No bike lanes or shared use path exist along Route 17 BUS. Warrenton Branch Greenway is located east of the study corridor.

Warrenton Transit operates with 45-min frequency along Route 17 BUS from 7:30 AM to 7:30 PM. There are existing bus stops in the vicinity of Green St and Cleveland St intersections.

Multimodal Safety and recurring peak hour congestion are the top ranked public concerns in the study area.

Sidewalk exists along both sides of Route 17 BUS from Frost Ave to Culpepper St, and on the north side between Warrenton Community Center entrance to Alwington Blvd. Crosswalks have adequate markings with curb ramps. Ped signals – with push buttons and countdown heads noticed at Culpeper St and Frost Ave intersections.

Project Fact Sheet

VDOT District	Culpeper
Locality	Town of Warrenton
Corridor Length	2 miles
Nearby Transit Connections	VA Regional Transit
Nearby Bikeways	Warrenton Branch Greenway
Functional Classification	Other Principal Arterial
Speed Limit	40 mph

1.5 Previous Study Efforts

A review of relevant study efforts in the study area vicinity and corresponding highlights are presented below.

- 1997/1998 widening plans of US Route 17 Business.
- Town of Warrenton 2040 Comprehensive Plan
- Town of Warrenton Complete Streets Guidelines
- 2017 Walkability Audit
- Arrington Property TIA
- Taylor Middle School TIA
- US 15/17/29 STARS (on-going)
- Current intersection improvement at W Shirley Ave. / Broadview Ave. & Frost Ave. / Waterloo St. (UPC 111648)

These reports helped inform the study team of prior improvement efforts and ongoing projects that may impact the study. Additionally, they provided additional insight into local priorities and planning focus areas. The TIA documents offered context and important growth data to upcoming development efforts that will impact the Shirley Avenue corridor study area.

1.6 FHWA STEAP Tool Analysis

The FHWA Screening for Equity Analysis of Projects (STEAP) Tool was reviewed for the corridor and surrounding areas. This tool is used to discover key population metrics and needs for the study area to raise awareness of equity needs in the selection of alternatives. The data source used for the analysis was the American Community Survey 2016 – 2020, and a 0.5-mile radius was used for the analysis buffer. The full STEAP Tool report is provided in **Appendix A,** and the results of the STEAP Tool analysis are presented below:

- The majority of the population (62%) within the study area is between the ages of 18 and 64, as shown in **Figure 1-7**.
- There is a high personal vehicle ownership, with 62% of households owning two or more vehicles. Only 4% of households do not own a personal vehicle as shown in **Figure 1-8**.
- Of the population within the study area, 7% are age 5+ Non-English at Home and speak English very well, as shown in **Figure 1-9.**
- When compared to Fauquier County and the State of Virginia, the study area has a lower-than-average proportion of veterans, people with disabilities, households with no computers, and households without internet connection, as shown in **Figure 1-10**.
- Of all the households in the study area, 53% have household income greater than $75,000, as shown in Figure 1-11.

Figure 1-7: STEAP Tool Analysis Population by Age Group

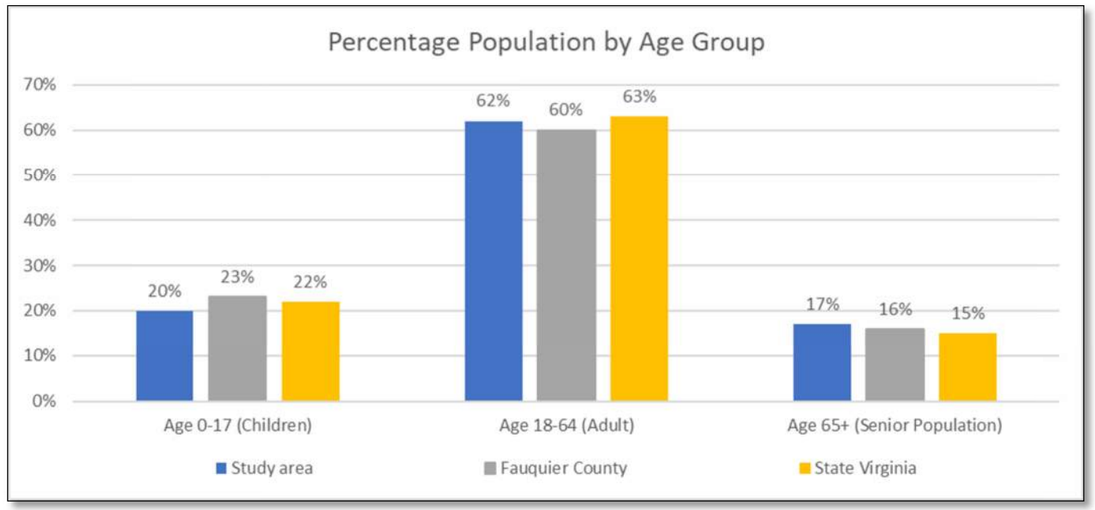


Figure 1-8: STEAP Tool Analysis Vehicle Ownership

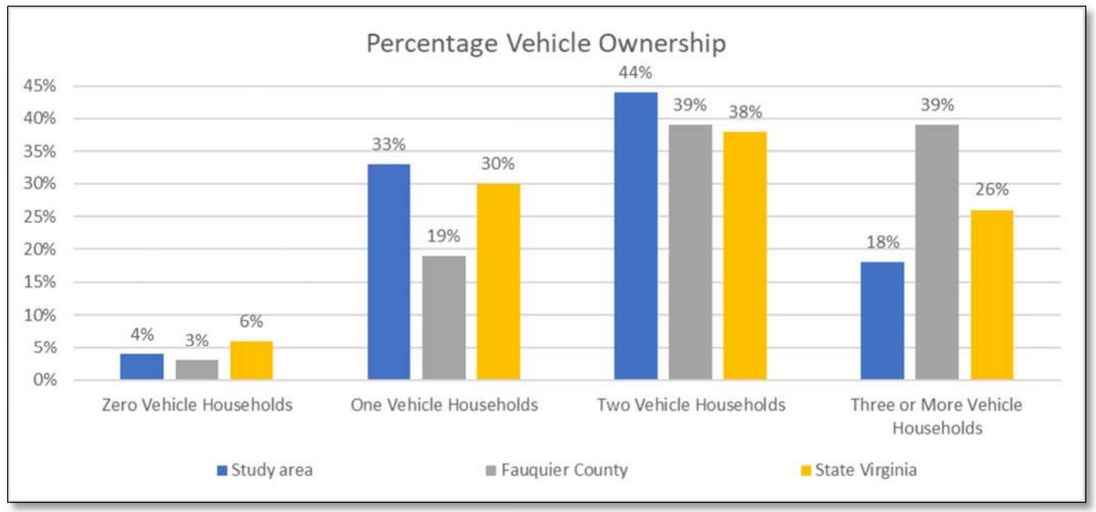


Figure 1-9: STEAP Tool Analysis Non-English at Home

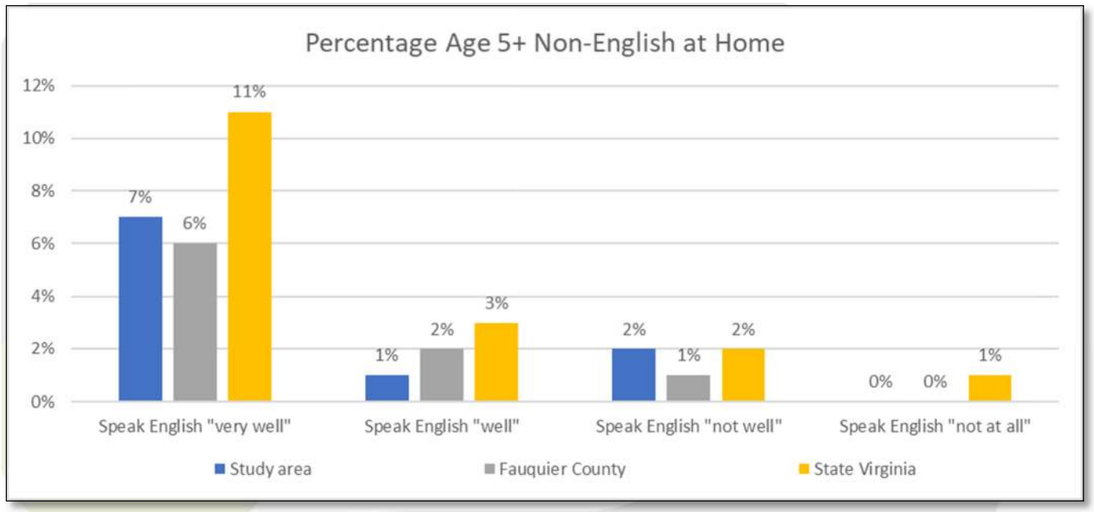


Figure 1-10: STEAP Tool Analysis Vulnerable Populations

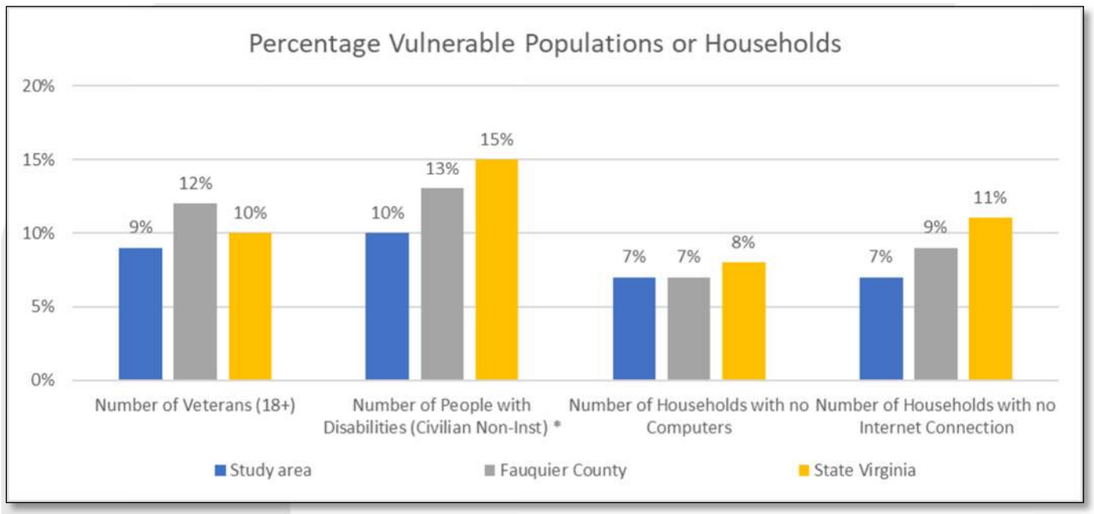
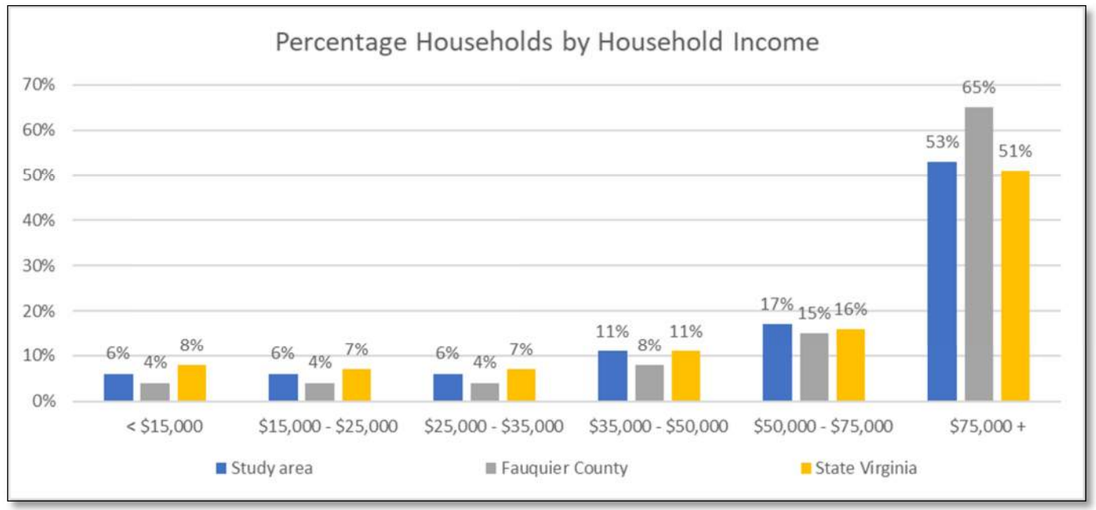


Figure 1-11: STEAP Tool Analysis Household Income



1.7 Traffic Operations and Accessibility

1.7.1 Traffic Data

The traffic data for the study area was obtained from 12-hour turning movement counts collected on Thursday, May 18, 2023. The counts were collected from 6:00 AM to 6:00 PM. The corridor AM peak hour was determined to be 8:00 AM to 9:00 AM, and the corridor PM peak hour was determined to be 3:00 PM to 4:00 PM. Raw traffic counts are provided in **Appendix A – ,** and the intersection volumes are shown in **Figure 1-12**. **Figure 1-13** presents the average US Route 17 Business corridor travel times (minutes), travel time indices (ratio of travel time during the individual hour to free-flow conditions), and speed (MPH) based on INRIX data.

- The average northbound US Route 17 Business travel time during AM and PM hours was identified to be under five minutes (300 seconds), with an average travel time index of approximately between 1.10 and 1.20. The average speed varied between 28 MPH to 32 MPH.
- The average southbound US Route 17 Business travel time during AM and PM hours was identified to be approximately nine minutes (540 seconds), with an average travel time index of approximately between 1.10 and 1.20. The average speed varied between 28 MPH to 32 MPH.

1.7.2 Traffic Operations

Overall, the US Route 17 Business corridor and corresponding intersections operate at an acceptable level of service (LOS D or better), with one exception presented below. Traffic analysis outputs are provided in **Appendix B,** and the results are presented in **Table 1-4**.

- The US Route 17 Business intersection with Frost Avenue/Waterloo Street operates at LOS F during the AM and PM peak hours. Notably, the significantly high conflicting volumes (See Figure 12) across all approaches during AM and PM peak hours result in failing level operations.

Table 1-4: Existing Condition Intersection Operation Analysis Results for Route 17 Business

Study Intersection	Intersection Control	Street Name	Approach	AM Peak Hour				PM Peak Hour			
				Approach Delay (s)	Approach LOS	Overall Delay (s)	Overall LOS	Approach Delay (s)	Approach LOS	Overall Delay (s)	Overall LOS
Frost Avenue/ Waterloo Street*	Signalized	Shirley Ave	Northbound	46.5	D	160.5	F	94.0	F	103.1	F
		Waterloo St	Westbound	48.4	D			68.9	E		
		Broadview Ave	Southbound	39.8	D			141.0	F		
		Frost Ave	Eastbound	316.1	F			56.4	E		
Hospital Drive	Unsignalized	Shirley Ave	Northbound	0.9	A	1.1	A	0.2	A	2.9	A
		Shirley Ave	Southbound	0.0	A			0.0	A		
		Hospital Dr	Eastbound	20.1	C			33.1	D		
Garrett Street	Unsignalized	Shirley Ave	Northbound	0.0	A	0.1	A	0.0	A	0.3	A
		Garrett St	Westbound	11.6	B			12.5	B		
		Shirley Ave	Southbound	0.1	A			0.3	A		
Carriage House Lane/Manor Ct*	Signalized	Shirley Ave	Northbound	14.7	B	16.2	B	14.2	B	16.4	B
		Manor Ct	Westbound	31.3	C			29.7	C		
		Shirley Ave	Southbound	15.2	B			15.8	B		
		Carriage House Ln	Eastbound	28.0	C			24.6	C		
Moffett Avenue	Unsignalized	Shirley Ave	Northbound	0.3	A	0.7	A	0.3	A	0.7	A
		Moffet Ave	Westbound	14.7	B			18.3	C		
		Shirley Ave	Southbound	0.1	A			0.1	A		
		Parking Lot	Eastbound	16.0	C			15.5	C		
Keith Street	Unsignalized	Shirley Ave	Northbound	0.4	A	2.3	A	0.1	A	2.6	A
		Keith St	Westbound	15.7	C			16.5	C		
		Shirley Ave	Southbound	1.0	A			1.0	A		
		Parking Lot	Eastbound	34.6	D			37.0	E		
Culpeper Street*	Signalized	Shirley Ave	Northbound	26.7	C	28.4	C	26.9	C	30.5	C
		Culpeper St	Westbound	43.2	D			41.0	D		
		Shirley Ave	Southbound	21.5	C			27.7	C		
		Culpeper St	Eastbound	42.0	D			42.3	D		
Green Street	Unsignalized	Shirley Ave	Northbound	0.1	A	0.7	A	0.1	A	1.3	A
		Green St	Westbound	13.7	B			15.6	C		
		Shirley Ave	Southbound	0.3	A			0.4	A		
		Parking Lot	Eastbound	21.2	C			22.9	C		
Madison Street	Unsignalized	Shirley Ave	Northbound	0.0	A	0.4	A	0.0	A	0.6	A
		Madison St	Westbound	12.6	B			12.8	B		
		Shirley Ave	Southbound	0.4	A			0.5	A		
Middle School Exit	Unsignalized	Shirley Ave	Northbound	0.0	A	0.3	A	0.0	A	0.2	A
		Middle School	Eastbound	14.7	B			15.9	C		
		Shirley Ave	Southbound	0.0	A			0.0	A		
Falmouth Street**	Roundabout	James Madison Hwy	Northbound	4.0	A	3.8	A	3.7	A	3.3	A
		Falmouth St	Westbound	8.7	A			7.3	A		
		Shirley Ave	Southbound	1.5	A			1.7	A		
Alwington Boulevard*	Signalized	Shirley Ave	Northbound	13.8	B	17.6	B	16.2	B	24.0	C
		Industrial Rd	Westbound	33.6	C			41.2	D		
		Shirley Ave	Southbound	16.0	B			21.8	C		
		Alwington Blvd	Eastbound	27.3	C			31.1	C		

*HCM 2000 results reported for the intersection

**SIDRA Standard results reported for the roundabout

Figure 1-12: US Route 17 Business Corridor Intersection Turning Movement Counts

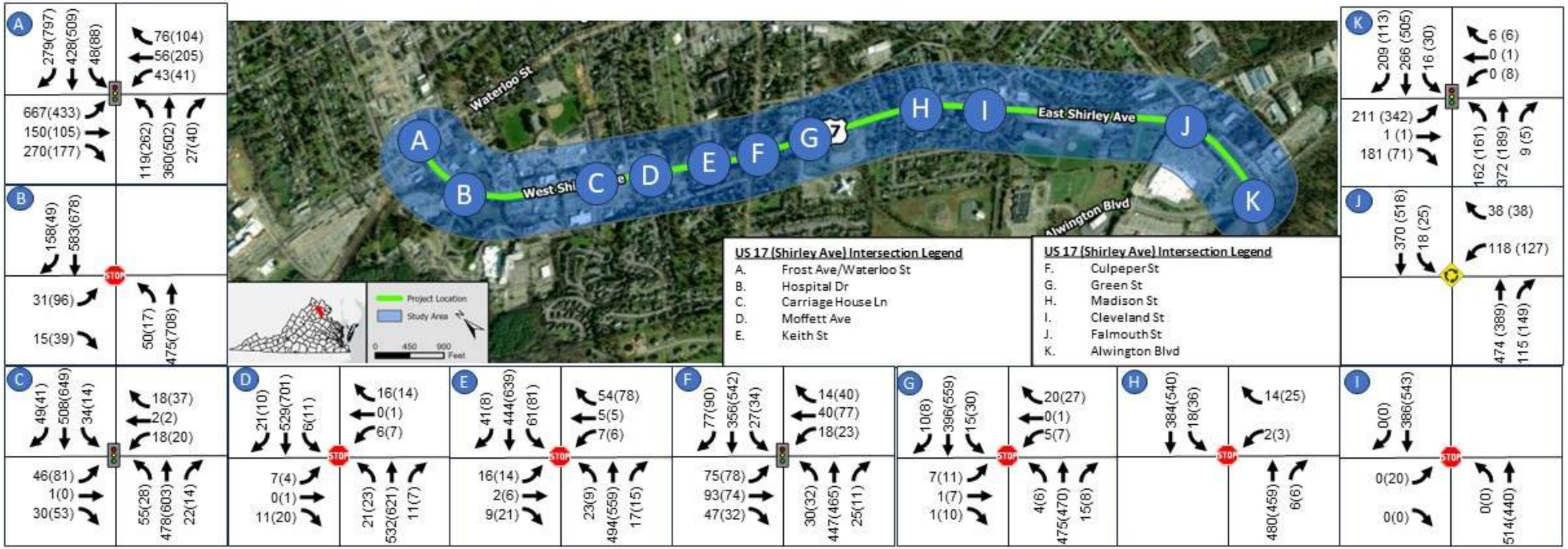
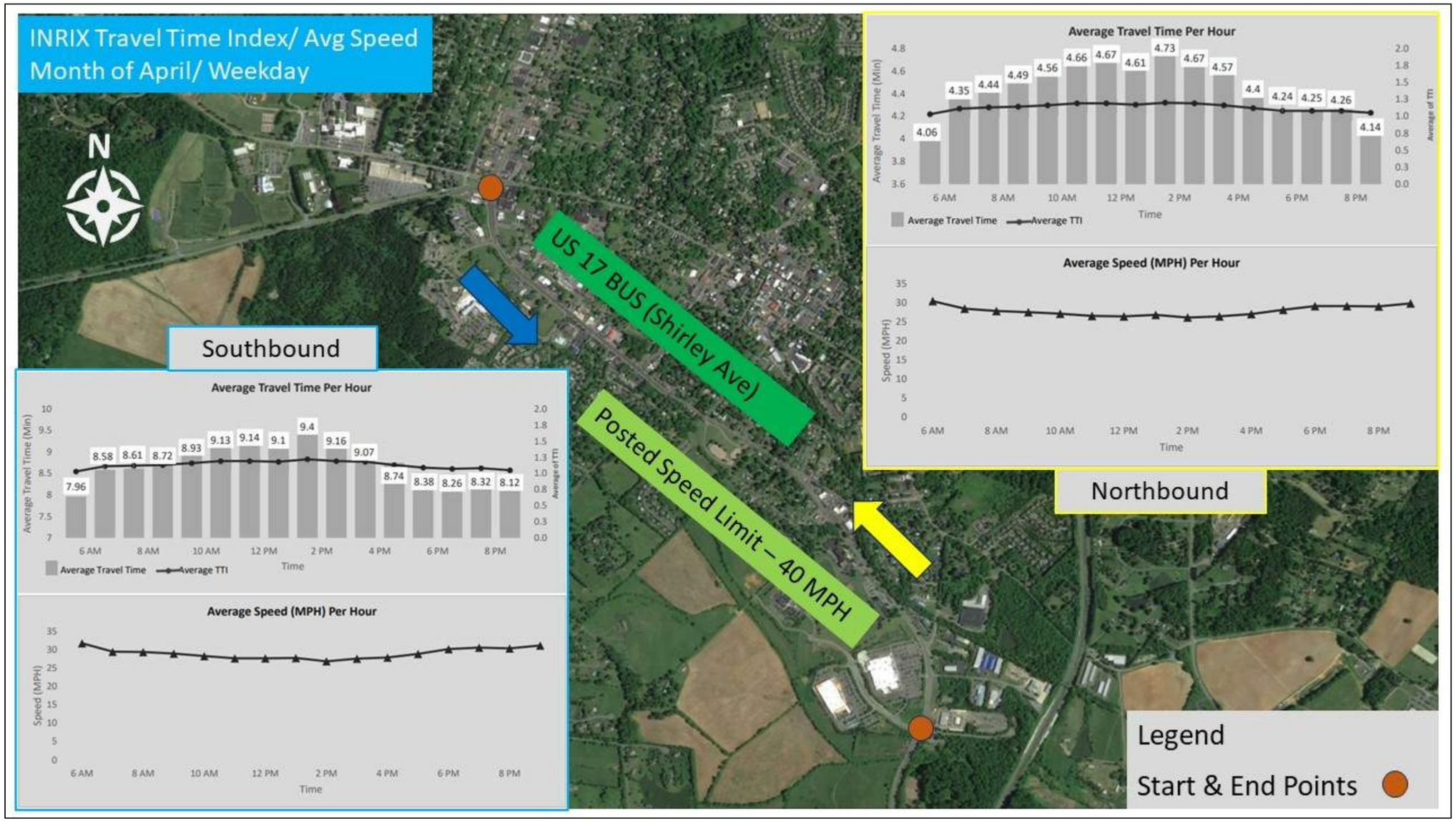


Figure 1-13: INRIX Travel Time Index and Average Speed



1.8 Safety and Reliability

The VDOT Crash Analysis PowerBI Tool was utilized to analyze safety history at the study intersections and along the US Route 17 Business corridor. Crash data was collected and analyzed for a five-year period spanning from January 2018 to December 2022. The study team reviewed the FR-300 reports provided by VDOT to determine specific trends and "hot spot" areas for consideration in developing alternative improvement concepts. For this analysis, "injury crashes" is defined as the sum of type K (fatal injury), A (severe injury), B (visible injury), and C (non-visible injury) crashes. Raw crash data is provided in **Appendix D**. The detailed collision diagrams (FR 300s) are shown in **Appendix E**.

1.8.1 Safety Analysis Results

A total of one-hundred and ninety-eight (198) crashes were reported within the US Route 17 Business study corridor limits during the five-year study period. The US Route 17 Business crashes are summarized by severity in **Table 1-5** and by type in **Table 1-6.** A breakdown of reported crash history by lighting conditions, adverse weather conditions, and other related factors including alcohol, speeding, and guardrail, are summarized in **Table 1-7**.

Table 1-5: Study Area Crash Severity by Year

Crash Year and Severity	K. Fatal Injury	A. Severe Injury	B. Visible Injury	C. Nonvisible Injury	PDO. Property Damage Only	Total
2018	0	2	4	16	28	**50**
2019	0	1	5	5	27	**38**
2020	0	1	2	7	24	**34**
2021	1	0	0	9	26	**36**
2022	0	3	3	18	16	**40**
Total	**1**	**7**	**14**	**55**	**121**	**198**

A total of 198 crashes were reported within the US Route 17 Business study corridor during the five-year study period.

Key takeaways from the crash data are as follows:

1. Year-to-year crash occurrence varies, with the highest number of crashes (50) occurring in 2018, followed by a downward trend through 2022 (40 crashes).
2. A relatively notable percentage of injury (38%) related incidents were reported along the study corridor. Property damage only crashes (PDO) accounted for approximately 61% of the total crashes.
3. The one reported fatal crash during the study time period, occurred in November of 2021 at the start of the AM peak period. The crash report stated that "Driver 1 was experiencing a medical emergency and ran off the road on East Shirley Avenue. Vehicle 1 struck a traffic sign and continued to travel off the road, which then struck Vehicle 2.
4. There were 164 crashes (83%) which occurred at or within 150 feet of an intersection.
5. A majority of reported crashes within the corridor were rear-end (42%) collisions, followed by angle (40%) collisions.
6. The US Route 17 Business intersections with Frost Avenue/Waterloo Street and with Culpeper Street accounted for approximately 37% and 11% of total study area crashes, respectively.
7. Distracted driving was listed as a contributing factor for a significant number of crashes along the US 17 corridor. Forty-five (45) crashes had reported cases of distracted driving, making up 23% of the total crashes.
8. There were 11 crashes (6%) that were related to speeding. There were 19 crashes (10%) that occurred during adverse weather conditions.
9. Senior drivers were involved in 35% of the crashes, and young drivers were involved in 25% of the crashes.

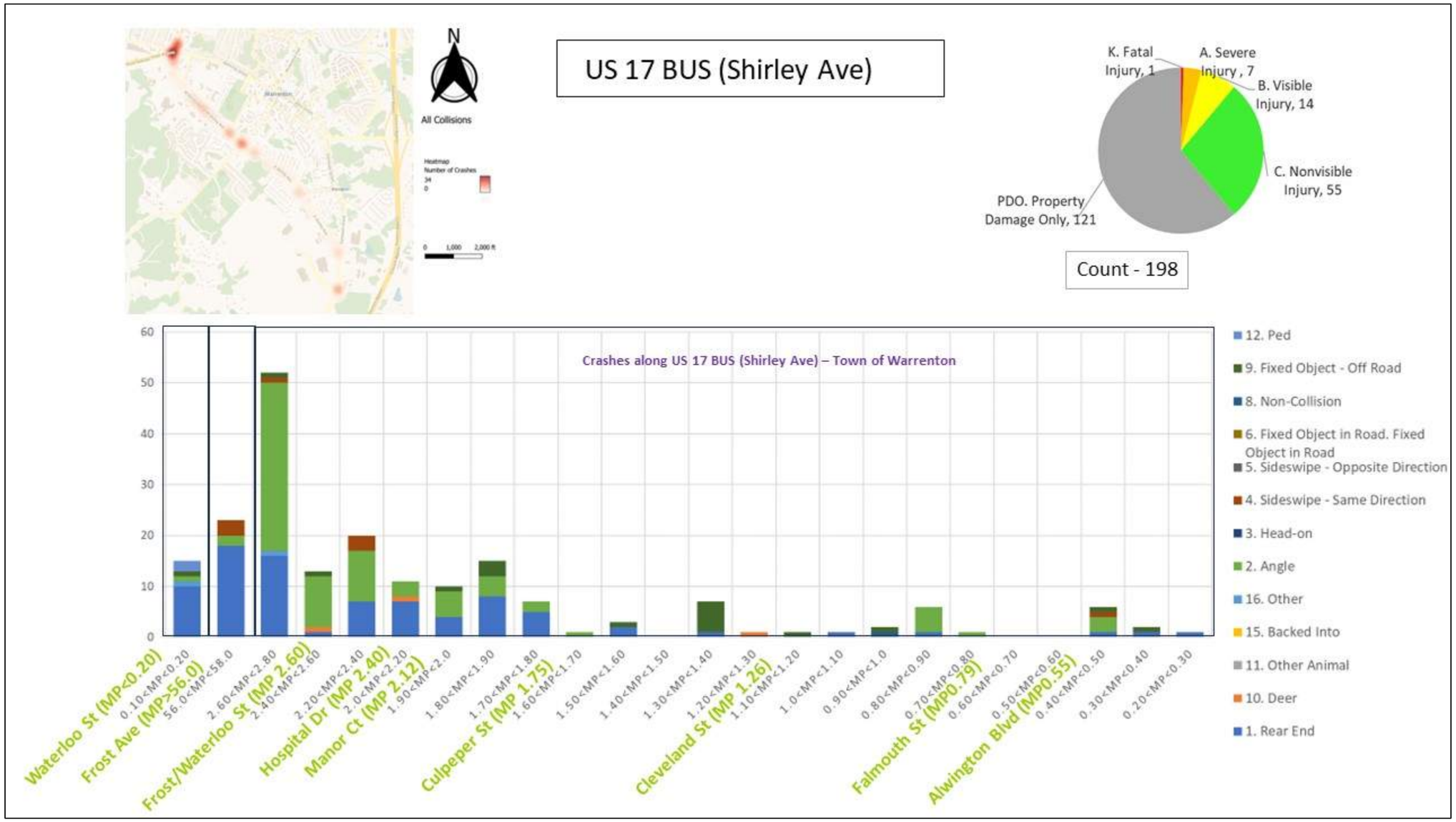
Table 1-6: Study Area Crash Severity by Type

Crash Type and Severity	K. Fatal Injury	A. Severe Injury	B. Visible Injury	C. Nonvisible Injury	PDO. Property Damage Only	Total
Rear End	0	2	6	28	48	**84**
Angle	0	3	7	18	52	**80**
Head On	0	0	0	0	0	**0**
Sideswipe – Same Direction	0	0	0	0	8	**8**
Fixed Object in Road	0	0	0	0	0	**0**
Non-Collision	0	0	0	1	0	**1**
Fixed Object – Off Road	1	2	1	5	9	**18**
Deer	0	0	0	0	3	**3**
Other Animal	0	0	0	0	0	**0**
Ped	0	0	0	2	0	**2**
Other	0	0	0	1	1	**2**
Total	**1**	**7**	**14**	**55**	**121**	**198**

Table 1-7: Study Area Crash Type and Lighting, Adverse Weather, Alcohol, Speeding, and Guardrail Conditions

Crash Type and Other Related Factors	Lighting Conditions		Weather Conditions						Alcohol Related		Speeding Related		Guardrail Related	
	Daylight	Darkness	No Adverse Conditions	Fog	Mist	Rain	Snow	Sleet/Hail	Yes	No	Yes	No	Yes	No
Rear End	77	7	76	0	0	8	0	0	0	84	3	3	84	0
Angle	65	15	71	1	3	5	0	0	1	79	3	3	80	0
Head On	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sideswipe – Same Direction	6	2	8	0	0	0	0	0	1	7	1	1	8	0
Fixed Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Collision	1	0	1	0	0	0	0	0	0	1	0	0	1	0
Fixed Object – Off Road	7	11	17	1	0	0	0	0	3	15	3	3	12	6
Deer	1	2	3	0	0	0	0	0	0	3	0	0	3	0
Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped	0	2	1	0	0	1	0	0	0	2	0	0	2	0
Other	1	0	2	0	0	0	0	0	0	2	1	1	2	0
Total	**159**	**39**	**179**	**2**	**3**	**14**	0	0	**5**	**193**	**187**	**11**	**192**	**6**

Figure 1-14: US 17 Business Crossover Locations and Crash Types



1.11 Phase 1 Corridor/Existing Conditions Public Outreach & Involvement

Initial Public Outreach was conducted to inform the public of the study efforts and goals and solicit feedback on what the public's priorities and perceptions of the corridor are to include in the evaluation of potential alternatives. The survey was conducted through Publicinput.com, and there were 402 participants. The raw results of the public survey are provided in **Appendix F**.

The survey shows that the major needs of the corridor, as identified via the public feedback, include congestion mitigation, safety, bicycle and pedestrian accessibility/connectivity, and transit accessibility/connectivity as shown in **Figure 1-15**.

Figure 1-15: Phase 1 Public Input Survey Results

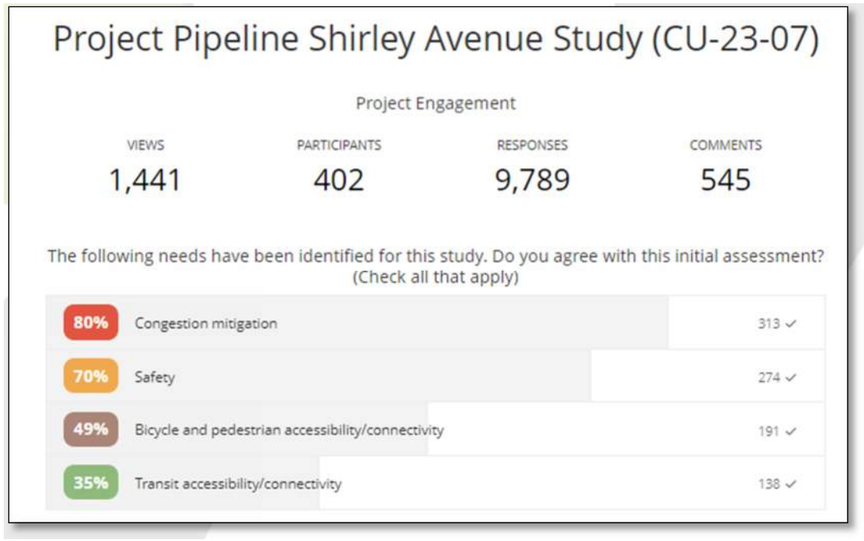
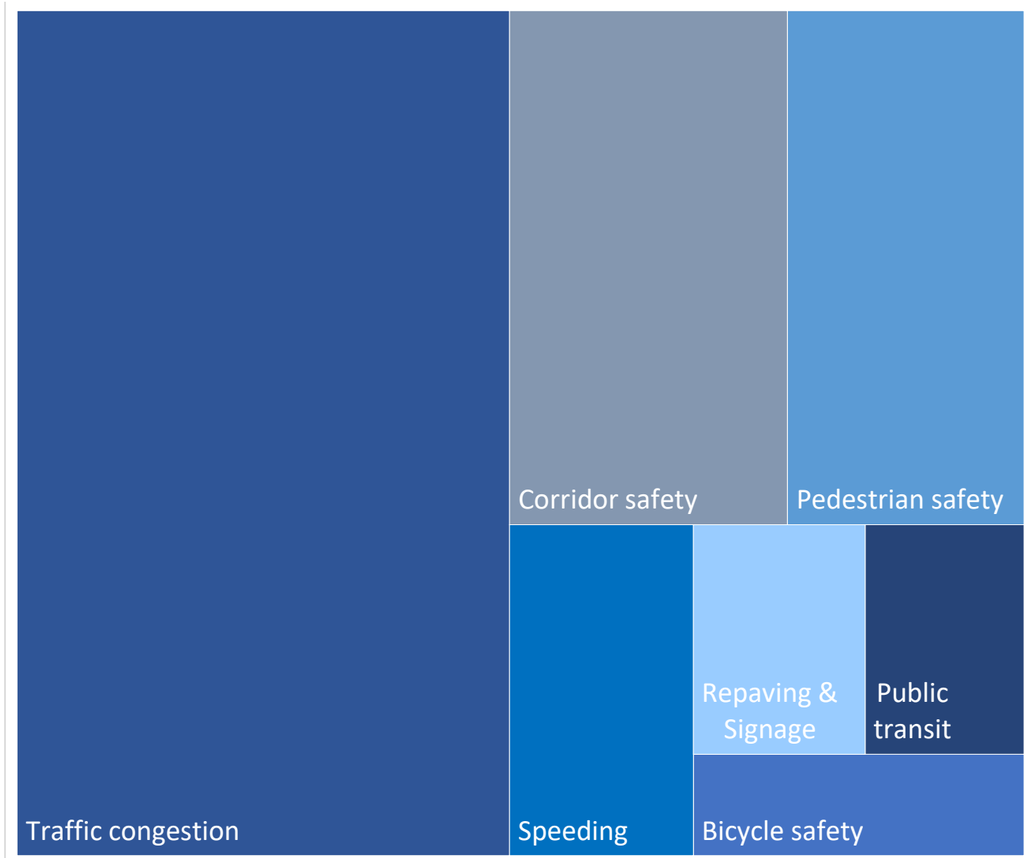


Figure 1-16 shows the issues along the corridor that the respondents noted as need to be addressed. **Figure 1-17** shows the major issues along the corridor which includes traffic congestion, lack of sidewalks, speeding, pedestrian safety and accessibility, sudden stopping, lack of turn lanes, poor signal coordination, and overall corridor safety. The majority of the respondents use the corridor for shopping/errands, passing through or commuting to and from home. Additionally, 99% of the respondents travel using personal vehicles and 64% of respondents agree that sidewalks are needed along this corridor.

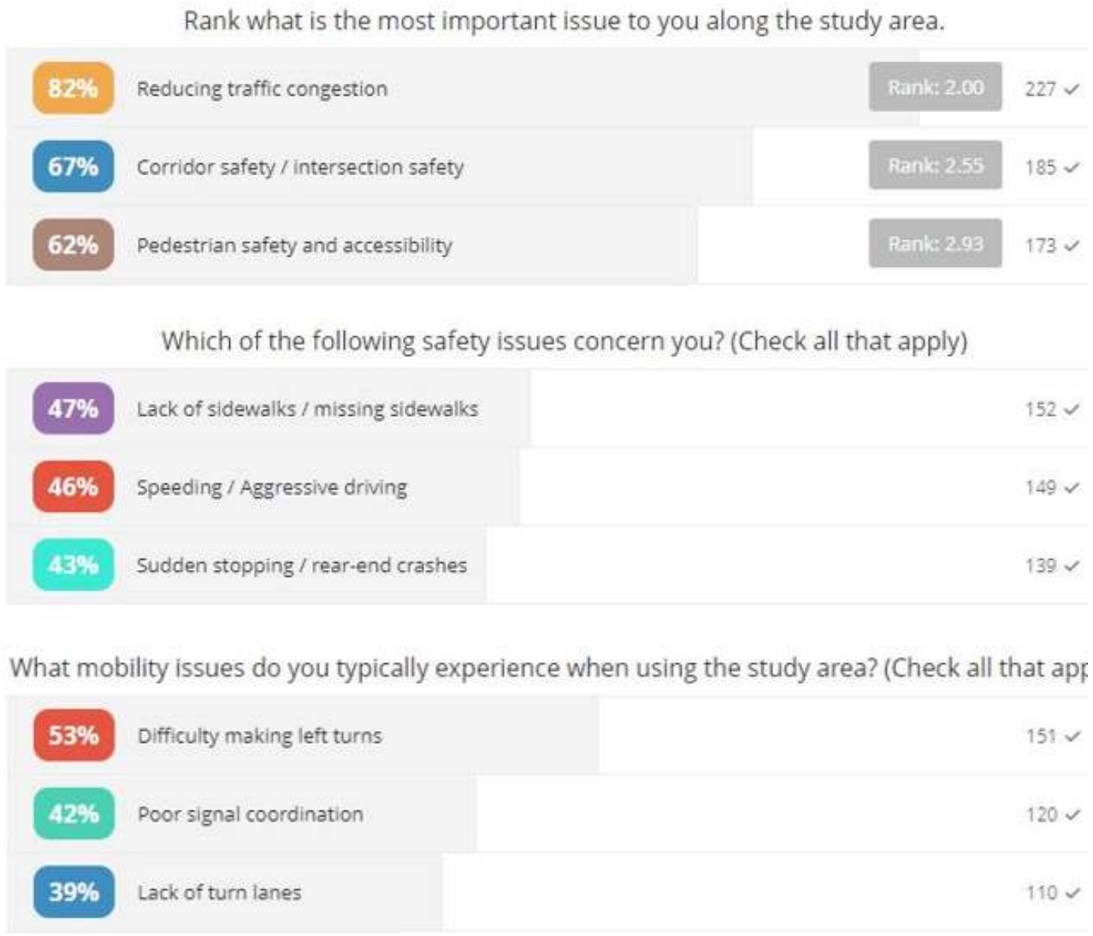
Figure 1-16: Issues Identified along the Study Corridor



The notable comments from the survey responses are summarized below:

- *Traffic is severely heavy am and pm and to get from 211 to north 29 and 29 to 211 west. A lot of unnecessary town traffic could be redirected with a bypass.*
- *School buses cannot drive around circle without going up on center with wheels. Circles need to be larger so bus can make it around correctly.*
- *Traffic circle is too small. Road narrows to a single lane.*
- *Sidewalks: pedestrian access; very dangerous crossing Shirley Ave at several points.*
- *Reckless driving, speeding, are common along this corridor.*

Figure 1-17: Public Input Survey Responses



Chapter 2 Alternative Development and Refinement

2.1 Introduction

To develop build alternatives for the study corridor, the future no-build conditions were analyzed. The existing volumes were grown to the design year 2050 and volumes were added or redistributed through the network from the planned Arrington development and Taylor Middle School expansion projects. The findings from the existing and no-build conditions analyses as well as community feedback were utilized to develop build alternatives for the study corridor. As the nature of the future build alternatives is to address spot operational and safety concerns, it is assumed that capacity is not being added to the facilities. Therefore, the future No-Build and Build conditions will have the same peak hour volumes, with the exception that the volume may be redistributed in a build concept if necessary. The following sections detail the future volume network development process and the results of a 2050 No-Build analysis.

The following recommendations identified by the Town of Warrenton were considered during the development phase for this study:

1. US 17 BUS at Garrett Street / Hospital Drive – Access Management Improvements
2. US 17 BUS at Carriage House Lane – Traffic Signal Improvements
3. US 17 BUS at Moffett Avenue – Possible Median / Right-in/Right-Out
4. US 17 BUS at Keith Street – Possible Median / Right-in/Right-Out
5. US 17 BUS at Culpeper Street – Roundabout or Improved Signal
6. US 17 BUS at Madison Street – Mini-Roundabout or Intersection Closure
7. US 17 BUS at Alwington Boulevard – Signal Improvements/Phasing Changes
8. Multimodal Improvements
    a. Corridor Improvements
        i. 3-Lane Typical with On-Road Bike Lanes
        ii. 5-Lane Typical with On-Road Bike Lanes
        iii. Sidewalk Infill between Culpeper Street and Taylor Middle School
    b. Targeted Pedestrian Treatments
        i. ADA and Crosswalk Upgrades – Existing Signals
        ii. New SUP Crossing at Green Street for connection to future Master Plan facilities to the south
        iii. Enhanced Pedestrian Crossing at Cleveland Street
        iv. Enhance Taylor Middle School / Greenway Crossing to PHB

The following sections summarize the progression of these concepts including concept level sketches and planning level cost estimates.

2.2 Traffic Forecast

The Design Year for this project was identified as 2050, with an Interim Year of 2035. No travel demand model exists for the Town of Warrenton and Culpeper County. Three data sources were evaluated to estimate growth rates for future scenarios: the available VDOT historical AADT data, VDOT's Pathways for Planning (P4P), and recent traffic impact analyses (TIAs) for the Arrington Development and Taylor Middle School Expansion. All traffic growth rate calculations use linear methodologies because the historical trend has demonstrated consistent small linear growth rates. The total forecasted volumes include the existing peak hour volumes grown with the determined 1% growth rate, the Arrington development volumes, and the Taylor Middle School expansion additional and redistributed volumes.

2.2.1 Historic Growth Rate

Table 2-1 summarizes the VDOT historical traffic count data used in the trend analysis. Using VDOT published data from 2010-2021, the annual growth rates were calculated using the linear regression method specified in the VDOT Traffic Forecasting Guidebook. Road segments of the Shirley Ave study area displayed annual growth rates between 0.5-0.91%. The roads that intersect Shirley Ave displayed historical growth rates of 0.5%.

Table 2-1: VDOT Historical AADT

VDOT Historical AADT									
Road	**Segment Location**	**2011**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**VDOT Historical Linear Regression Annual Growth Rate (2011-2021)**
Route 15 BUS (Shirley Ave)									
Shirley Avenue	Frost Avenue to Culpeper Street	18,713	18,183	18,380	18,544	16,971	14,144	20,856	0.91%
	Culpeper Street to Falmouth Street	13,707	11,679	11,805	11,996	12,236	10,198	15,037	0.50%
	Falmouth Street to James Madison Highway	10,430	10,871	11,067	11,013	10,775	9,261	9,679	0.73%
Major Intersecting Roads									
Frost Ave	West of Shirley Avenue	22,171	21,772	22,008	22,201	23,488	19,576	28,865	0.50%
Waterloo Street	East of Shirley Avenue	6,782	6,423	6,493	6,550	6,616	5,514	8,131	0.50%
Culpeper Street	West of Shirley Avenue	3,908	4,447	4,527	4,505	4,809	4,133	4,320	2.26%
	East of Shirley Avenue	2,847	2,618	2,646	2,670	2,687	2,239		0.50%
Falmouth Street	East of Shirley Avenue	3,908	4,447	4,527	4,505	4,809	4,133	4,320	2.26%
Alwington Boulevard	West of Shirley Avenue		7,000					8,600	

2.2.2 Pathways for Planning Projected Growth

Table 2-2 displays the P4P forecasts. The P4P data provides 2022 and forecasted 2030, 2035, and 2050 daily traffic volumes. Annual growth rates were calculated between these points using a linear regression method. The annual growth rates showed a small spread among all the study area roads, ranging from 0.5% to 1.2% annually. Most annual growth rates for the side streets were 0.50%, potentially because they were set to the minimum recommended growth rate (per VDOT's Forecasting Guidebook).

Table 2-2: VDOT Pathways for Planning Growth Rate

VDOT P4P Data (AADT)						
Road	**Segment Location**	**2022**	**2030**	**2035**	**2050**	**VDOT P4P Linear Regression Annual Growth Rate (2022-2050)**
Route 17 BUS (Shirley Ave)	Frost Avenue to Culpeper Street	15,179	16,588	17,468	20,109	1.20%
	Culpeper St to Falmouth Street	10,934	11,371	11,645	12,465	0.50%
	Falmouth Street to James Madison Hwy	9,640	10,319	10,743	12,015	0.90%
Culpeper Street	South of Barracks Road	1,108	1,152	1,208		0.50%
Frost Ave	N/A	21,934	22,811	23,360		0.50%
Warterloo Street	N/A	5,427	5,644	5,780		0.50%
Falmouth Street	N/A	4,053	4,215	4,316		0.50%
Alwington Boulevard	N/A					

2.2.3 TIA Growth Rate

A traffic impact analysis (TIA) for the Arrington Development was conducted in April 2023. According to the Arrington TIA, an inherent growth rate of 1.0% was applied to all movements on E Shirley Ave. Additionally, a traffic impact analysis for the Taylor Middle School Expansion was conducted in September 2023 which utilized an annual vehicle trip growth rate of 1%.

2.2.4 Growth Rate Recommendation

Based on the historical data, VDOT's P4P data, and recent TIAs, all roads in the study were recommended for a 1% linear growth rate to be utilized. The recommended growth rate was applied to the existing peak hour volumes and TIA trip-generated volumes were distributed throughout the network to estimate Interim Year (2035) and Design Year (2050) peak hour volumes.

2.3 Future Year 2050 No-Build Operational Analysis

A future year 2050 No-Build analysis was performed for the US Route 17 Business corridor utilizing the 2050 volumes developed in **Section 1.10**. *Synchro* (Version 11) was utilized to build the network and input relevant parameters such as peak hour factor (PHF), truck percentages, posted speed limits, etc. *Synchro* (Version 11) was utilized to obtain average intersection delay per vehicle and level of service (LOS). *SimTraffic* was utilized to perform queueing analysis to determine the maximum queue lengthns. The results were based on an average of ten (10) simulation runs. The analysis results for the Design Year (2050) No-Build conditions are presented in **Table 2-1**. Detailed Synchro/*SimTraffic* output reports are provided in **Appendix E.**

The results indicate that all unsignalized intersections are expected to operate at overall LOS B or better during both the AM and PM peak hours. The intersection at Carriage House Lane is expected to degrade from a LOS B to LOS C in the PM peak hour only. The intersection at Culpeper Street is expected to degrade from an LOS C to LOS E. At the intersection at Frost Avenue/Waterloo Street is expected to remain at LOS F with the delay remaining approximately the same in the PM peak hour, however the LOS F condition in the AM will see an increase in delay from 161 seconds to 243 seconds. The intersection of Alwington Boulevard is expected to degrade from LOS B to LOS C in the AM peak hour and remain at LOS C in the PM peak hour.

Table 2-3: Future Year 2050 No-Build Operational Analysis Results

Study Intersection	Intersection Control	Street Name	Approach	AM Peak Hour				PM Peak Hour			
				Approach Delay (s)	Approach LOS	Overall Delay (s)	Overall LOS	Approach Delay (s)	Approach LOS	Overall Delay (s)	Overall LOS
Frost Avenue/ Waterloo Street*	Signalized	Shirley Ave	Northbound	60.9	E	243.2	F	94.0	F	103.1	F
		Waterloo St	Westbound	50.1	D			68.9	E		
		Broadview Ave	Southbound	49.6	D			141.0	F		
		Frost Ave	Eastbound	531.2	F			56.4	E		
Hospital Drive	Unsignalized	Shirley Ave	Northbound	1.7	A	3.2	A	0.2	A	2.9	A
		Shirley Ave	Southbound	0.0	A			0.0	A		
		Hospital Dr	Eastbound	60.6	F			33.1	D		
Garrett Street	Unsignalized	Shirley Ave	Northbound	0.0	A	0.2	A	0.0	A	0.3	A
		Garrett St	Westbound	15.4	C			12.5	B		
		Shirley Ave	Southbound	0.2	A			0.3	A		
Carriage House Lane/Manor Ct*	Signalized	Shirley Ave	Northbound	17	B	19.9	B	20.6	C	23.1	C
		Manor Ct	Westbound	32.2	C			35.3	D		
		Shirley Ave	Southbound	19.7	B			22	C		
		Carriage House Ln	Eastbound	32.5	C			32	C		
Moffett Avenue	Unsignalized	Shirley Ave	Northbound	0.4	A	1.9	A	0.3	A	0.7	A
		Moffet Ave	Westbound	21.3	C			18.3	C		
		Shirley Ave	Southbound	0.2	A			0.1	A		
		Parking Lot	Eastbound	35.7	E			15.5	C		
Keith Street	Unsignalized	Shirley Ave	Northbound	0.5	A	13.5	B	0.1	A	2.6	A
		Keith St	Westbound	32.8	D			16.5	C		
		Shirley Ave	Southbound	1.3	A			1.0	A		
		Parking Lot	Eastbound	363.2	F			37.0	E		
Culpeper Street*	Signalized	Shirley Ave	Northbound	66.4	E	65.5	E	45	D	59.2	E
		Culpeper St	Westbound	64	E			55.1	E		
		Shirley Ave	Southbound	116.5	F			54.4	D		
		Culpeper St	Eastbound	34.6	C			114.5	F		
Green Street	Unsignalized	Shirley Ave	Northbound	0.1	A	1.8	A	0.1	A	1.3	A
		Green St	Westbound	24.3	C			15.6	C		
		Shirley Ave	Southbound	0.4	A			0.4	A		
		Parking Lot	Eastbound	52.2	F			22.9	C		
Madison Street	Unsignalized	Shirley Ave	Northbound	0.0	A	0.8	A	0.0	A	0.6	A
		Madison St	Westbound	18.5	C			12.8	B		
		Shirley Ave	Southbound	0.5	A			0.5	A		
Middle School Exit	Unsignalized	Shirley Ave	Northbound	0.0	A	21.4	C	0.0	A	3.2	A
		Middle School	Eastbound	255.6	F			73.2	F		
		Shirley Ave	Southbound	3.0	A			0.3	A		
Falmouth Street**	Roundabout	ames Madison Hw	Northbound	4.0	A	3.8	A	3.7	A	3.3	A
		Falmouth St	Westbound	8.7	A			7.3	A		
		Shirley Ave	Southbound	1.5	A			1.7	A		
Alwington Boulevard*	Signalized	Shirley Ave	Northbound	14.4	B	20.5	C	16.2	B	24.0	C
		Industrial Rd	Westbound	38.2	D			41.2	D		
		Shirley Ave	Southbound	19.9	B			21.8	C		
		Alwington Blvd	Eastbound	31.1	C			31.1	C		

*HCM 2000 results reported for the intersection
**SIDRA Standard results reported for the roundabout

2.4 Proposed Potential Improvements

The findings from the existing and no-build conditions analyses as well as community feedback were utilized to develop build alternatives for the study corridor. The following concepts are proposed to improve multi-modal operations, safety, and access within the study area:

- **Concept 1 (long-term improvement)** – converts the Hospital Drive intersection from a conventional ntersection to a hybrid roundabout. A roundabout is expected to reduce the number and severity of crashes and reduce delays compared to the no-build condition for the Hospital Drive approach. The construction of a roundabout would also provide a transition point along the corridor to begin a roadway reconfiguration between Hospital Drive and Keith Street to allow for on-road bike lanes. The layout for Concept 1 is presented in **Figure 2-1**.
- **Concept 2** – installs a concrete median to close the southbound left-turn lane at Garrett Street and a channelizing island at Garrett Street to restrict movements to and from Garrett Street as right turns only. Benefits include a reduction in crash frequency and severity and a decrease in delays for vehicles entering Shirley Avenue from Garrett Street. The layout for Concept 2 is presented in **Figure 2-2**.
- **Concept 3 (long-term improvement)** – constructs a single-lane roundabout at the intersection with Carriage House Lane. The roundabout would include a right-turn slip lane for southbound traffic onto Carriage House Lane. The roundabout is expected to reduce the number and severity of crashes at the intersection. It would also reduce delays compared to the future no-build condition. The layout for Concept 3 is presented in **Figure 2-3**.
- **Concept 4 (short-term improvement)** – installs enhanced pavement markings to indicate no stopping in front of the entrance to the fire station access along Shirley Avenue. These pavement markings are expected to alleviate some confusion among drivers navigating the Carriage House Lane intersection with the existing offset signal pole along the northbound approach. The layout for Concept 4 is presented in **Figure 2-4**
- **Concept 5 –** installs a channelizing island at Keith St. to restrict movements from Garrett St. as right turns only. The layout for Concept 5 is presented in **Figure 2-5**.
- **Concept 6** - constructs a single-lane roundabout at the intersection with Culpeper St. The roundabout is expected to reduce traffic delays and the number and severity of crashes at the intersection. The layout for Concept 6 is presented in **Figure 2-6.**
- **Concept 7** - constructs a mini-roundabout to form an intersection along Shirley Avenue with Elm St. and Madison St. The layout for Concept 7 is presented in **Figure 2-7.**

- **Concept 8** - re-configures the intersection of Madison St. at Shirley Ave. to relocate the southbound left-turn and northbound right-turn movements onto Madison St. south of the existing intersection. Adjust the alignment of Madison St. at Shirley Ave. to provide better sight distance for vehicles entering Shirley Ave. The layout for Concept 8 is presented in **Figure 2-8.**
- **Concept 9** - constructs pedestrian accommodations along the west side of Shirley Ave. The improvements would include a new 5' sidewalk from Culpeper St. to Taylor Middle School. A 10' shared-use path would be constructed from the Warrenton Branch Greenway crossing at Taylor Middle School to approximately 870' south. A marked crosswalk would be installed at Green St. An upgraded crosswalk and Rectangular Rapid Flashing Beacons would be installed near Cleveland St. The layout for Concept 9 is presented in **Figure 2-9.**

Figure 2-1: Hospital Drive Roundabout Layout

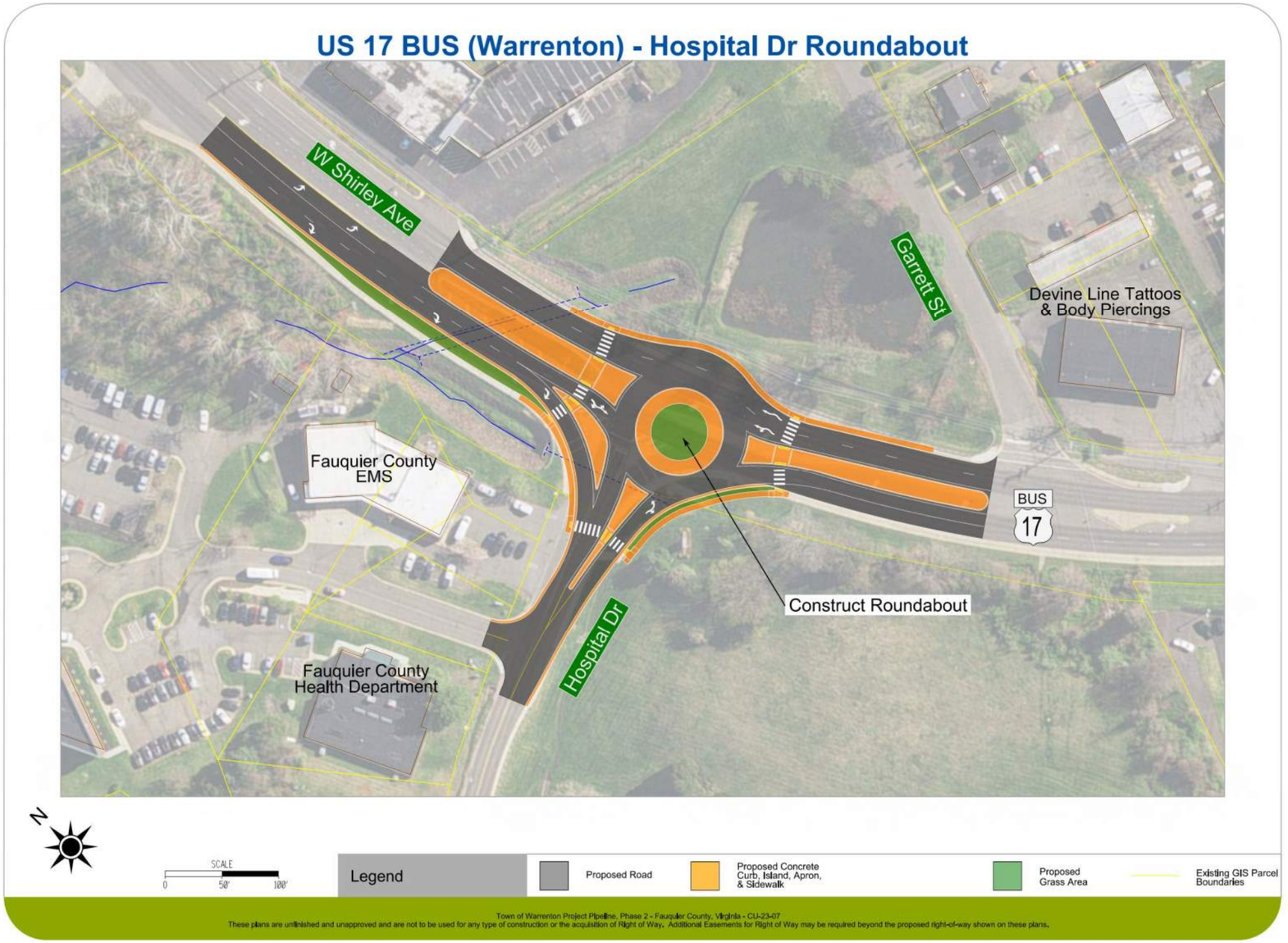


Figure 2-2: Garrett Street Right-In Right-Out Layout

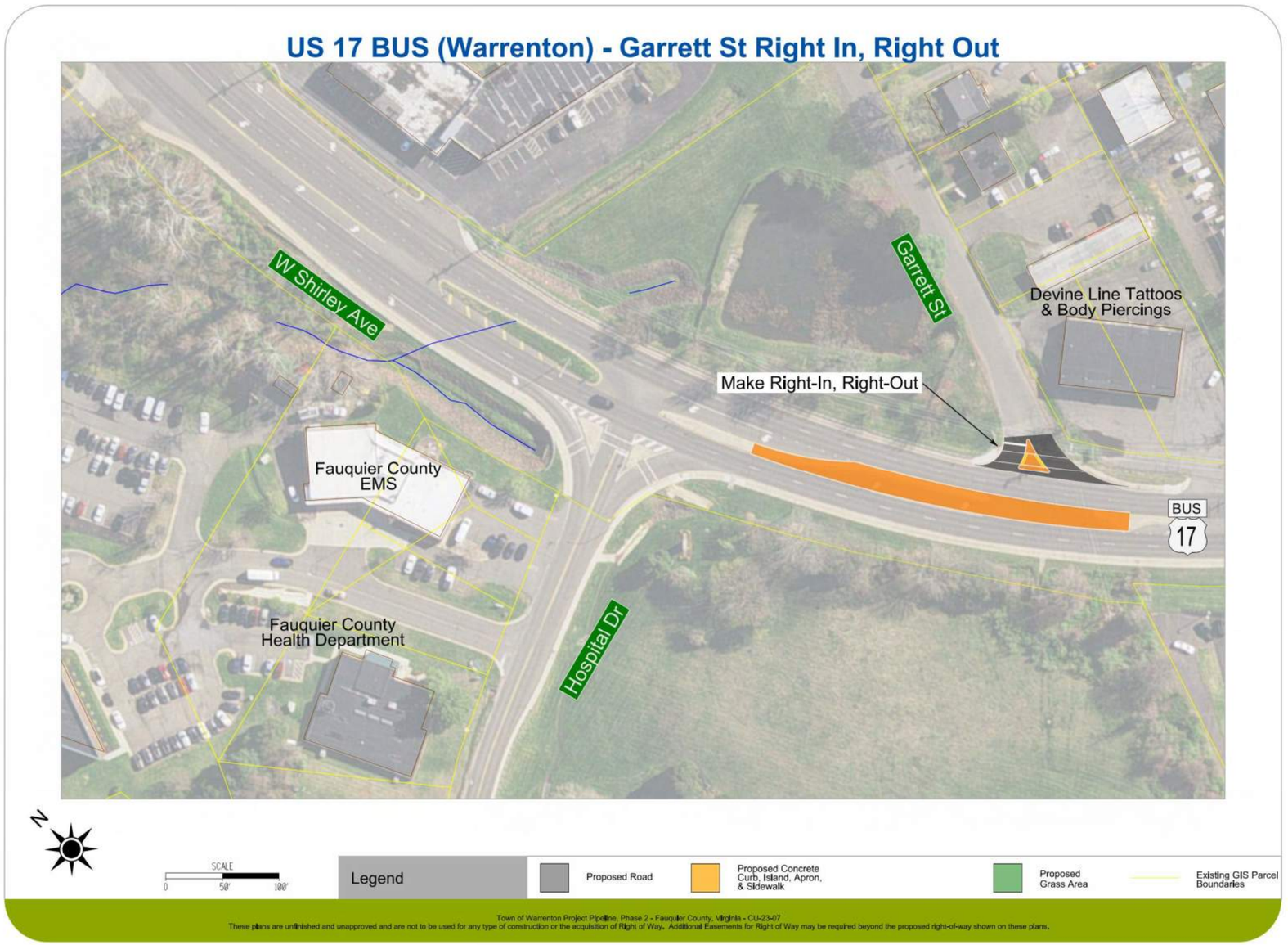


Figure 2-3: Carriage House Lane Roundabout

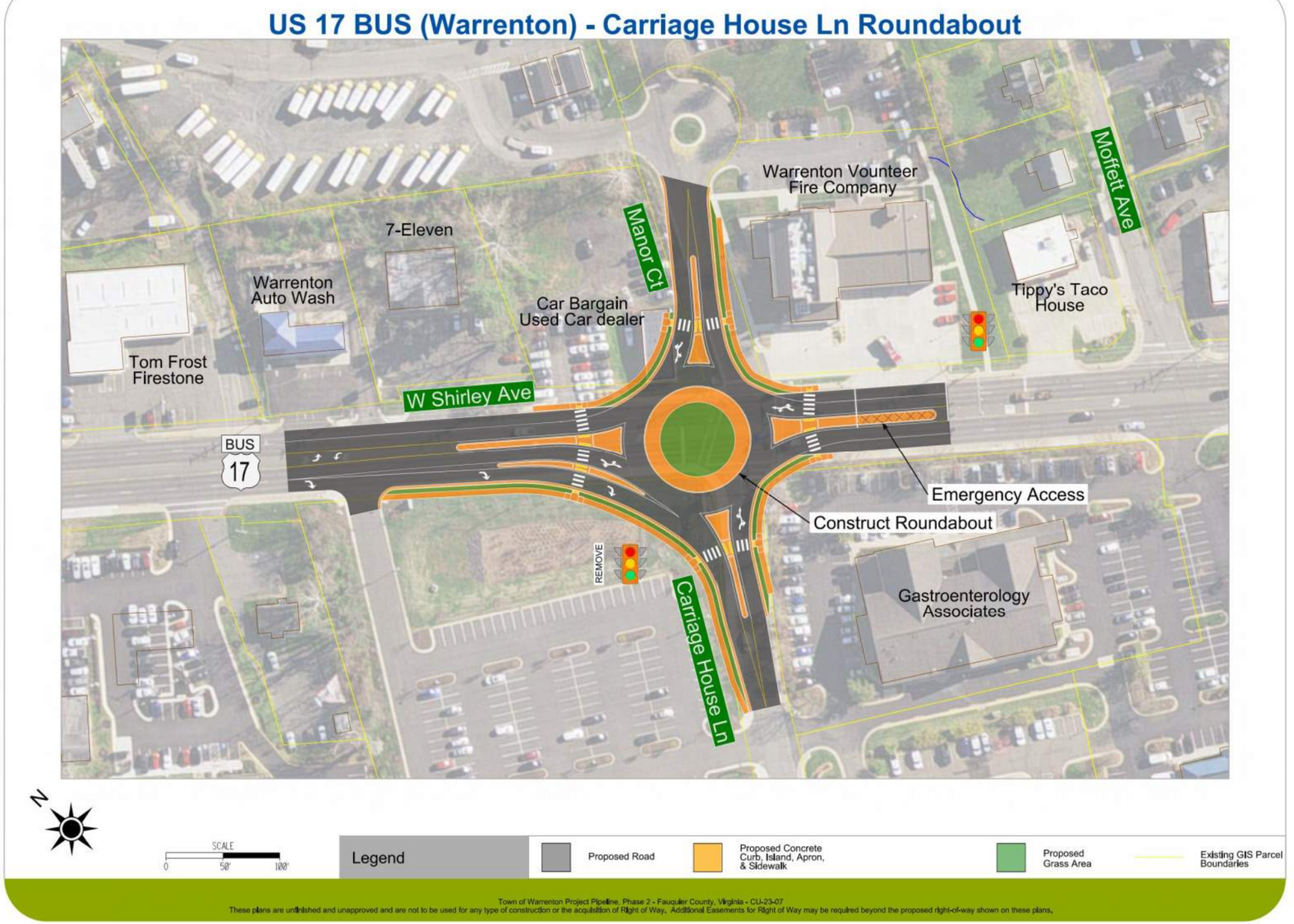


Figure 2-4: Carriage House Lane Restriping

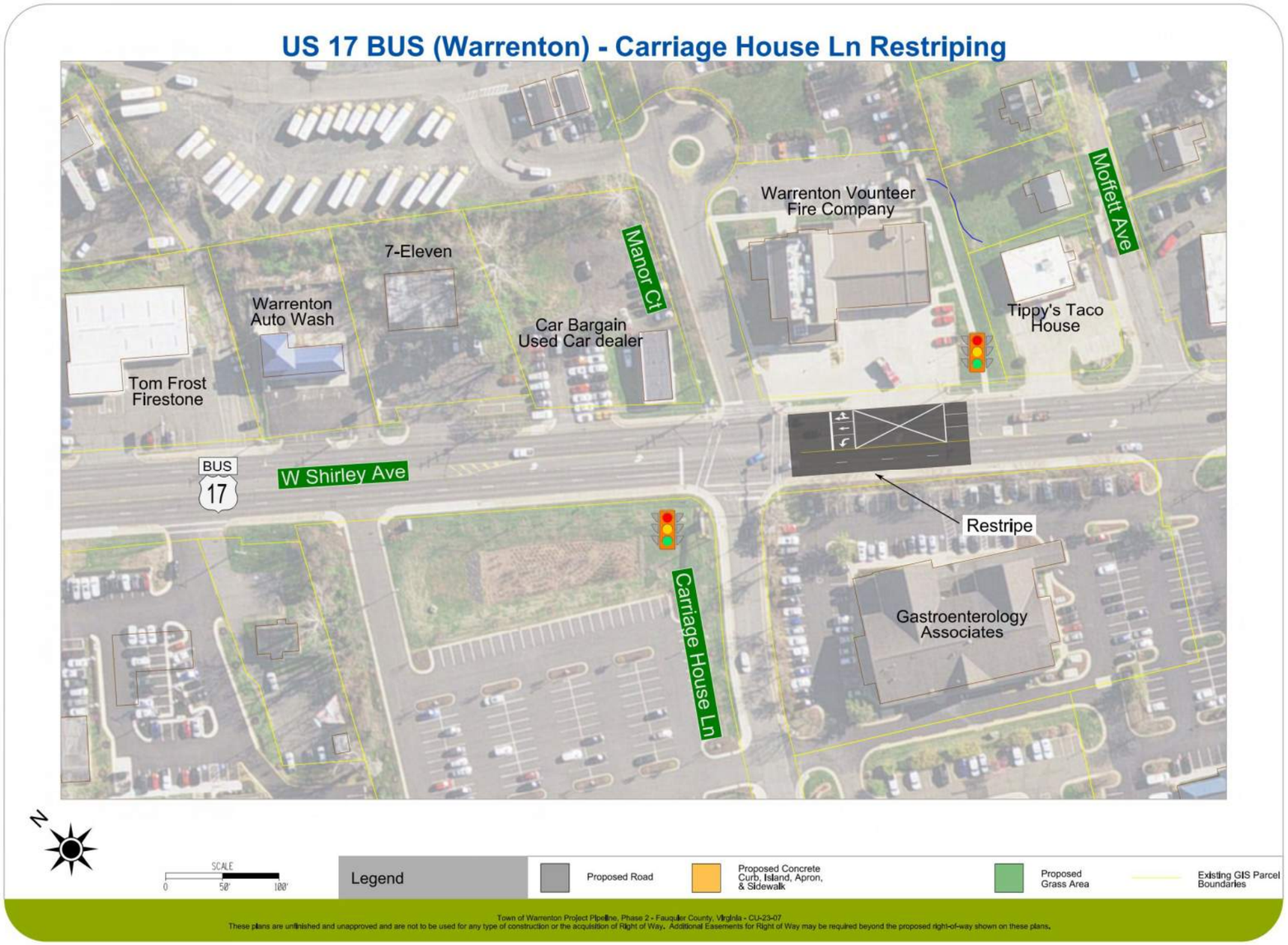


Figure 2-5: Keith Street Right-In, Right-Out Layout

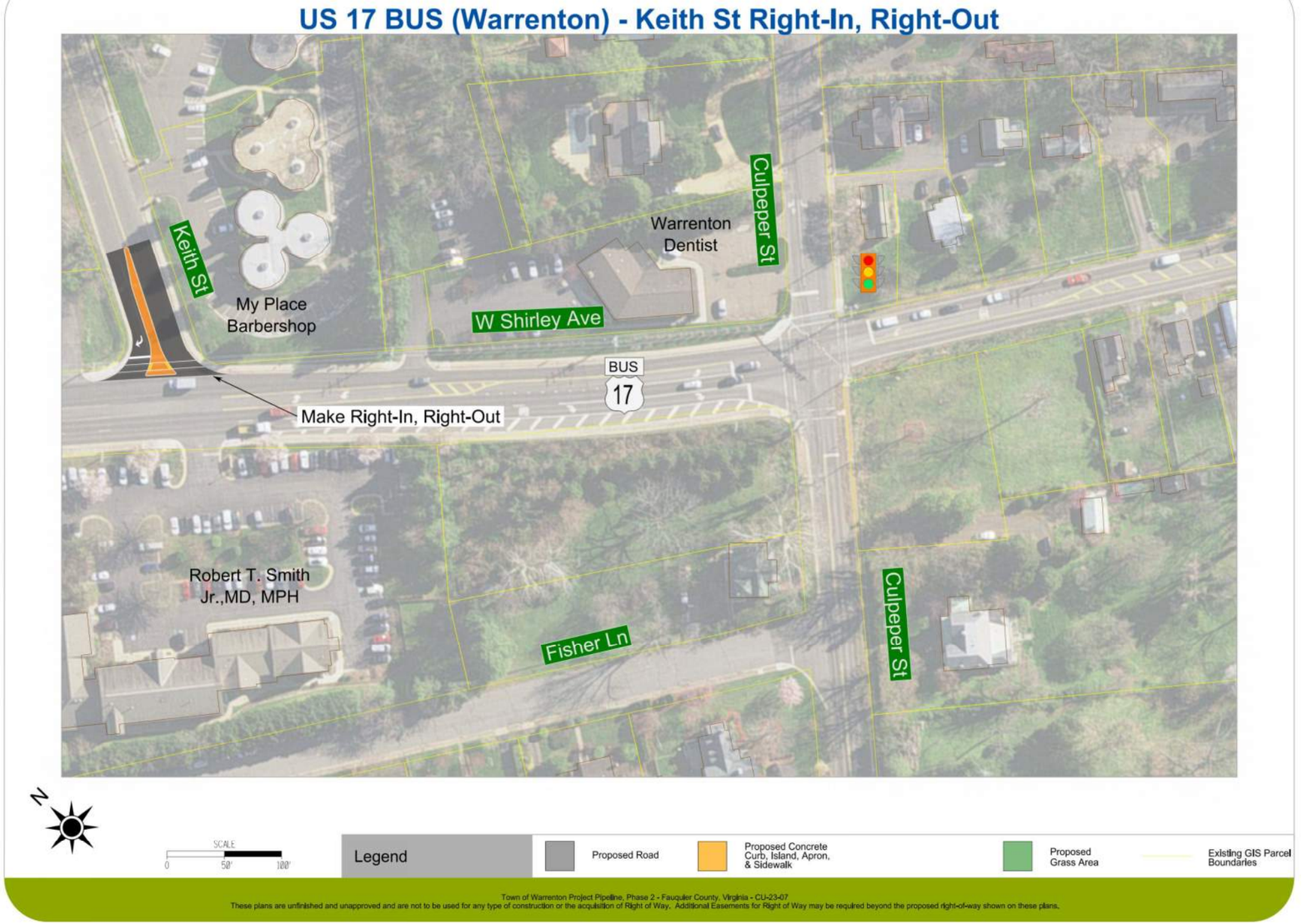


Figure 2-6: Culpeper Street Roundabout Layout

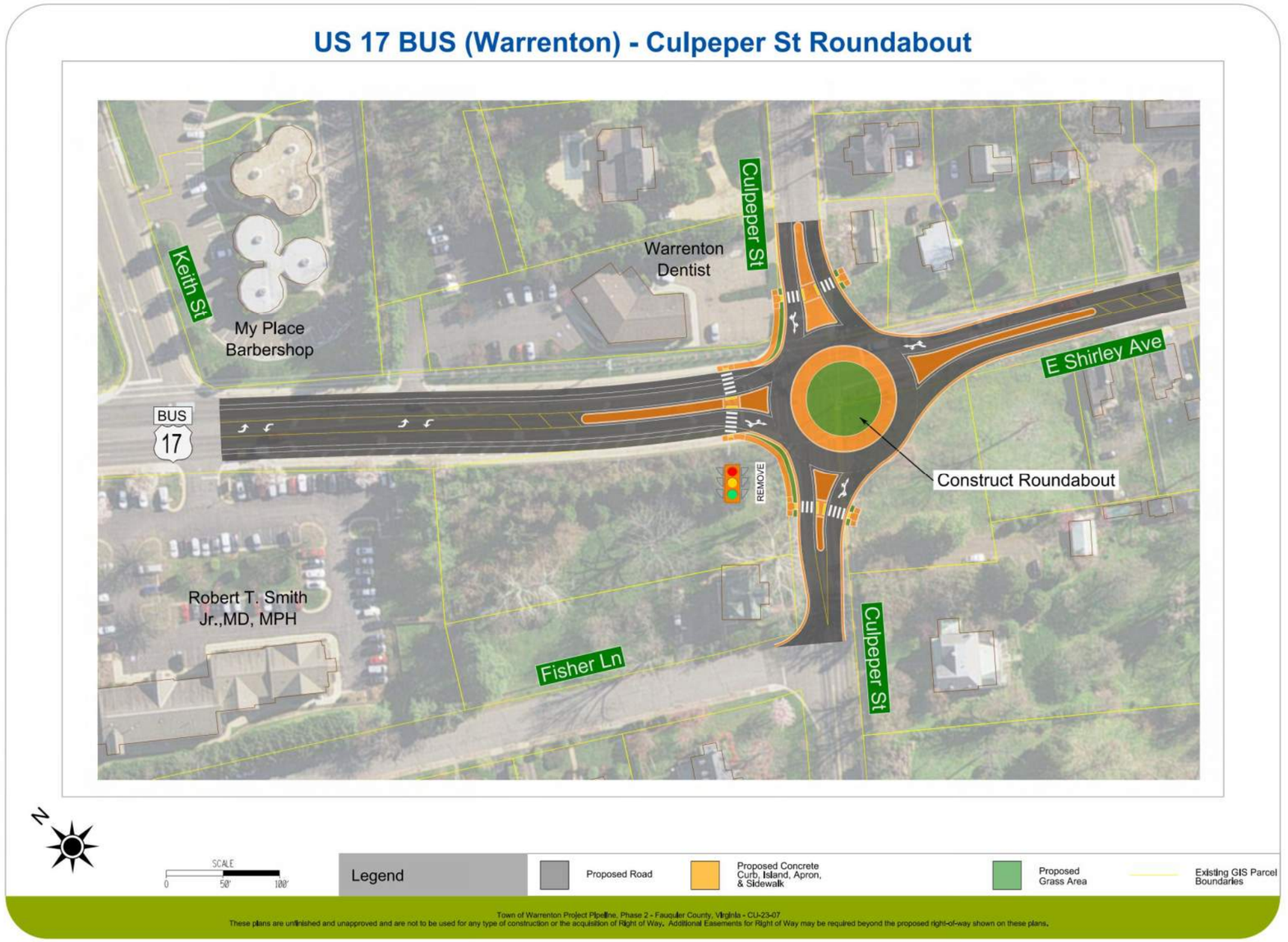


Figure 2-7: Madison Street and Elm Street Mini-Roundabout Layout

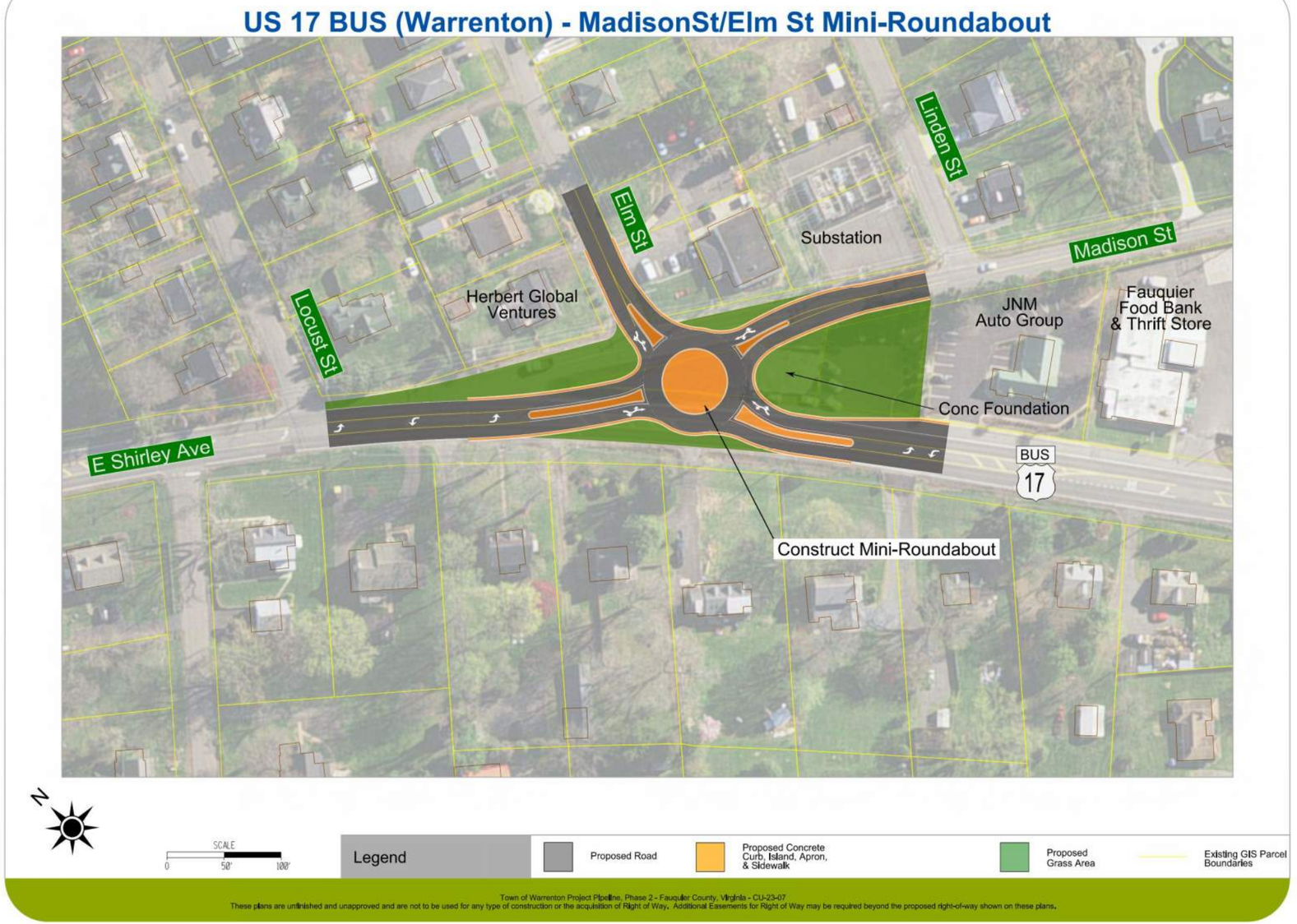
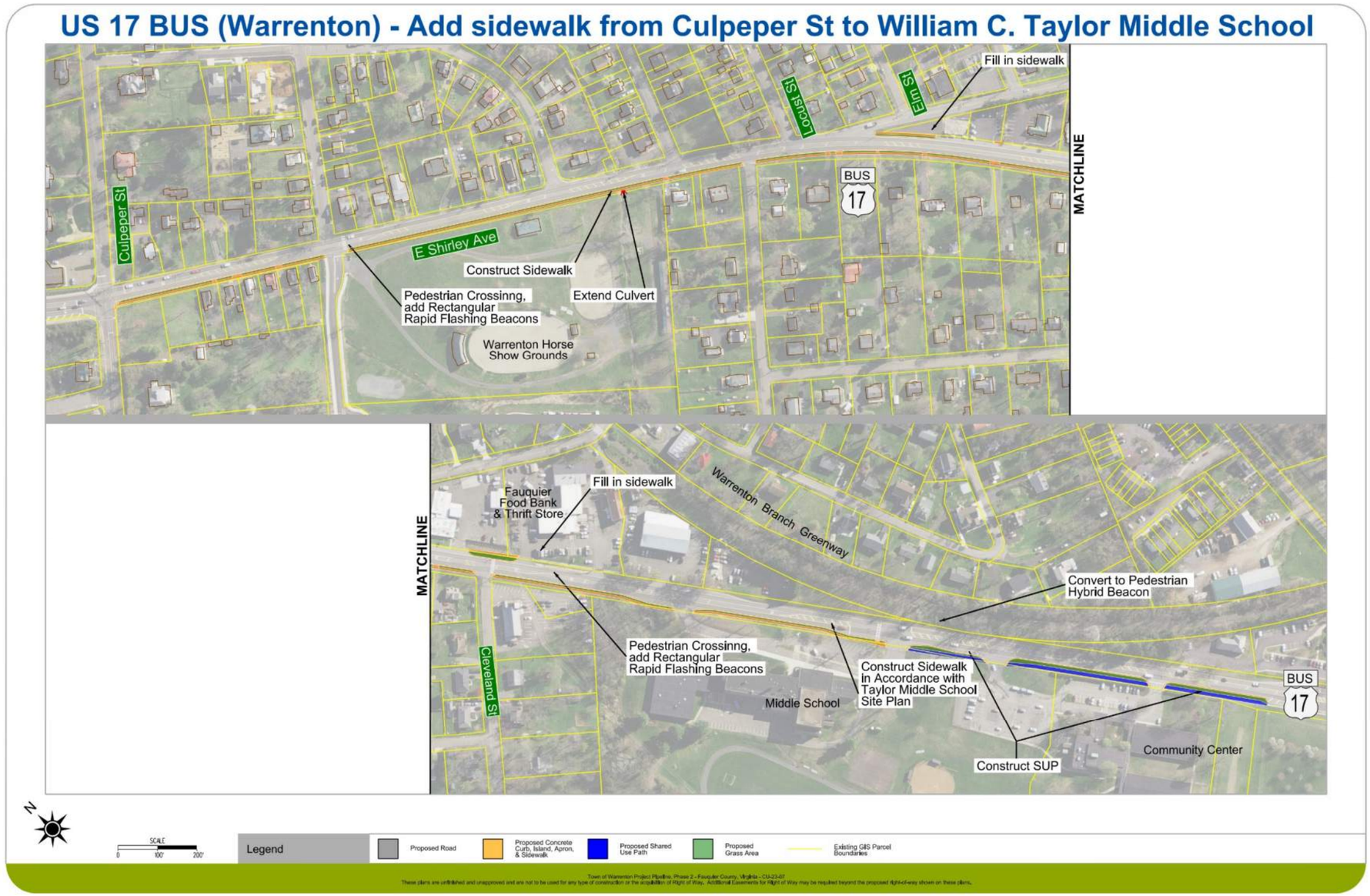


Figure 2-8: Madison Street and Elm Street Intersection Reconfiguration Layout



Figure 2-9: Pedestrian Improvements Layout



2.5 Cost Estimates

Cost estimates for the nine proposed concepts were developed utilizing the methodologies from the 2021 VDOT Cost Estimating Manual and are presented in **Table 2-4**. Detailed cost estimate sheets are provided in **Appendix G**.

Table 2-4: Proposed Conceptual Level Cost Estimates

Cost Description	Preliminary Engineering	Right of Way and Utility	Construction	Total Cost
Hospital Dr Roundabout	$1,455,000	$989,000	$4,397,000	$6,841,000
Garrett Street Right in Right Out	$458,000	$0	$593,000	$1,051,000
Carriage House Roundabout	$1,395,000	$1,181,000	$4,060,000	$6,636,000
Carriage House Restriping	$182,000	$0	$125,000	$307,000
Keith Street Right in Right Out	$254,000	$0	$212,000	$466,000
Culpeper Roundabout	$1,307,000	$1,165,000	$3,588,000	$6,060,000
Madison Mini-Roundabout	$1,128,000	$643,000	$2,716,000	$4,487,000
Madison Street Reconfiguration	$718,000	$431,000	$1,356,000	$2,505,000
Pedestrian Improvements	$1,207,000	$935,000	$3,619,000	$5,761,000

2.6 Build Operational Analysis

A future year 2050 Build Analysis was performed for the US Route 17 Business corridor utilizing the 2050 volumes developed in Section 1.10. Just as in the No-Build analysis, Synchro (Version 11) was utilized to build the network and input relevant parameters such as peak hour factor (PHF), heavy vehicle percentages, posted speed limits, etc. SIDRA (Version 9.1) was the software utilized to perform roundabout analyses where needed. Detailed Synchro and SIDRA output reports are provided in **Appendix C**.

The intersection analysis results for Design Year (2050) and Build conditions is presented in **Table 2-5**. The results indicate that all intersections are expected to operate at overall LOS B or better in the AM peak hour and overall LOS C or better in the PM peak hour. The roundabout at Culpeper Street is expected to have the greatest improvement from an anticipated LOS E in the AM and PM peak hour to LOS B & C in the AM and PM peak hour, respectively. The roundabout concepts at Hospital Drive and Madison Street are expected to result in marginal increased overall intersection delay but decreased delay for side street approaches, most significantly seen at Hospital Drive in the eastbound movement which decreased from 60 seconds to 8 seconds.In general, network-wide performance and intersection analysis results indicate that traffic operations are expected to improve under all alternative Build Concepts when compared to No-Build. Furthermore, implementation of roundabout along US Route 17 Business would provide the opportunity to re-pupurose underutilized capacity between intersections for additional multi-modal improvements.

Table 2-5: 2050 Build Conditions Analysis Results

Study Intersection	Intersection Control	Street Name	Approach	AM Peak Hour				PM Peak Hour			
				Approach Delay (s)	Approach LOS	Overall Delay (s)	Overall LOS	Approach Delay (s)	Approach LOS	Overall Delay (s)	Overall LOS
Hospital Drive	Roundabout	Shirley Ave	Northbound	5.4	A	8.1	A	7.8	A	10.4	B
		Shirley Ave	Southbound	9.9	A			12.2	B		
		Hospital Dr	Eastbound	8.1	A			14.3	B		
Garrett Street	Unsignalized	Shirley Ave	Northbound	0.0	A	0	A	0.0	A	0.2	A
		Garrett St	Westbound	11	B			13.3	B		
		Shirley Ave	Southbound	0	A			0	A		
Carriage House Lane/Manor Ct*	Roundabout	Shirley Ave	Northbound	10.1	B	12.9	B	18.2	B	19	B
		Manor Ct	Westbound	16.6	B			26.8	C		
		Shirley Ave	Southbound	9.4	A			16.3	B		
		Carriage House Ln	Eastbound	9.9	A			12.1	B		
Keith Street	Unsignalized	Shirley Ave	Northbound	0.5	A	1.6	A	0.2	A	2.3	A
		Keith St	Westbound	16.2	C			20.2	C		
		Shirley Ave	Southbound	0.0	A			0.0	A		
		Parking Lot	Eastbound	14.3	B			18.2	C		
Culpeper Street*	Roundabout	Shirley Ave	Northbound	21.5	C	15.7	B	19.6	B	27.5	C
		Culpeper St	Westbound	10.7	B			14.8	B		
		Shirley Ave	Southbound	12	B			36.5	D		
		Culpeper St	Eastbound	11.9	B			25.3	C		
Madison Street	Mini Roundabout	Shirley Ave	Northbound	10.0	B	8.3	A	10.5	B	9.1	A
		Madison St	Westbound	7.2	A			7.2	A		
		Shirley Ave	Southbound	6.3	A			8	A		
Madison Street	Unsignalized	Shirley Ave	Northbound	0.0	A	0.8	A	0.0	A	0.6	A
		Madison St	Westbound	18.5	C			12.8	B		
		Shirley Ave	Southbound	0.5	A			0.5	A		

2.7 Anticipated Safety Performance

A combination of crash modification factors (CMF's) from FHWA's Clearinghouse were utilized to estimate the safety benefits of the proposed alternatives. These factors are based on the results from multiple research studies, which looked at the safety benefits of the following countermeasures:

1. Countermeasure 1: Convert two-way-stop-controlled intersection to roundabout
2. Countermeasure 2: Convert signalized intersection to roundabout
3. Countermeasure 3: Install right-in-right-out (RIRO) operations at stop-controlled intersections
4. Countermeasure 3: Reduce intersection skew from X to Y – 3-Leg intersection
5. Countermeasure 4: Add or upgrade Sidewalk

Table 2-6 presents the expected CMFs for each countermeasure and the intersections to which these countermeasures apply under each concept. The table indicates that:

- Crashes at Hospital Drive and Madison Street are expected to reduce at least by approximately 44% under new roundabout conditions.
- Crashes at the intersections of Carriage House Lane and Culpeper Street are expected to reduce by approximately 48% under new roundabout conditions.
- Under RIRO concepts, the intersections at Garrett Street and Keith Street are expected to reduce by approximately 45%.
- The proposed roadway reconfiguration at Madison Street is expected to reduce crashes by at least 24%.
- Pedestrian crashes along the corridor are expected to reduce by at least 88% in segments where new sidewalk is being constructed.

Table 2-6. Route 17 Business - CMF Matrix for Build Concepts

Build Concept	Countermeasure #:	1	2	3	4	5
	CMF Range:	*0.56*	*0.52*	*0.55*	*0.76*	*0.12*
Concept 1	Hospital Drive Roundabout	✓	-	-	-	-
Concept 2	Garrett Street Right-In Right-Out	-	-	✓	-	-
Concept 3	Carriage House Lane Roundabout	-	✓	-	-	✓
Concept 4	Carriage House Lane Restriping	-	-	-	-	-
Concept 5	Keith Street Right-In Right-Out	-	-	✓	-	-
Concept 6	Culpeper Street Roundabout	-	✓	-	-	-
Concept 7	Madison Street Mini Roundabout	✓	-	-	-	-
Concept 8	Madison Street Reconfiguration	-	-	-	✓	-
Concept 9	Pedestrian Improvements	-	-	-	-	✓

Chapter 3 Public and Stakeholder Outreach and Feedback

A second public survey was conducted for during the concept development phase and ran from February 24, 2024 to March 8, 2024. The online survey presented the community with the improvement concepts described in **Section 2.3** of this report. The public was asked to rank these concepts by assigning values one (1) through five (5); with one (1) representing strong opposition and five (5) strong support. The survey included improvements in safety, operations, and multimodal/pedestrian access at the following locations as shown in **Figure 3-1 to Figure 3-9:**

1. US Route 17 Business at Hospital Drive and Garrett Street
2. US Route 17 Business at Carriage House Lane
3. US Route 17 Business at Keith Street
4. US Route 17 Business at Culpeper Street
5. US Route 17 Business at Madison Street
6. Pedestrian improvements along US Route 17 Business between Madison Street and Falmouth Street

1,498 participants were recorded with 17,162 total responsed to questions and 2,922 comments. Average ratings for the improvements varied between 2.52 - 4.07, as shown in the **Table 3-1** and where each rating is provided in detail in the following section.

Table 3-1: Average Rating of Presented Alternative

Improvement	Average Rating
1	3.04
2	3.09
3	2.86
4	3.95
5	3.04
6	3.18
7	2.52
8	3.43
9	4.07

Figure 3-1 shows the survey results for the proposed roundabout at Hospital Drive. The proposed roundabout received an approximate average rating of 3.04, indicating neutral support for this improvement.

Figure 3-1: Survey Results - Hospital Drive Roundabout

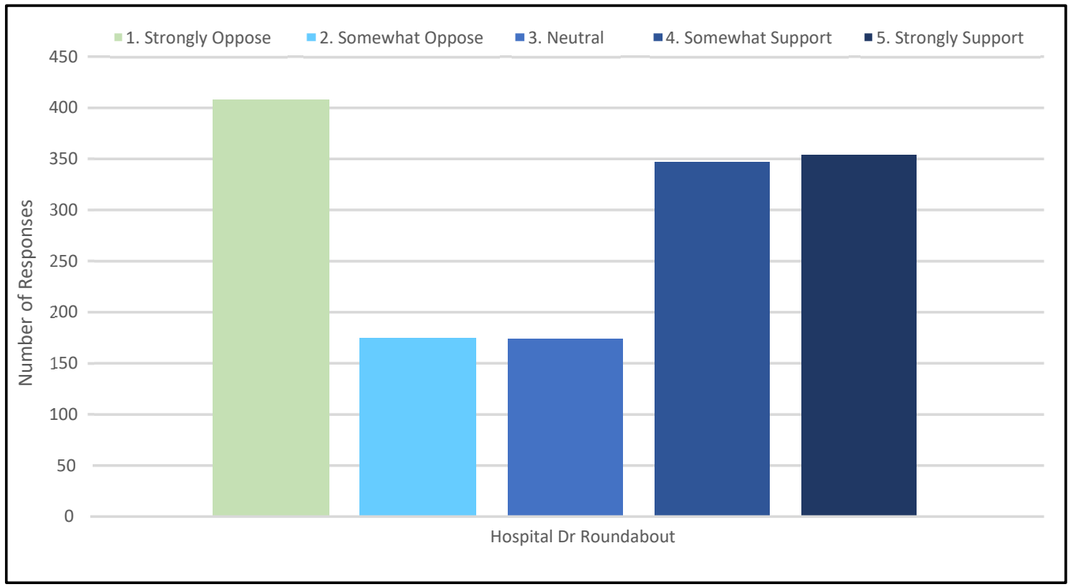


Figure 3-2 shows the survey results for a right-in right-out at the intersection of US Route 17 Business (Shirley Ave) and Garrett Street. The proposed concept received an approximate average rating of 3.09, indicating neutral support for this improvement.

Figure 3-2: Survey Results - Garrett Street Right-In Right-Out

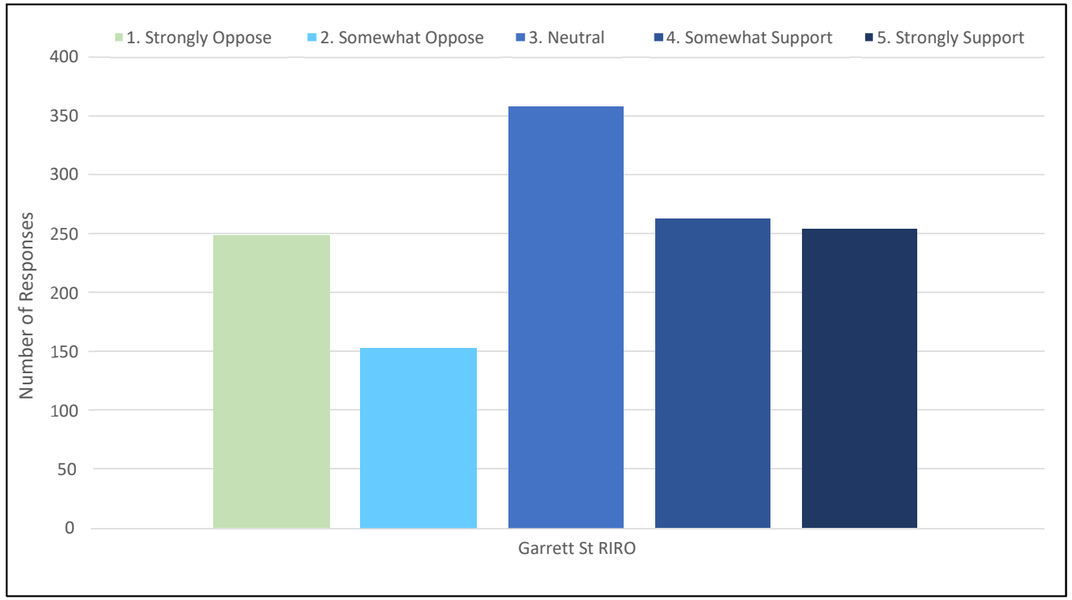


Figure 3-3 shows the survey results for the proposed roundabout at Carriage House Lane.The proposed roundabout received an approximate average rating of 2.86, indicating mild opposition to this alternative.

Figure 3-3: Survey Results – Carriage House Lane Roundabout

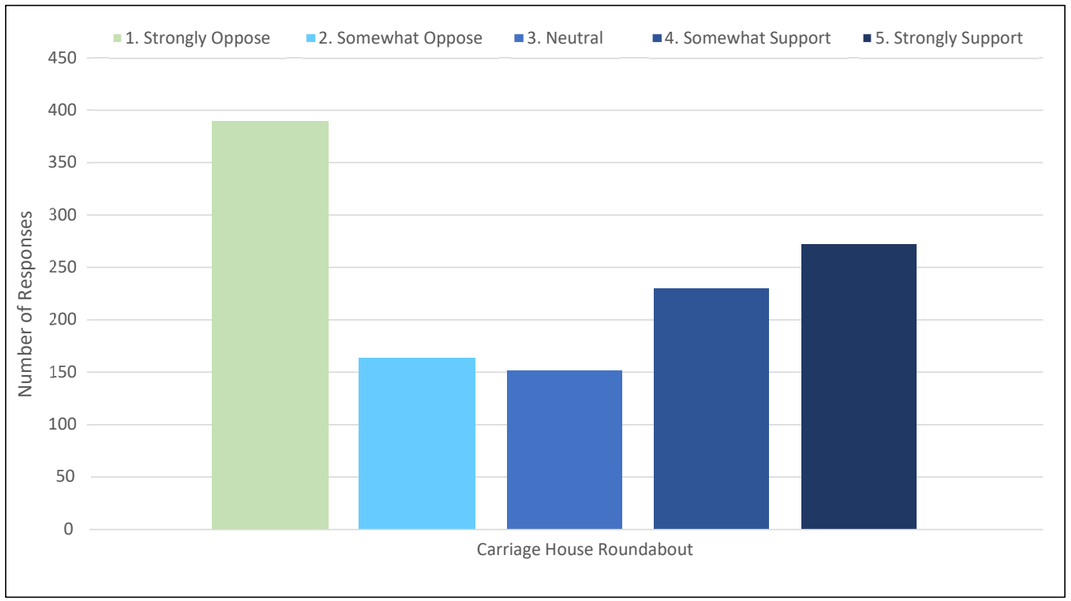


Figure 3-4 shows the survey results for the proposed restriping at Carriage House Lane. The proposed restriping concept received an approximate average rating of 3.95, indicating support for this alternative.

Figure 3-4: Survey Results - Carriage House Lane Restriping

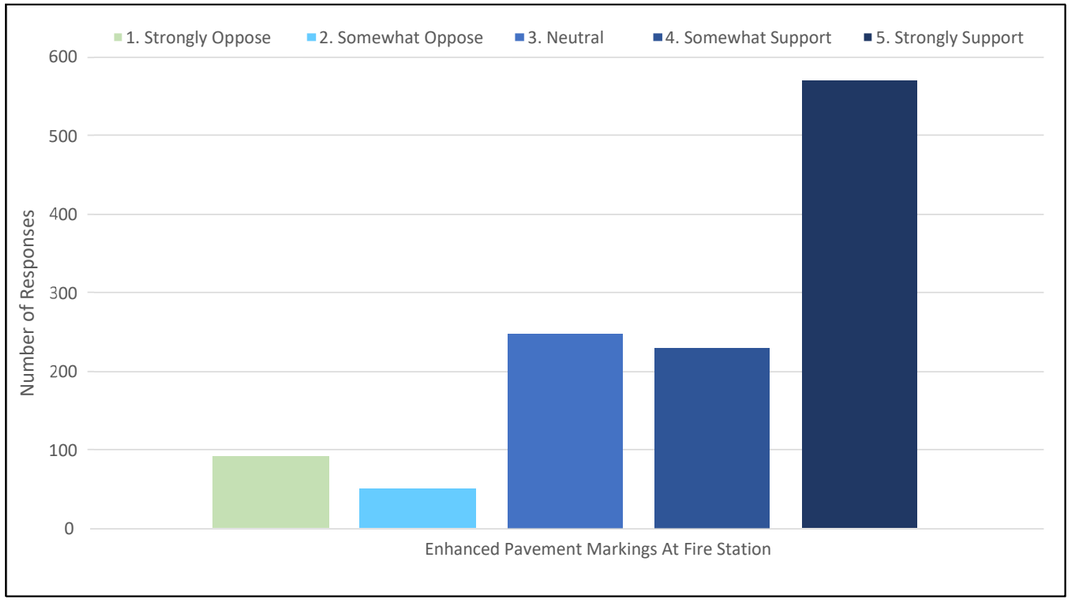


Figure 3-5 shows the survey results for the proposed right-in, right-out at Keith Street. The proposed concept received an approximate average rating of 3.04, indicating neutral support for this improvement.

Figure 3-5: Survey Results – Keith Street Channelizing Island

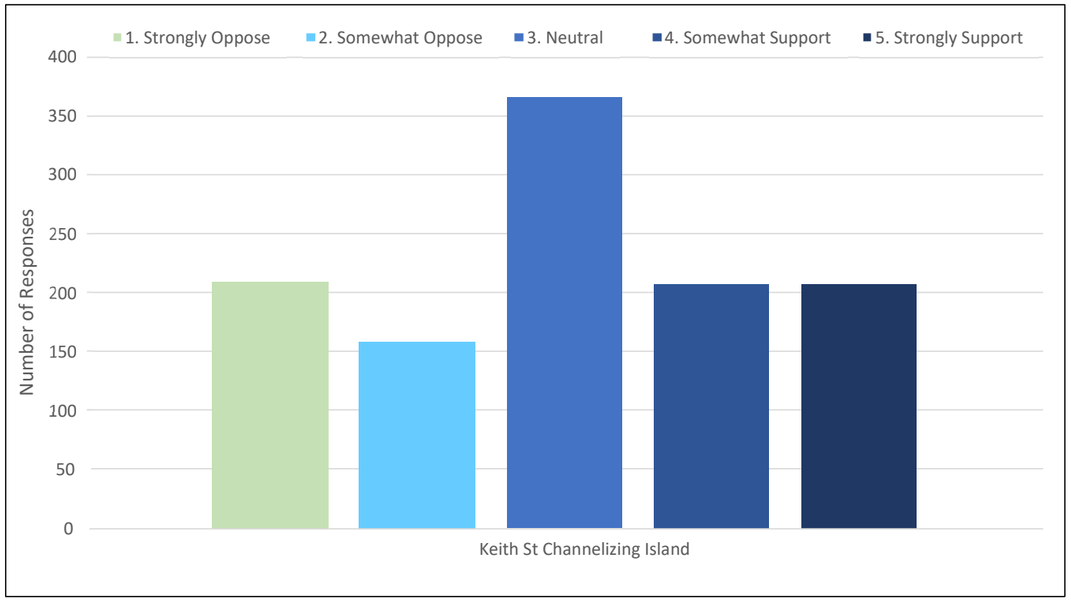


Figure 3-6 shows the survey results for the proposed roundabout at Culpeper Street. The proposed roundabout received an approximate average rating of 3.18, indicating slight support for this improvement.

Figure 3-6: Survey Results – Culpeper Street Roundabout

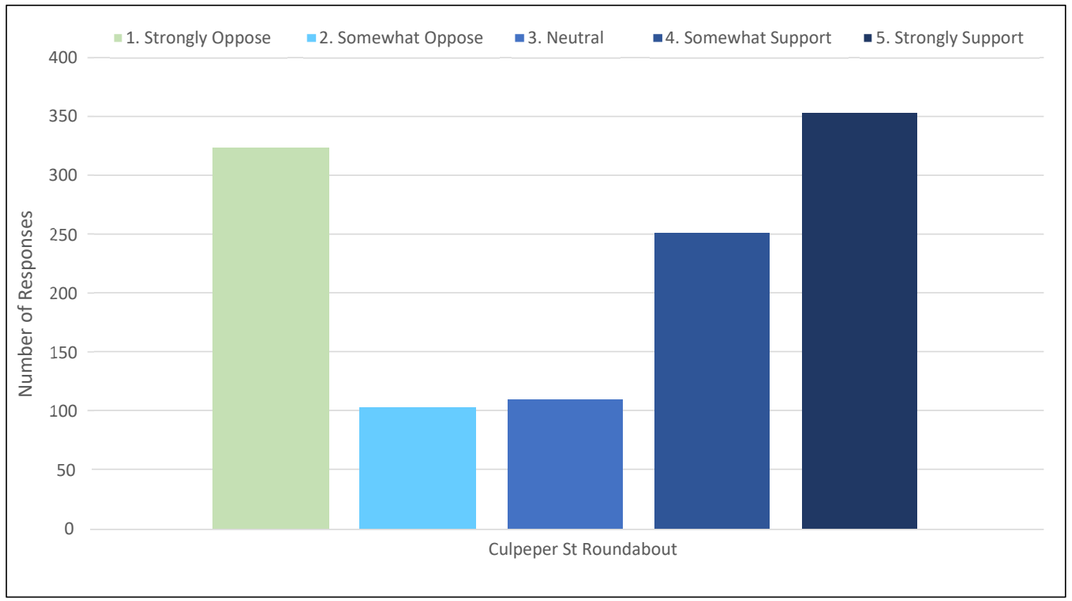


Figure 3-7 shows the survey results for the proposed mini-roundabout at Madison Street. The proposed roundabout received an approximate average rating of 2.52, indicating that there is opposition to this improvement.

Figure 3-7: Survey Results – Madison Street Mini Roundabout

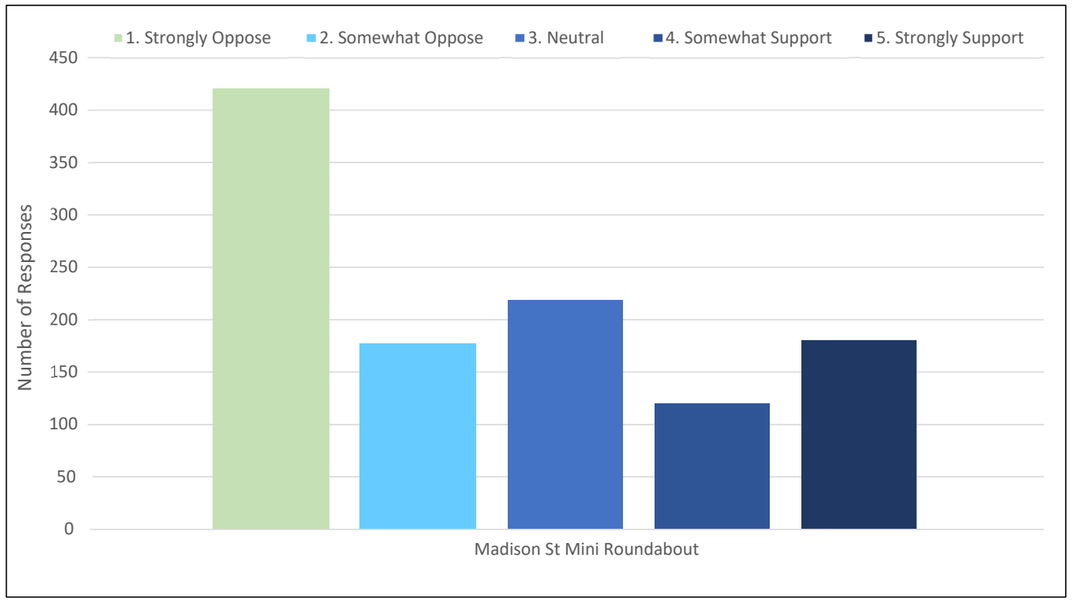


Figure 3-8 shows the survey results for the proposed roadway reconfiguration at Madison Street. The proposed roundabout received an approximate average rating of 3.43, indicating that there is more interest in the roadway reconfiguration than the mini-roundabout at this intersection.

Figure 3-8: Survey Results – Madison Street Roadway Reconfiguration

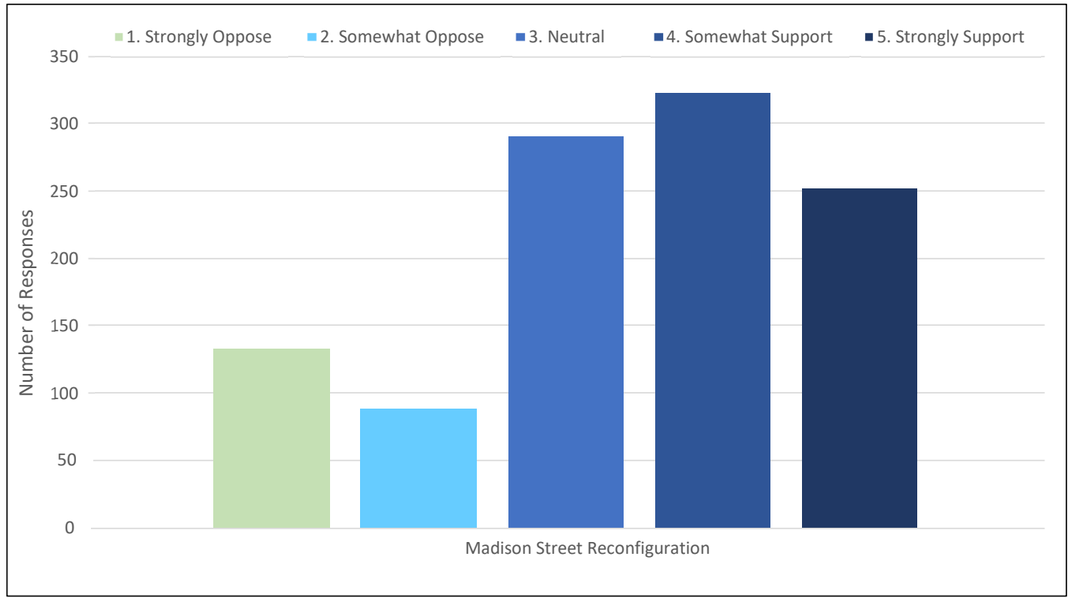
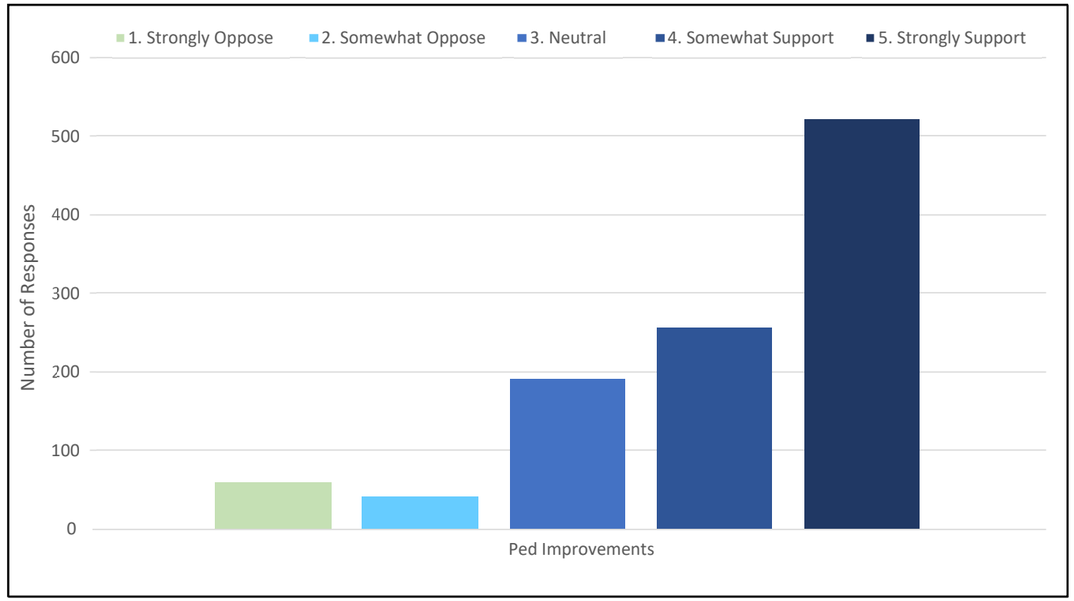


Figure 3-9 shows the survey results for the proposed pedestrian improvements along the corridor. The proposed pedestrian improvements received an approximate average rating of 4.07, indicating that it is the most desirable concept of the alternatives shown.

Figure 3-9: Survey Results – Pedestrian Improvements



Chapter 4 Investment Strategy

VDOT facilitates access to multiple funding sources for transportation improvement projects, below is a description of the most relevant to the Pipeline Initiative. Additionally, **Table 4-1** shows potential funding sources for the study recommendations.

a. SMART SCALE

- A statewide program that distributes funding based on a transparent and objective evaluation of projects that will determine how effectively they help the state achieve its transportation goals.
- Two main pathways to funding within the SMART SCALE process, the Construction District Grant Program (DGP) and the High Priority Projects Program (HPPP).
- Applications may be submitted through the SMART Portal by regional entities including Metropolitan Planning Organizations (MPOs) and Planning District Commissions (PDCs), along with public transit agencies, and counties, cities, and towns that maintain their own infrastructure.
- Approximately $500-600 million in each program is expected to be available per funding cycle. Funding includes both state and federal sources.

b. Transportation Alternatives (TAP)

- This program is intended to help sponsors fund projects that expand non-motorized travel choices and enhance the transportation experience It focuses on providing pedestrian and bicycle facilities and other community improvements.
- TAP funds are only available on a reimbursement basis. The program will reimburse up to a maximum of 80% of the eligible project costs and requires a minimum 20% local match. It requires strict adherence to federal and state regulations including Americans with Disability Act (ADA) design standards.
- Approximately $20 million is available per year with a maximum request of $1 million per year ($2 million per application). All funding is federal.

c. Revenue Sharing (RS)

- This program provides additional funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town, and for eligible rural additions in certain counties of the Commonwealth.
- The RS program will match, dollar for dollar, eligible project costs up to limitations specified in C TB Policy.
- Approximately $100 million in state funding is available per year. All funding is non-federal.

d. Central Virginia Transportation Authority (CVTA)

- The CVTA provides transportation funding to member localities from revenues collected by special taxes within the CVTA localities.
- Funding for projects is directed by CVTA through the Technical Advisory Committee which consists of 15 members from the localities and other regional and state organizations.
- 50% of funding is distributed to member localities, 35% for regional projects and 15% for Greater Richmond Transit Company (GRTC) projects.
- Over $130 million in revenues were created in the first year of the implementation of CVTA.

e. Other Funding Sources

- **Local Funds:** Localities may also direct funds themselves in order to procure transportation projects. This ability may vary depending on the locality, the amount of transportation-related funding allocated to the locality by the state, and other funding availability for transportation projects.
- **Federal Grant Programs:** Additional discretionary grant funding opportunities are available through the recent Infrastructure Investment and Jobs Act (Public Law 117-58).

Table 4-1. Culpeper Pipeline Projects – Potential Funding Sources

Project	Funding Sources				
	SMART SCALE	*TAP*	*RS*	*CVTA*	*Locality Funding*
US Route 29 Business	✓		✓	✓	✓

Appendix A – Screening Tool for Equity Analysis of Projects (STEAP) Report

Appendix B – Turning Movement Counts

Appendix C – Traffic Analysis Results

Appendix D – Raw Crash Data

Appendix E – FR300 Crash Diagrams

Appendix F – Public Input Results

Appendix G – Cost Estimates

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1601 ORANGE ROAD
CULPEPER, VIRGINIA 22701-3819

Stephen C. Brich, P.E.
COMMISSIONER

March 9, 2026

MEMORANDUM

TO: **Town of Warrenton**

FROM: Kevin D. Pope
VDOT Culpeper District Construction Estimator

SUBJECT: SMART SCALE Preliminary Cost Estimate and Schedule
SS7-WAR-01 - US 17BUS & Culpeper St - Roundabout
Town of Warrenton, VA

This memorandum provides a preliminary *uninflated* cost estimate to support the proposed pre-application for the US 17BUS & Culpeper St - Roundabout in Town of Warrenton, Virginia. This estimate is intended for planning purposes only and does not represent the final application estimate. **A detailed, final estimate will be developed and submitted with the final application documentation.**

The planning estimate is based on comparable past projects and was prepared with limited information regarding project scope, site conditions, and assumptions. As the scope is refined, the final estimate may increase or decrease accordingly. At this stage of project development, cost estimates typically range from -40% to +100% accuracy.

Phase	Base Estimate	Percent Contingency	Total Estimate	Start Date	End Date
PE	$1,600,000	12%	$1,792,000	9/1/2029	2/29/2032
RW	$1,300,000	25%	$1,625,000	3/1/2032	8/31/2033
CN	$6,580,000	25% 20% CEI	$9,541,000	9/1/2033	9/1/2034
Total			**$12,947,000**		

VDOT Virginia Department of Transportation

Culpeper District Design Unit

rda

January, 2026

US 17 BUS / Culpeper St. Intersection Improvements

Legend

- Prop. Pavement
- Prop. Raised Concrete Median
- Prop. Raised Grass Median
- Prop. Concrete Sidewalk
- Prop. Paved Entrance
- Prop. SWM Location
- Prop. Grassed Area
- Prop. Truck Apron
- Prop. Gravel Entrance
- Exist. OH Utility Poles
- Exist. Right-of-Way (from GIS)
- Exist. Property Boundary (from GIS)
- Prop. Right-of-Way
- Prop. Fence

Location: Town of Warrenton

SCALE 0' 50' 100'



CONCEPTUAL SKETCH

DRAWING IS PURELY CONCEPTUAL AND SUBJECT TO CHANGE. LIMITS OF IMPACTS ARE SPECULATIVE. EXISTING R/W AND PROPERTY LINES ARE APPROXIMATE AND NOT BASED ON SURVEY. NO PROJECT HAS BEEN INITIALIZED, FUNDED, OR APPROVED AT THE TIME THIS DRAWING WAS CREATED.

EXPERIENCE WARRENTON VIRGINIA EST. 1810

ADOPTED COPY APRIL 13, 2021

PLAN WARRENTON 2040



ACKNOWLEDGMENTS

The Town of Warrenton would like to acknowledge the dedication and commitment to the individual citizens, students, teachers, business owners, merchants, property owners, non-profits, and community partners who participated in the process of updating the Comprehensive Plan. In addition, the Town would like to thank Fauquier County, the Rappahannock-Rapidan Regional Commission, and the Virginia Department of Transportation for participating in the planning process. Special thanks to the PATH Foundation for their support of the Complete Streets and Walkability Audit components.

Town Council

Carter Nevill, Mayor
Renard Carlos, At-Large
Sean Polster, At-Large
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4
Kevin Carter, Ward 5

Planning Commission

Susan Rae Helander, Chair
Ali Zarabi, Vice Chair
Gerald Johnston
James Lawrence
Mark Moore
Ryan Stewart

Comprehensive Plan Steering Committee

Chris Coutts
Doug Larson
Jim Lawrence
John W. McCarthy
Kirsten Dueck
Marie E. Washington
Melanee Montalvo
Fauquier County Community Development Staff

Urban Development Area Steering Group

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Margaret Rice, Former Director Parks and Recreation

Michael Baker INTERNATIONAL

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MAYOR'S MESSAGE 2040

"We are a sum of our past, we are the hope of our future, all rolled into one, and we can see that every day when we walk down the streets of Warrenton. Whether its in Old Town, or going down to the WARF, or walking the streets in our neighborhoods. It is a genuine, sincere community, and it is defined by the people, and the place where we live.

THIS IS YOUR TOWN,
THIS IS YOUR NEIGHBORHOOD,
AND THIS IS YOUR PLAN."

- Mayor Carter Nevill

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EXECUTIVE SUMMARY 2040

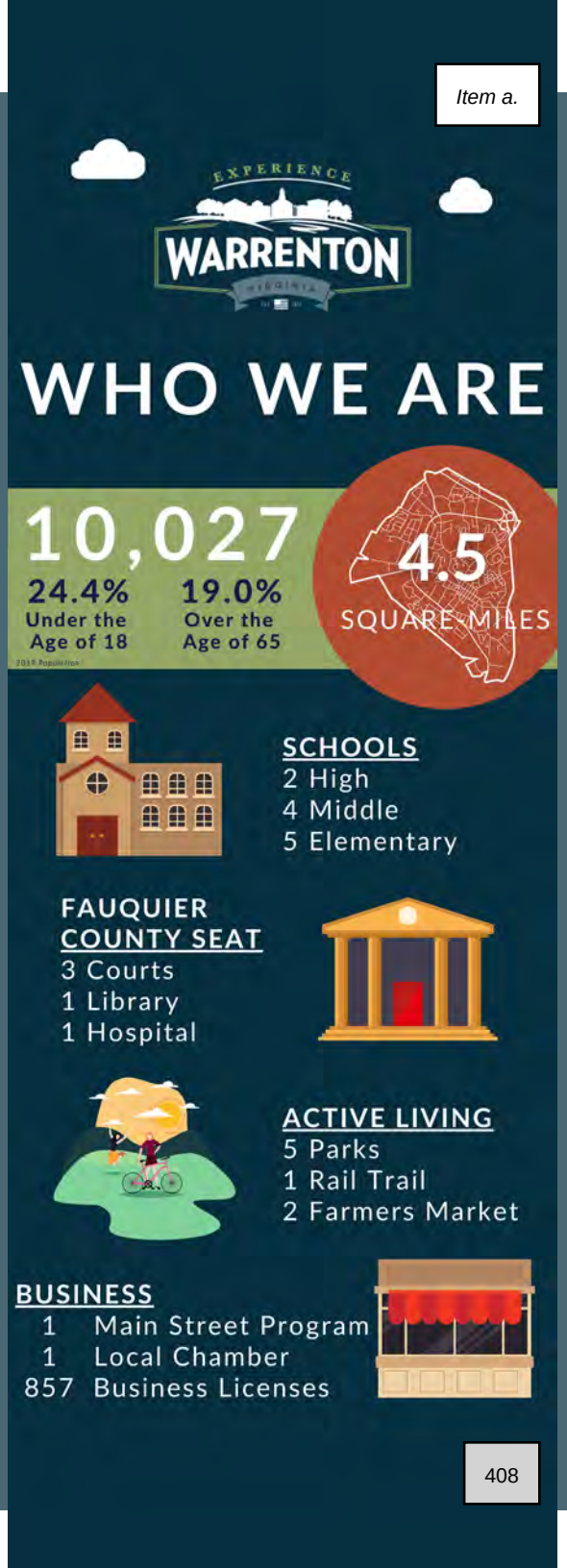
Introduction

The Plan Warrenton 2040 was adopted in one of the most challenging years of recent history. The international pandemic of COVID-19 impacted fundamental aspects of personal and community life calling into question how people live, work, go to school, and recreate. It threw into high relief how our communities are designed to support, or fail to support, the needs of a functioning economy through infrastructure and public spaces. Simply, the pandemic exposed our collective community strengths and challenges.

Communities do well if they have the preparedness and flexibility to respond quickly to the changing nature of the environment. Communities who lay the groundwork for strategic investments can weather the many types of u n foreseen storms. A comprehensive plan serves its greatest purpose in these instances. Plan Warrenton 2040 begins with recognition of the nexus between planning, economic resiliency, and public health. This plan is built on the premise that the physical, mental, social, and economic health of our community reaches into all aspects of our quality of life. These central themes have already been instilled in our community from the passage of the Healthy Eating Active Lifestyle (HEAL) Resolution by the Town Council in 2015, the Walkability Audit and Complete Streets Guide in 2017, the Fiscal Impact Model of 2019, the Robert Wood Johnson Culture of Health nomination, and the Eva Walker Park Master Plan in 2021.

Plan Warrenton 2040 lays out a vision that enhances these themes and protects the character of the Town of Warrenton, while it works to anticipate a rapidly changing future due to technological advancements and the prolonged impacts of the pandemic. The plan focuses on the elements of community to maintain a standard of living. Public spaces, a notable goal in previous Comprehensive Plans, are now a necessity for the mental, physical, and social health of our residents. Opening the built environment of the Town's assets and right-of-way is essential for the economic health of our business and food supply. Further necessity of multi-modal, active transportation has become more apparent as people seek a means to safely leave their residences after working from home or learning virtually. The shifting demands on water, sewer, and telecommunications infrastructure become apparent as society begins to reallocate how and where it spends its time. Perhaps most importantly, the design of our community needs to support the needs of all residents and businesses through elements like attainable housing to encourage resident diversity and retention. These elements of community allow Warrenton to positively respond to the needs of its residents, ensuring that even through change we are still Warrenton: a community that deeply cares for all its members.

While no one can yet state with certainty the long-term shifts in behavior the pandemic will have on communities, the goals and objectives remain the same. Plan Warrenton 2040 seeks to capture the community spirit to ensure the Town is the best Warrenton it envisions for itself during the greatest and most trying of times.



WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan is a holistic, aspirational vision to guide future decisions of the Town of Warrenton.

The Code of Virginia §15.2223 states the Comprehensive Plan's purpose is to guide and accomplish a coordinated, adjusted and harmonious development, keeping in accordance with present and probable future needs and resources, to best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents, including the elderly and persons with disabilities. The Comprehensive Plan is to be general in nature, in that it designates the general or approximate location, character, and extent of features. Plan Warrenton 2040 serves as the official document tying together community features with the overall vision for its future.

WHAT IS PLAN WARRENTON 2040?

Plan Warrenton 2040 is the outcome of thoughtful conversations throughout the community. It contains a vision of equity for its residents, a high quality of life for the community, and fiscal vibrancy for the businesses. The vision contains three drivers that serve as the backbone of the seven topical elements.

DRIVERS

Community Character

Community Character seeks to preserve and enhance the identity and quality of life in Warrenton as a place for everyone to meet, talk, and be neighborly; as a place that is interconnected, human scaled, and walkable; as a place, historic and new, that combines aesthetic form, development patterns, and amenities that ensure the heritage of the Town is honored for current and future generations.

Community Health

Community Health prioritizes social, physical, environmental, and mental health through policies and equitable investments that promote personal well-being, fiscal strength, and a strong community fabric through a safe, vibrant, and thriving community.

Economic & Fiscal Resilience

Economic and Fiscal Resilience cultivates entrepreneurial opportunities by leveraging community-based assets, in conjunction with integral geographic and regional relationships, to attract high quality investors, creating a resilient multi-faceted fiscal base that provides residents the ability to live and work in the community.

TOPICAL ELEMENTS



Historic Resources
Preserve the place making features that continue to give the Town its unique identity, its character, and its feeling of home.

Community Facilities
Strategic investments in accessible community facilities improving health and overall quality-of-life for a diverse community.

Housing
Preserve established residential neighborhoods, while expanding housing options to ensure inclusive, attainable housing for all ages, incomes, and needs. Create walkable communities with shared open space developments compatible with existing uses in scale and character.

Open Space, Parks, & Environment
Boast a network of open spaces to strengthen community health, protect the natural environment, and maintain the aesthetic and image of Warrenton as a critical element of Town character.

Transportation & Circulation
Strategic investments for a safe, vibrant, and interconnected multi-modal transportation network.

Economic & Fiscal Resilience
Encourage a community where people may choose to live and work with a robust economy that cultivates entrepreneurial opportunities for a diverse and talented workforce.

Land Use & Character Districts
Expand amenity options within character districts and existing neighborhoods to improve quality-of-life and maintain community character.

HOW COMPREHENSIVE PLANS ARE IMPLEMENTED

Plan Warrenton 2040 sets the overall guidance for informed decisions, while the Virginia State Code identifies several methods for implementation of goals and strategies. Comprehensive plans are to be aspirational to communicate an agreed upon future form for the Town. The implementation tools are developed and updated to carry out the goals of the community. Below are a few of these implementation documents.

ZONING ORDINANCE

Zoning ordinances regulate the use of land within a locality and provide an official zoning map. This document details the allowable uses properties are entitled to utilize, the specifics to how the built environment will be structured (size, height, area, bulk, location, etc), the requisite areas and dimensions of the land and required elements, and identifies how localities may grant changes to these modifications.

SUBDIVISION ORDINANCE

The purpose of the Subdivision Ordinance is to establish reasonable and desirable subdivision standards and procedures for the Town of Warrenton. These regulations apply to all divisions of land into parcels or adjustments to the boundaries of parcels within the Town. This document incorporates a Public Facilities Manual that applies to all utilities constructed, including transportation, stormwater, water, and sewer.

HISTORIC DISTRICT GUIDELINES

The Historic District Guidelines provide the framework for consistent decision-making by elaborating upon the Zoning Ordinance's goal to identify, protect and preserve the buildings within historic district boundaries. The Secretary of Interior's Standards for Treatments of Historic Properties, in conjunction with the goals and strategies of the Comprehensive Plan, provide the framework for this important document.

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Program (CIP) provides for an orderly implementation of short and long range plans for construction of Capital Improvement Projects and Land Acquisition. It further provides for the scheduling of the associated expenditures over a period of many years. The first year of the program represents the proposed Capital Budget for the upcoming fiscal year.

TOWN CODE

The Town Code is adopted by localities to enable the codification of ordinances. Related to the goals of Comprehensive Plan it enforces licensing, noise, how business is conducted, and a number of items specific to public streets, water, and sewer.

OTHER DOCUMENTS

While the Comprehensive Plan provides a "high level" set of goals and strategies, more focused efforts produce site, topical, or area specific objectives. For example, the Eva Walker Park Master Plan speaks to the long term improvements envisioned and specific to that public space. The Broadview Safety Improvement Project contains the engineered design to fulfill the Smartscale grant. Roll Out Warrenton and Warm Out Warrenton serve as examples of providing opportunities that seek to support the business community.

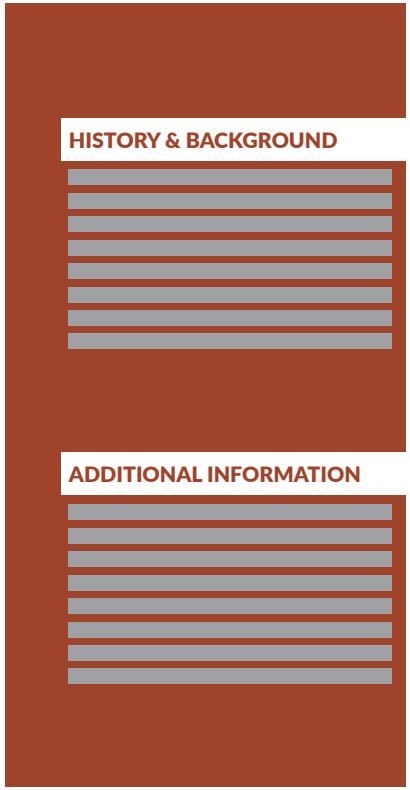
ADOPTION BY REFERENCE

Plan Warrenton 2040 includes the adoption of documents that were previously developed and produced as part of this process or in the same timeframe. Documents adopted by reference into the Comprehensive Plan include:

- Complete Streets Guidance Report (Toole Design Group, September 2017)
- Walkability Audit Report (Toole Design Group, September 2017)
- Urban Development Areas (Town Council Adopted March 13, 2018)
- Plan Warrenton 2040 Background Report
- Demographic and Housing Analysis White Paper (RKG Associates, February 1, 2020)
- Fiscal Sustainability Analysis White Paper (RKG Associates, February 1, 2020)
- Economic Base White Paper (RKG Associates, February 1, 2020)
- Character Districts Design Guide Book Plan Warrenton 2040 Hyperlink
- Density Bonus Recommendations Plan Warrenton 2040 Hyperlink
- Eva Walker Park Master Plan (Town Council Adopted February 9, 2021)

HOW TO USE THIS PLAN

Decision makers, staff, and the community should look to this document as a guide for important policies and land use decisions. It serves to inform budgeting and Capital Improvement Plans, regulatory documents, and legislative actions. The vision and goals, with the Future Land Use and Transportation maps, serve to coordinate the harmonious development of the Town's current and future needs to best promote the prosperity and general welfare of all its residents.



HYPERLINKS

Each section will have a sidebar like this one to the left. The white bars are clickable hyperlinks that will pull up more information for each title subject.

Any words formatted like the example below are also clickable hyperlinks embed in the text for quick references.

EXAMPLE

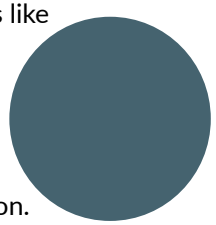
METRICS

Each section will have a metrics sidebar like below that lists markers to tract progress of Comprehensive Goals with successful implementations in Town.



ROLLOVERS

If you find a dot that looks like this one, rollover with you mouse for quick information.



OTHER TOWN PLANS AND RESOURCES

Plan Warrenton 2040 builds upon, and works in conjunction with, many other documents in the Town to support the vision. Throughout this document, hyperlinks are included to allow the reader to do a "deeper dive" into topical areas. Many of these documents are adopted on their own or serve as informational data points that are updated throughout time. They are not adopted in this official plan unless specifically stated. This structure allows for the long-term vision and goals to stay consistent, while the associated regulatory documents, small area plans, and data may be to be updated as needed on sho time horizons.

PUBLIC INPUT

Plan Warrenton 2040 sought out innovative public outreach while also building upon words the community have spoken throughout previous planning efforts. It began with the simple premise that the adults of today hold our Town's future in trust for our children. Almost 25% of Warrenton's residents are under the age of 18. Yet, as Planning Magazine wrote "*…young people sometimes fly under the radar even though they are a huge part of our communities and have very different needs, perspectives – and tech skills – than their parents and grandparents.*" Warrenton decided to correct this in the Student Postcard Project by asking the youth ages 5-18 what they valued today and for the future. The over 1,000 students who participated have different needs and different perspectives, yet the values proved similar to the adults in the community:

- Community Gathering Spots
- Walkability
- Accessibility
- Age Friendly
- Sense of Place

After a reception presenting the voice of the youth, the larger community was invited to contribute to the conversation. The "This is Your Town, Your Neighborhood, Your Plan" video, linked on page 11, encouraged residents and businesses to add their voice to the developing vision and goals. Public outreach was conducted in multiple formats, across multiple groups. Warrentonians provided their unique perspectives by attending meetings, taking surveys, and participating in workshops to help shape the Town's future. Listening to the whole community, across spectrums of age, income, background, gender, and employment, creates a vision to equitably serve the entire community. Plan Warrenton 2040 seeks to ensure ALL its residents are afforded a high quality of life.



2016
STUDENT POSTCARD PROJECT

Students of Warrenton schools were asked to draw the Town now and what they hoped it would look like in 2040. Throughout the document there will be some of these "postcards" of Warrenton with insight on what our youngest residents find important.









2040

Remember the vacant pink building on Culpeper Street I was talking about in 2016? Well, now that building is occupied and it is mine! I now have my donut shop called Rosemary's and it feels great giving back to the community!









BACKGROUND REPORT

2018 analysis of the 2002 Warrenton Comprehensive Plan and subsequent planning, including an analysis of existing conditions and external influences outside the Town boundaries.

PUBLIC COMMENT SURVEYS

Response data from a public survey released in 2019 for community input on Town needs and enhancements.

Click here to watch

Let Your Voice Be Heard

Produced for the Town of Warrenton 2040 Comprehensive Plan







Plan Warrenton 2040 Vision : Your Town, Your Neighborhood, Your Plan

Warrenton in 2040 is a vibrant historic town with a strong sense of place. Families, retirees, students, young people just starting out, professionals, and business entrepreneurs live here because we have great pride in our community character, a healthy community and quality of life, and are economically strong and resilient.

Warrenton in 2040 has great neighborhoods, historic character and charm, community facilities and places to gather that reflect distinct architecture, and human-scaled design and housing options to meet people's needs at different stages of life.

Warrenton in 2040 is a healthy community with a thriving arts and cultural scene, well designed parks and open spaces for all citizens, access to local foods, interconnected trails, educational options, and nearby wellness services. Our residents enjoy safe streets and the ability to enjoy a 10-minute walk, bike ride or local bus trip to their favorite Town park, shopping area or other destination. Commercial corridors are thriving economically and support a mix of transportation modes designed to make them walkable and accessible.

Our Town is fiscally sound, and we provide a high level of services and public amenities for our citizens and visitors to enjoy.

Warrenton is recognized nationally as one of the best places to live, work and visit in the Virginia Piedmont region.

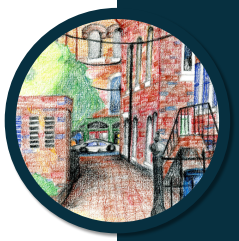
We are thriving as the county seat of Fauquier, where we have a clustering of jobs in government services, healthcare, education, tourism, non-profits, high-tech and specialty trades. We attract visitors to our Town that enjoy authentic experiences derived from our historic resources, recreational and wellness assets, local art, and local foods. People visit us for a day or stay for the weekend to escape the hustle and bustle of other parts of the region. We are a place where people want to be in 2040 and for a lifetime.







HISTORIC RESOURCES GOALS



HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy.

HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation.

HR-3: Educate the community on the value of historic resources.

HR-4: Enhance the environment through preservation and sustainability best practices.

HR-5: Protect the rich histories of existing neighborhoods.

HR-6: Promote asset-based economic development through historic resources.

COMMUNITY FACILITIES GOALS



CF-1: Serve as the central inviting public service center for Town and County residents with a proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and environmental protections.

CF-4: Ensure healthy, safe, adequate water and wastewater services.

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.

CF-6: Identify telecommunications facility locations to ensure a broad range of communications services that also respect the character and viewsheds of the Town.

HOUSING GOALS



H-1: Ensure equitable, attainable housing opportunities across residents of all ages, incomes, and abilities by catering to the needs of a diverse community, including young families, professionals early in their careers, essential workforce, and those entering retirement.

H-2: Character Districts will accommodate a balance of available housing typologies that are compatible to existing neighborhoods in scale, character, and transition.

H-3: Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.

H-4: Create regional partnerships to address and enhance attainable housing supply.

OPEN SPACE, PARKS, & ENVIRONMENT GOALS



P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.

P-2: The Town of Warrenton's Parks, Open Space, and Environment serve as key elements to the Town's public health

P-3: infrastructure. All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces and recreational amenities.

P-4: Create a long-term approach to the development of parks, recreation, and open space in the Town of Warrenton.

TRANSPORTATION & CIRCULATION GOALS



T-1: Improve multi-modal capacity and safety that encourages trips by walking, bicycling, and transit.

T-2: Enhance the traveling experience by creating great streets.

T-3: Promote livability in the Town by creating great places where residents and visitors feel welcome and safe.

T-4: Provide an equitable and connected Multi-Modal Network.

ECONOMIC & FISCAL RESILIENCE GOALS



E-1: Grow a strong, diversified, and resilient economy that supports residents and businesses alike.

E-2: Increase the employment base to allow residents to live and work in Warrenton.

E-3: Promote Warrenton as a cultural, entertainment, and arts center.

E-4: Support Character Districts as unique mixed-use neighborhood centers.

E-5: Be proactive in the Town's Economic Development.

LAND USE & CHARACTER DISTRICTS



L-1: Organize Land Use According to Character Districts in select areas and protect existing neighborhoods.

L-2: **Old Town Character District:** The Old Town Character District will include a mix of infill and new mixed-use development that is designed to maintain, preserve, reuse, and renovate Old Town's historic character.

L-3: **New Town Character District:** The New Town Character District will support the revitalization of the commercial shopping malls with a walkable development pattern that includes a mix of uses, green space and public amenities, as well as provide a location for a major employer.

L-4: **Health and Wellness Character District:** The Health and Wellness Character District will support and promote a mix of uses that are health related, such as workforce housing, medical and emergency services and aging in-place related uses.

L-5: **Greenway and Makers District Character District:** The Greenway and Makers District will be promoted as the southern gateway into the Town and maintain the critical linkages between education, civic uses, and the surrounding neighborhoods, as well as the remaining industrial uses located in the Town.

L-6: **Experience Broadview Character District:** The Experience Broadview Character District will maintain and enhance the existing commercial corridor with mixed use residential nodes to serve as transitions to adjacent neighborhoods.



PLAN WARRENTON 2040

HISTORIC RESOURCES

"My favorite place in Warrenton is the [Old] Jail Museum. I love historical things. I like hearing what it was like back in the old days." *Brittan, Age 9*



Main Street, 2019.

Vision

In the 21st Century, Warrenton's historic fabric will be the place-making feature that continues to give the Town its unique identity, its character, and its feeling of home. Residents and visitors alike will appreciate the unique and distinctive heritage of this place while understanding the Town's historic fabric is what makes Warrenton, Warrenton.

The Town and property owners will work toward a common goal of preserving the historic built environment for current and future generations, knowing their efforts will strengthen Warrenton's neighborhoods, complement place-based economic development, encourage local economic growth, promote equity of its residents, and conserve natural resources.

Key aspiration related to vision include:

- **Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy through economic activity.**

GOALS

HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy.

POLICIES & STRATEGIES

HR-1.1: Maintain the Historic District Guidelines to ensure relevant information is available by correlating modern building materials, preservation practices, and other forms of legislation.

HR-1.2: Create a Historic Preservation Plan to define the Town's long-range historic resource goals and implementation standards.

HR-1.3: Update the Zoning Ordinance to complement Historic District Guidelines and Preservation Plan.

HR-1.4: Reward responsible property owners by streamlining the permitting process.

HR-1.5: Incentivize investment of responsible property owners through maintenance programs and tax incentive education.

HR-1.6: Explore all viable options to preserve and maintain historic resources, regardless of whether in the Local or National Historic District.

HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come by thorough documentation.

POLICIES & STRATEGIES

HR-2.1: Maintain an accurate inventory of historic resources that stays current with the Period of Significance and integrates with the Town's Geographic Information System (GIS).

HR-2.2: Update the National Register of Historic Places nomination to align with the local Historic District boundaries.

HR-2.3: Identify potential new historic resources that are eligible under the Period of Significance.

HR-3: Educate the community on the value of historic resources.

POLICIES & STRATEGIES

HR-3.1: Promote the Architectural Review Board as a resource for the entire community to consult on matters of materials, scale, massing for preservation, and new build best practices.

TOWN HISTORY & DEVELOPMENT

Outline of the Town development over 200 years and the background related to policies and information for historic resources.

WARRENTON HISTORIC DISTRICT

Updated information regarding the formation and development of the National and Local Warrenton Historic Districts, their relation to Town wide resources, and community importance.

VDHR VCRIS DATABASE

External link to the Virginia Department of Historic Resources VCRIS Database listing all Historic District surveys.

HISTORIC NEIGHBORHOODS

Descriptions of assessed historic neighborhoods with historic background and images where available.

HR-3.2: Provide information to the community on federal, state, and local economic incentives available to help finance rehabilitation and restoration.

HR-3.3: Raise awareness of cultural and historic resources through awards programs, heritage related signage, events and tours, and training.

HR-4: Enhance the Environment Through Preservation and Sustainability Best Practices.

POLICIES & STRATEGIES

HR-4.1: Update the Historic District Guidelines and Zoning Ordinance to keep pace with emerging energy saving technologies promoted by the U.S. Secretary of the Interior.

HR-4.2: Encourage adaptive reuse of historic buildings to reduce new carbon footprints and resource consumption.

HR-4.3: Educate property owners on LEED Certifications when rehabilitating structures.

HR-5: Protect the Rich Histories of Existing Neighborhoods.

POLICIES & STRATEGIES

HR-5.1: Explore a Historic Gateway Corridor Overlay District.

HR-5.2: Creation of new local historic districts in appropriate existing neighborhoods within the period of significance to protect from demolition and provide review for by-right new builds.

HR-5.3: Help property owners preserve the historic building stock through maintenance programs.

HR-5.4: Ensure all infill is context sensitive and respects the existing character of the surrounding area.

HR-6: Promote Asset-Based Economic Development Through Historic Resources

POLICIES & STRATEGIES

HR-6.1: Encourage heritage tourism showcasing the Town's unique cultural resources.

HR-6.2: Partner with the Town's Main Street organization and other entities to strengthen economic opportunities highlighting the Town's historical, arts, and culinary assets for placemaking events.

HR-6.3: Conserve the natural and market-built landscape to encourage investments and job creation in historic resources.

METRICS

1. **The creation of a comprehensive survey, including all parcels with both the National and Local historic significance.**
2. **Submission of a successful National Register of Historic Places district nomination update or expansion, approved by the Virginia Department of Historic Resources and the National Parks Service.**
3. **Complete a reconnaissance-level survey of historic-age resources throughout the Town.**
4. **Town sponsorship of one or more cultural resource training event(s) per year.**
5. **Review, revise, and amend the Warrenton historic preservation ordinance.**
6. **Initiate the Historic Gateway Corridor Overlay District through a zoning ordinance.**
7. **The completion of a stand-alone Historic Preservation Plan.**

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PLAN WARRENTON 2040

COMMUNITY FACILITIES

"The [police] are important because if something goes wrong, they will be there. Also, in the mornings they give you free breakfast." *Ashleigh, Age 9*



Warrenton Volunteer Fire Department, 2019.

Vision

In 2040 Warrenton residents and visitors alike benefit from strategic investments in accessible community facilities located throughout the Town that meet the 2040 vision of providing a high quality of life to a diverse community. Community facilities play an important role in a healthy, safe, and connected community. Recognizing Town residents are also County residents, in 2040 County facilities continue to be integrated into the fabric of the Town of Warrenton, providing economic benefits to reinforce the Town's vibrant small-town appeal, while promoting the Town's health by connecting assets and building on an economic and fiscal resilience strategy.

Key aspirations related to this vision include:

- **Foster high-quality, equitable, and accessible community facilities that meet the Town's service requirements and support a high quality of life for the community.**
- **Make responsible and strategic community facility investments that support the Town's vision for a live/work community, sustaining its fiscal well-being and economic resiliency.**
- **Promote sustainability in all Town-owned facilities.**
- **Reinforce the role of County community facilities into the Town fabric**
- **Promote livability through properly located Town services, schools, libraries, courts, and County administrative functions.**
- **Support the connection of residential dwellings to public water and sewer.**
- **Provide a high quality of life to capture economic benefits through diverse businesses, employers, and residences.**

GOALS

CF-1: Serve as the central, inviting public service center for Town and County residents with a proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.

POLICIES & STRATEGIES

CF-1.1: Foster high-quality, equitable, and accessible community facilities that meet the Town's service requirements and support a high quality of life for the community.

CF-1.2: Locate in person customer-serving facilities in high-visibility areas and incorporate design elements that speak to the character of the Town. Use technology and electronic capabilities to promote efficiencies for services.

CF-1.3: Ensure that community facilities are accessible to persons in all stages of life and all abilities.

CF-1.4: Encourage and strengthen a sense of community and the character of Warrenton through the design and appearance of public facilities.

CF-1.5: Encourage the use of community facilities and grounds for community events and public functions.

CF-1.6: Provide efficient, right-sized community facilities that meet identified levels of service.

CF-1.7: Address space needs in a cohesive partnership with the County, courts, and other agencies.

CF-1.8: Emphasize the retention of key economic driving facilities such as, County courts, library, school and administration offices, as well as the Post Office.

CF-1.9: Continue to promote Fauquier Hospital and Fauquier County as a contributor to the Health and Wellness Character District.

CF-1.10: Implement infrastructure improvements that benefit county-owned community facilities.

CF-1.11: Identify synergy between the Town's and County's Capital Improvement Programs and the infrastructure priorities in areas that serve Town residents like libraries, schools, and social services.

CF-1.12: Encourage schools to retain their presence in Town in walkable, safe, environmentally appropriate locations.

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.

POLICIES & STRATEGIES

CF-2.1: Maintain accepted level of service in terms of staffing and response times.

CF-2.2: Incorporate security measures designed to be unobtrusive but affording protection for citizens and users alike at community built and electronic facilities.

CF-2.3: Partner with County on their space and operational needs for the Sheriff's Office, Joint Communications, and Fire Rescue and Emergency Management.

CF-2.4: Identify and provide new substation and public safety facilities as new development/redevelopment occurs.

CF-2.5: Continue cooperative agreements with the County for public safety needs.

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and environmental protections.

POLICIES & STRATEGIES

CF-3.1: Promote energy efficiency, green infrastructure, pervious surfaces, and healthy building environments in all community facilities and parking lots through a Green Infrastructure and Facilities Program. Leverage green infrastructure and ecosystem services as key economic and health benefits to the Town.

CF-3.2: Prioritize energy and water conservation and waste reduction in community facilities.

CF-3.3: Promote the use of third-party building certification systems such as Leadership in Energy and Environmental Design (LEED) in the design of public facilities.

CF-3.4: Where appropriate, encourage the design of community facilities in a multi-story configuration to reduce building footprints.

CF-3.5: Encourage water conservation and adopt new technologies to conserve water in the Town's administrative buildings.

CF-3.6: Promote use of native and water-conserving landscaping in the design of community facilities.

CF-3.7: All public facilities and utilities should be designed and developed so as to limit environmental degradation and protect the public environment. Safegaurd floodplain and environmentally critical areas through the prohibitions against public facility development.

CF-3.8: Minimize impervious areas in new developments and future road construction projects, thereby reducing stormwater flows and impacts to the Municipal Separate Storm Sewer System program.

CF-4: Ensure healthy, safe, adequate water and wastewater services.

POLICIES & STRATEGIES

CF-4.1: Maintain a reliable and sufficient quantity of wastewater treatment capacity and a sufficient quantity and quality of public water supply to meet the needs of expected long term residential and commercial growth.

CF-4.2: Meet the future infrastructure needs through careful planning and acquisition of required permits.

CF-4.3: Reduce Infiltration and Inflow (I&I) and promote sustainability within the wastewater infrastructure system.

CF-4.4: Ensure that the fee/rate structure is consistent with water and wastewater capital works expenditure to ensure financial operating capacity of the public works department.

CF-4.5: Evaluate and update the Town of Warrenton – Fauquier County Master Water and Sewer Plan's Tri-Party Agreement as needed, creating a regional strategy for future needs, and reevaluating the Town boundaries in relationship to its service areas.

CF-4.6: Continue installing smart metering systems to identify user demands and optimize the load on the water system.

CF-4.7: Explore policies that give credits for development that use water conservation practices and reduce water consumption.

CF-4.8: Explore resources to help property owners and promote connection to public water and sewer within the Town boundaries.

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.

POLICIES & STRATEGIES

CF-5.1: Implement robust maintenance schedules on community facilities to extend the life of investments.

CF-5.2: Support the Town's current and future population through the provision of timely and comprehensive community facilities.

METRICS

1. Development and maintenance of community facilities that meet the needs of the existing and future populations.
2. Increase of community facilities provision consistent with the LOS guidelines.
3. County, court, and school buildings that meet space needs while maintaining a Town address.
4. Construction of sustainable LEED-certified projects.
5. Increase patronage and promote greater user value for community facilities.
6. Invest in walkability improvements, transportation accessibility and linkages.
7. Increase in private developer interest in the Town.
8. Number of households or total population served by water and wastewater facilities.
9. Reduce I&I each year.
10. Number of buildings or developments with water conservation techniques or technologies installed.

CF-5.3: Anticipate and provide community resources where needed.

CF-5.4: Evaluate broadband to provide reliable high-speed broadband service to customers to attract residents and businesses and support civic, social, and educational purposes.

CF-6: Identify telecommunications facility locations to ensure a broad range of communications services that also respect the character and viewsheds of the Town.

POLICIES & STRATEGIES

CF-6.1: Survey and determine potential locations of future telecommunication facilities that address needs.

CF-6.2: Locate facilities in a manner that is compatible with adjacent and nearby uses and in conformance with federal, state, and county requirements and procedures for review and approval of such facilities.

CF-6.3: Prioritize and encourage wireless network deployment in a manner that protects the Town's historic resources, scenic byways, recreational amenities, visual landscape, natural resources.

CF-6.4: Prioritize and encourage the collocation of wireless facilities on any existing buildings or structures, such as the water tower.

CF-6.5: Develop new wireless structures only if it can be shown that no alternative location or co-location on existing structure is possible, that there is a justified need for service, and if service cannot be provided in any other way.

The hierarchy of preferred new telecommunication facilities, from most desirable to least, is:

1) co-location antenna on existing tower

2) co-location antenna on existing buildings or structures not a tower

3) non-concealed antenna on existing building or structures not a tower

4) concealed support structure

5) an un-concealed support structure (prohibit guyed and lattice towers)

CF-6.6: New telecommunication structures are prohibited in the Historic District.

METRICS

11. Develop a plan addressing the telecommunications infrastructure and broadband that meets the needs of the community and preserves community character.

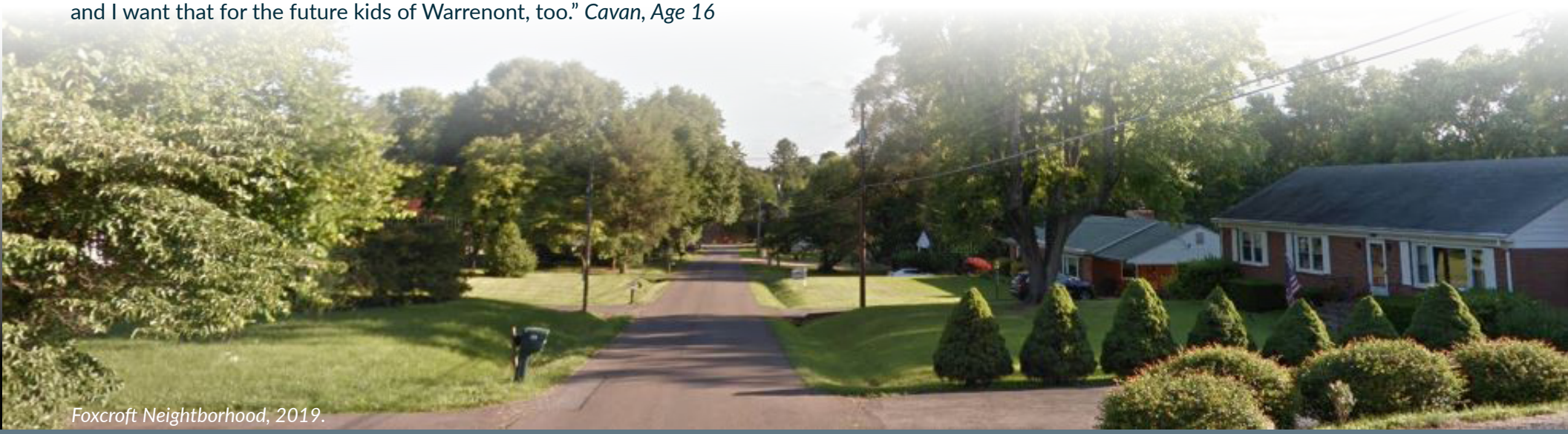
12. Implementation of Green Infrastructure and Facilities program.

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PLAN WARRENTON 2040

HOUSING

"I want Warrenton to be like it is today with a few additions [in 25 years]... Warrenton has become a great place for me to grow up and go to school and I want that for the future kids of Warrenont, too." *Cavan, Age 16*



Foxcroft Neightborhood, 2019.

Vision

In 2040, Warrenton will have inclusive and attainable housing for all ages, incomes, and needs that is compatible with existing Town character to create walkable communities with shared open space and a sense of place.

Existing housing stock is improved and maintained to preserve established residential neighborhoods, while expanding housing options in Character Districts to ensure that the Town supports infill development that contributes to the Town's small town feeling where neighbors know their neighbors.

Key aspirations related to this vision:

- **Allow for housing types that cater to the needs of a diverse community: include young families, professionals early in their careers, essential workforce (e.g. teachers and police officers), and those entering retirement.**
- **Design new housing developments as walkable interconnected communities with shared open spaces, creating a sense of place.**
- **Promote Character Districts as the place to accommodate a range of housing typologies. Place an emphasis on physical form of the housing (e.g. number of stories, building profile, and appropriate transitions to adjoining neighborhoods), while protecting the character of existing residential neighborhoods.**

Housing Recommendations

When considering implementation, conventional zoning that separates land uses and measures development intensities by dwelling units per acre (DU/AC) is not compatible with a vision of mixed-use, walkable neighborhoods with a range of housing types. The Character Districts use physical form rather than a separation of uses as the organizing

principal, providing a framework for the implementation of middle-range housing. For each Character District, the number of stories, setbacks, and range of design elements (such as exterior materials, terraces, stoops, awnings, etc.) are articulated to provide the Town with options to ensure its small-town character and friendly street frontages are maintained

Middle-range housing types are similar in form and scale to detached, single-family homes, but with more units, they often vary dramatically in their densities, making them impossible to regulate with a traditional dwellings-per-acre density-based system. For example, four (approximately 750 square foot) bungalow court homes cannot become part of a single-family residential zoning district that allows one 2,400 square foot home on a 10,000 square foot lot. The dwelling units per acre would be significantly higher than what is typically allowed in this zoning district. If the density requirements for a zoning district are revised accordingly, the chances are high that a typical multi-family building will be built. Setting district standards based on form (e.g., height, setbacks) rather than density offers flexibility to achieve the middle-range housing types desired by current and potential future residents. Specific zoning recommendations for middle-range housing types are provided in the Goals and Stretegies section of this chapter.

Missing Middle Housing Options



GOALS

H-1: Ensure equitable, attainable housing opportunities across residents of all ages, incomes, and abilities by catering to the needs of a diverse community, including young families, professionals early in their careers, essential workforce, and those entering retirement.

POLICIES & STRATEGIES

H-1.1: Encourage development of the "Missing Middle" housing types beyond traditional single-family homes, townhouses, and apartments by updating the Zoning Ordinance to create a beneficial mix.

Accessory Dwelling Unit (Carriage House or ADU)

An accessory structure typically located at the rear of a lot providing space for a small residential unit, home office, or other small commercial or service use. This unit could be above a garage or at ground level.

Duplex: Side-by-Side

A small to medium-sized structure that consists of two dwelling units, one next to the other, both of which face and are entered from the street.

Duplex: Stacked

A small to medium-sized structure that consists of two dwelling units, one on top of the other, both of which face and are entered from the street.

Fourplex

A medium-sized structure that consists of four units: typically, two on the ground floor and two above often with a shared entry.

Bungalow Court

A series of small, detached structures providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and is an important community-enhancing element.

Courtyard Apartments

A medium to large-sized structure consisting of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry or up to three units may share a common entry.

Townhouse

A small to medium-sized structure consisting of two to eight (usually) attached single-family homes placed side by side.

Multiplex Apartment

A medium structure that consists of five to 10 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front.

Live/Work

A small to medium-sized attached or detached structure consisting of one or two dwelling units above or behind a flexible ground-floor space for residential, service, or retail uses. Both the primary ground-floor flex space and the second unit are owned by one entity.

EXISTING CONDITIONS & BACKGROUND
WHAT IS ATTAINABLE HOUSING?
RANGE OF HOUSING TYPES
Fruther definition for what a range in housing type looks like and how it interacts with the community.
DEMOGRAPHIC & HOUSING ANALYSIS
White Paper analysis identifying demographic and housing information on the Town.
ZONING RECOMMENDATIONS
PREVIOUS STUDIES & TOWN INITIATIVES
REGIONAL HOUSING STUDY
DENSITY BONUS RECOMMENDATIO

H-1.2: Create a range of housing types that are compatible to existing neighborhoods in scale and character to attract a more diverse demographic.

H-1.3: Encourage the development of workforce housing by revising the existing density bonus program.

H-1.4: Expand the Accessory Dwelling Unit (ADU) ordinance by updating the Zoning Ordinance to allow for greater lot coverage for development of detached ADUs (i.e. converted garage or granny unit) and set appropriate square footage maximums.

H-1.5: Encourage the use of universal design principles for new construction and home renovations to allow residents to age-in-place.

H-1.6: Promote aging in place policies and revise the Zoning Ordinance to facilitate multi-generational residential development.

H-1.7: Engage community partners and residents to create a committee to address affordability, optimum percentages of housing typology mix, and design.



H-2: Character Districts will accommodate a balance of available housing typologies that are compatible to existing neighborhoods in scale, character, and transition.

POLICIES & STRATEGIES

H-2.1: Place an emphasis on physical form of the housing (e.g. number of stories, building profile, and appropriate transitions to adjoining neighborhoods) by updating the Zoning Ordinance, while protecting the character of existing residential neighborhoods.

H-2.2: Increase opportunities for multi-family and mixed-use residential development by updating the commercial corridors in the Character Districts to allow for appropriate use and scale transitions into existing neighborhoods.

H-2.3: Review the Zoning Ordinance minimum lot size, density requirements, setbacks, parking requirements, and open space requirements to realize opportunities to encourage affordability without sacrificing Warrenton's character and place-based, walkable design.

H-2.4: Examine allowing fee waivers and tax exemptions relating to lot and building regulations and the creation of Incentive Housing Zones to offer exemptions to regulations.

H-3: Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.

POLICIES & STRATEGIES

H-3.1: Encourage property owners for both rentals and owned homes to undertake renovations to modernize and maintain the Town's housing stock.

H-3.2: Preserve the existing neighborhoods by maintaining and improving existing housing stock for all income levels through financial incentives.

METRICS

1: Measure the total number of net new housing units by type.

2: Net new ADUs created by 2040.

3: Net new housing in mid-range housing price point and at varying density levels by 2040.

4: Total number of net new housing enabled by total DUs per acre by 2040.

5: Percentage of housing at price points affordable to households earning between 60 percent and 120 percent of resident AMI.

6: Track the number of new and renovated housing units that include universal design principles.

7: Measure the number of properties that have been rehabilitated, retained, and improved.

8: Measure the number of renovated housing units.

H-4: Create regional partnerships to address and enhance attainable housing supply.

POLICIES & STRATEGIES

H-4.1: Engage and expand existing partnerships for the rehabilitation and retention of existing affordable housing.

H-4.2: Continue working with non-profit partners to acquire at-risk properties to protect, rehabilitate, and retain affordable housing stock.

H-4.3: Partner with Commonwealth, County, and regional stakeholders to provide financing tools to defray costs for construction/ renovation of accessory dwelling units.

H-4.4: Encourage establishment and participate in a Housing Committee to address affordability on a regional level and the recommended qualifications of established Area Median Income.

HOUSING QUICK STATS

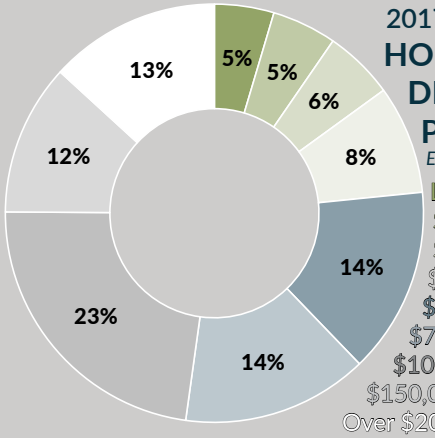
WARRENTON

AVERAGE
6.2
New Construction
houses built (*based on 5-year data*)

2017 AVERAGE
2.52
Household Size

AVERAGE
61.7%
Owner Occupied Housing Unit
(*based on US Census 2014-2018 data*)

75.3%
Single Family
(*attached and dettached dwellings*)
46.8% DETTACHED
28.5% ATTACHED
5.4% 2-4 UNITS
18.9% 5+ UNITS
.30% OTHER



2017
HOUSEHOLD INCOME DISTRIBUTION BY PERCENTAGE
ERSI & RKG ASSOCIATES, INC. 2018

Less than $15,000
$15,000-24,999
$25,000-$34,999
$35,000-$49,999
$50,000-$74,999
$75,000-$99,999
$100,000-$149,999
$150,000-$199,999
Over $200,000

FAUQUIER COUNTY

"Since 1967, the underpinning of the Fauquier County planning goal is to concentrate and guide growth into Service Districts."
Fauquier County Comprehensive Plan

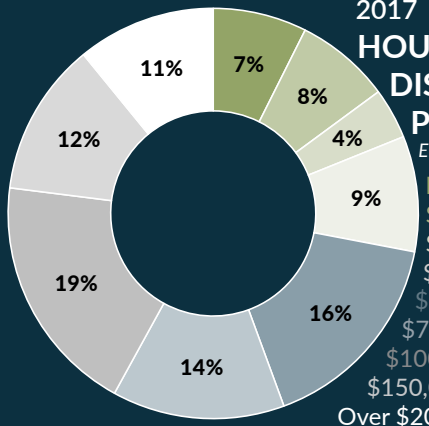
4.1
average new housing permits
per 1,000 population in Virginia
(*based on 2019 US Census data*)

NEW DWELLING PERMITS
30%
In-Service District

NEW DWELLING PERMITS
70%
Rural

AVERAGE
78.2%
Owner Occupied Housing Unit
(*based on US Census 2014-2018 data*)

90%
attached and dettached single
family homes in Fauquier County
59.9% SINGLE FAMILY
3.5% MULTI FAMILY
8% GOVERNMENT
28.6% COMMERCIAL/ INDUSTRIAL



2017
HOUSEHOLD INCOME DISTRIBUTION BY PERCENTAGE
ERSI & RKG ASSOCIATES, INC. 2018

Less than $15,000
$15,000-24,999
$25,000-$34,999
$35,000-$49,999
$50,000-$74,999
$75,000-$99,999
$100,000-$149,999
$150,000-$199,999
Over $200,000



PLAN WARRENTON 2040

OPEN SPACE, PARKS, & ENVIRONMENT

"In 25 years I wish to have a garden area where people could plant or pick!...I wonder if maybe this will help our town become a more healthy and clean place."



Rady Park, 2017.

Vision

In 2040, Warrenton will boast an accessible network of active and passive open spaces that contribute to the community's well-being, while protecting the environmental health and unique natural features, to be enjoyed by a diverse mix of residents and visitors. The Town's open space, parks, trails, and rural buffer are just as much part of the aesthetic and image of the community as Old Town and Main Street, providing an important facet to the Town's character.

Key aspirations related to this vision:

- **Embrace a long term approach to the development of open space, parks and recreation areas, and environment that provides safe, interconnected spaces that reflect the needs and priorities of the residents of the Town.**
- **Protect and enhance environmental features that honor the natural beauty of the Town's rolling hills, water features and springs, viewsheds, and native flora and fauna.**
- **Ensure access to a green space, trail, park, parklet, or pedestrian trail from anywhere within the Town.**
- **Incorporate green infrastructure and low-impact development into all new facilities.**
- **Promote a healthy community lifestyle through nature, active mobility, healthy food, and social interactions.**
- **Recognize that the visitor experience in open space parks is paramount, regardless of the size of the land. The Town will ensure equal consideration will be given throughout the Town for passive and active amenities.**
- **Aspire for open space access within a 10 minute walk radius.**

GOALS

P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.

POLICIES & STRATEGIES

P-1.1: Create an environmental resources map that includes floodplains, wetlands, perennial streams, steep slopes, soils, Heritage trees, tree cover, and viewsheds. Consider adopting performance measures into the Zoning Ordinance to protect these features.

P-1.2: Incorporate green infrastructure and low impact development into new open space and park development and improvements to existing open spaces.

P-1.3: Use a nature-based systems approach in development to mitigate stormwater and improve habitat within the Town's open spaces.

P-1.4: Protect and enhance environmental features that honor the natural beauty of the Town's rolling hills, water features and springs, viewsheds, and native flora and fauna through policies and development regulations.

P-1.5: Minimize the loss of existing tree cover and promote the addition of new trees in the development process to realize air, noise, and water quality benefits as well as habitat preservation, reduced stormwater management costs, carbon sequestration, and energy conservation.

P-1.6: Review the landscaping requirements and update as necessary to reflect native species and best practices.

EXISTING CONDITIONS & BACKGROUND

Information regarding elements of the Town's current environment.

PARKS FACILITIES & AMENITIES

OPEN SPACE & NATURAL ENVIRONMENT

WATERSHEDS & FLOODPLAINS

SOILS & TYPOLOGY

CLIMATE

SOIL MAPPING

Custom Soil Resource Report for the Town of Warrenton.

WATERS OF WARRENTON

Flood hazard zones and wetlands.

P-2: The Town of Warrenton's Parks, Open Space and Environment serve as key elements to the Town's public health infrastructure.

POLICIES & STRATEGIES

P-2.1: Provide a dynamic system of safe, interconnected spaces for a variety of public uses that promote healthy, active, recreational activities in spaces throughout the Town. These spaces will reflect the culture, ecology, and natural environment of Warrenton.

P-2.2: Recognize that the visitor experience in open space parks is paramount, regardless of the size of the land. The Town will ensure equitable consideration will be given throughout the Town for passive and active amenities.

P-2.3: Build connectivity improvements for sidewalks, shared roadways, and trails, including improving access and use of the Greenway Trail.

P-2.4: Dedicate Capital Improvement Program funding for land acquisition to create new public parks and open space.

P-2.5: Increase the number of safe routes for pedestrians, including safe routes to schools and parks, homes, and workplaces. Focus on increasing Walk Scores that rate safe active transportation routes.

P-2.6: Promote and support community gardens that will be managed by committed community groups, such as schools, clubs, and neighborhoods.

CHARACTER DISTRICT PARK DESIGN ELEMENTS

Guidance on elements of open space, parks, and environment tailored to each Character District. (Please see Land Use & Character District for more information on each Character District.)

EVA WALKER PARK MASTER PLAN

Complete master plan for Eva Walker Park adopted by Town Council on February 9th, 2021.

P-3: All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces and recreational amenities.

POLICIES & STRATEGIES

P-3.1: Ensure a 10-minute walk to a green space, trail, park, parklet, or pedestrian trail from anywhere within the Town per Trust for Public Land and NPRA guidance.

P-3.2: Acquire additional park and recreation spaces throughout the Town in areas that currently do not have these resources within a 10-minute walk (half mile radius).

P-4: Create a long-term approach to open space and environment, preserving existing trees and parks in the Town of Warrenton.

POLICIES & STRATEGIES

P-4.1: Create a Town-wide Tree Plan that promotes the health of the community by increasing the total tree canopy of Warrenton's public open spaces and parks through targeted stewardship.

P-4.2: Partner with the County to maintain rural buffers around the Town.

P-4.3: Develop a System Parks Master Plan for the Town to guide long term investments.

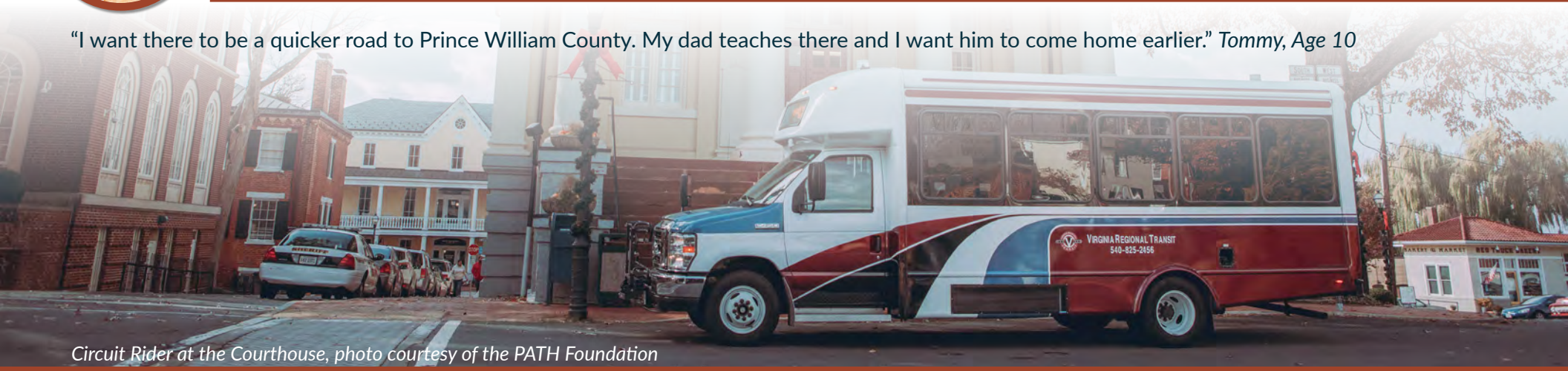
METRICS

1. Track parks, recreation, and open space success through public engagement surveys
2. Measure increasing percentage of residential units within a half mile of trail, green space, park, or parklet, number of linear feet (LF) of new trails and sidewalks built annually.
3. Measure participation in public events.
4. Measure the percentage of residential units within a half mile of a trail, green space, or parklet, and LF of new trails and sidewalks built annually.
5. Measure the number of new permanent, temporary, or pop-up parks.
6. Measure the total number of green infrastructure projects built over time.
7. Measure LF of improvement, Americans with Disabilities Act (ADA) access, and the number of new light fixtures added annually.
8. Measure square footage of garden space and community.
9. LF of new sidewalk and number of new canopy trees planted for each new or retrofitted residential development frontage.
10. Number of trees maintained and new trees planted.

PLAN WARRENTON 2040

TRANSPORTATION & CIRCULATION

"I want there to be a quicker road to Prince William County. My dad teaches there and I want him to come home earlier." *Tommy, Age 10*



Circuit Rider at the Courthouse, photo courtesy of the PATH Foundation

Vision

In 2040, Warrenton residents and businesses benefit from strategic investments in a safe, vibrant, and interconnected multi-modal transportation network. This network promotes a pleasant travel experience for all modes, creates an accessible business environment, and provides a desirable place for a diversity of residents and their employers, all while preserving the Town's character and established neighborhoods.

Key aspirations related to this vision:

- **Improve multimodal safety by enacting access management strategies, incorporating bike-friendly policies into new development standards, and deconflicting through-travel and local traffic movements.**
- **Enhance the traveling experience into and throughout Town by recognizable gateways, implementing complete street typologies, increasing the attractiveness of public transit, and enacting innovative parking strategies to foster greater economic activity.**
- **Promote livability in the Town by integrating multi-modal, interconnected transportation solutions with land use development in each mixed-use Character District and applying traffic calming techniques that foster and protect non-vehicular street activities in established residential neighborhoods.**
- **Require linkages and connectivity that reduces dependence on the car for local trips, enlivens commercial areas, and addresses accessibility gaps and barriers currently limiting mobility.**

Strategies for Implementation

Implementing transportation improvements requires many resources. Smaller towns like Warrenton, which own and maintain their roads often seek grant funding to help support projects. Grants are extremely competitive, requiring the Town to work closely with the Virginia Department of Transportation throughout the process. Below is an outline of the most applicable Federal and state grant funds the Town considers for transportation improvements.

Highway Funding:

Implementation of the recommended improvements will require the successful identification of funding sources. The VDOT SMART SCALE Program is a process that invests in projects that meet the most critical transportation needs in the State. Projects are evaluated based on improvements in certain categories such as congestion and safety. At the corridor level, more specific strategies and operational improvements can be assessed in studies and implemented using a variety of funding sources, including Federal funding streams such as the Surface Transportation Program (STP), National Highway System (NHS) funds, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Revenue Sharing, and the Highway Safety Improvement Program (HSIP), as well as through State or local funding or other discretionary funding sources. For larger projects, particularly capacity-adding projects, demand management and operational strategies should also be analyzed for incorporation in the project as part of the project development process.

Bicycle/Pedestrian Funding:

- The SMART SCALE program is a competitive application process and scores projects based on an objective, outcome-based process. Bicycle and pedestrian improvements are eligible for SMART SCALE funding.
- The Transportation Alternatives (TA) Set-Asides are intended to improve non-motorized transportation, enhance the public's traveling experience, revitalize communities, and improve quality of life. The program requires a 20 percent local match (80 percent Federal).
- The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct or improve the highway systems within such county, city, or town, with statutory limitations on the amount of State funds authorized per locality. The program requires a 50 percent local match (50 percent State) and a portion of the funds must be expended within 1 year of allocation. Sidewalks and shared-use paths are eligible activities under the Revenue Sharing Program.
- The Highway Safety Improvement Program (HSIP)'s Bicycle and Pedestrian Safety Program (BPSP) provides funds for implementing short-term, low-cost bicycle and pedestrian safety projects in Virginia. This initiative is administered by evaluating each project application on a case-by-case basis and does not require a local match.

Currently, most transportation funds programmed by the State are allocated through VDOT's SMART SCALE process. In accordance with SMART SCALE policies, regions of the State are classified into Area Types that each have unique scoring criteria upon which each project will be evaluated. The Town of Warrenton is currently classified as Area Type D, which scores safety and economic benefit above congestion, accessibility, and environmental quality. The recommended prioritization of the proposed projects and pursuits are aligned with VDOT's current SMART SCALE ranking criteria. These projects will have the highest potential to receive State funding based on the scoring system. It should also be noted that the Town has proposed multimodal improvements and transit considerations. Those improvements should be evaluated for incorporation into the proposed traffic projects, as transit and multimodal improvements often increase the chance of funding.

Near-Term Recommendations	Type	Cost Low	Cost High
Lee Hwy between Broadview Ave and U.S. 15/17/29 Interchange	Segment	$ 5.4M	**$9.0M**
Broadview Avenue and Roebling Street	Intersection	$ 7.2M	**$8.5M**
Broadview Ave and Lee Hwy	Intersection	$ 2.0M	**$8.5M**
Bear Wallow Rd and Roebling St	Intersection	$ 3.0M	**$6.5M**
Main Street Improvements	Segment	$ 1.5M	**$2.5M**
Walker Street and East Lee	Intersection	$ 1.4M	**$2.7M**
Shirley Ave between Culpeper St and Falmouth St	Segment	$ 3.3M	**$8.6M**
Shirley Ave between Broadview Ave and Culpeper St	Segment	$ 5.7M	**$9.6M**
Shirley Ave and Culpeper St	Intersection	$ 3.0M	**$6.5M**
U.S. 211 and Van Roijen St	Intersection	$ 2.0M	**$6.5M**
Blackwell Rd and Lee Hwy	Intersection	$ 2.0M	**$3.5M**

VDOT's policy should continue to be followed and local officials are encouraged to coordinate with VDOT staff to maximize scoring when submitting applications. Other funding sources such as HSIP, grants, partnerships, and local funding should be explored for projects that may not be funded under the SMART SCALE program.

Finally, the table above is attached for projects that should be pursued immediately and could be implemented under the SMART SCALE or Revenue Sharing programs based on the current funding cycles and allowed number of submissions by a jurisdiction.

These priorities may shift over time as data and transportation systems adjust with the community. Partnering with the VDOT allows the Town to pursue funding applications that have the best chance for success to benefit the public. The following pages outline additional proposed projects and the 2040 Transportation Map that works in conjunction with the Complete Streets typology map.

	Proposed Projects	Type	Existing Capacity	Future Capacity	Crash History	Economic Development
1	Shirley Ave and Culpeper St	Intersection	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
2	Shirley Ave between Culpeper St and Falmouth St	Segment	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
3	Lee Hwy between Broadview Ave and U.S. 15/17/29 Interchange	Segment	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
4	Blackwell Rd and Lee Hwy	Intersection	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
5	Falmouth St between Shirley Ave and Old Meetze	Segment	MODERATE	HIGH	GOOD	POTENTIAL BENEFIT
6	Broadview Ave and Lee Hwy	Intersection	MODERATE	HIGH	POOR	SIGNIFICANT BENEFIT
7	James Madison between Falmouth St and Alwington Blvd	Segment	MODERATE	HIGH	POOR	SIGNIFICANT BENEFIT
8	Shirley Ave between Broadview Ave and Culpeper St	Segment	MODERATE	HIGH	POOR	SIGNIFICANT BENEFIT
9	Bear Wallow Rd and Roebling St	Intersection	MODERATE	MODERATE	POOR	SIGNIFICANT BENEFIT
10	U.S. 211 and Van Roijen St	Intersection	LOW	MODERATE	POOR	SIGNIFICANT BENEFIT
11	Roebling St and Broadview Ave	Intersection	MODERATE	HIGH	OBSERVE	SIGNIFICANT BENEFIT
12	Main Street Improvements	Segment	MODERATE	MODERATE	POOR	POTENTIAL BENEFIT
13	Blackwell Rd between Walker Dr and Lee Hwy	Segment	LOW	MODERATE	OBSERVE	SIGNIFICANT BENEFIT
14	Broadview Ave between Roebling St and U.S. 17	Segment	LOW	MODERATE	OBSERVE	SIGNIFICANT BENEFIT
15	Broadview Ave between Roebling St and Lee Hwy	Segment	LOW	MODERATE	OBSERVE	SIGNIFICANT BENEFIT
16	Falmouth St and Lee St	Intersection	MODERATE	MODERATE	OBSERVE	POTENTIAL BENEFIT
17	Walker Dr and Blackwell Rd	Intersection	LOW	MODERATE	GOOD	SIGNIFICANT BENEFIT
18	Blackwell Rd/ Alexandria Pike between Walker Dr and Main St	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
19	Walker Dr between Blackwell Rd and Lee St	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
20	Timber Fence Bypass	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
21	Southern Bypass	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
22	North Hill Dr Connection to Winchester St	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
23	Alexandria Pk between Blackwell Rd and Berm at Walker Dr	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
24	Moser Rd to Frazier Rd	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
25	Waterloo St between Broadview Ave and Main St	Segment	LOW	LOW	OBSERVE	POTENTIAL BENEFIT
26	Old Waterloo Rd and Van Roijen St	Intersection	LOW	LOW	POOR	MINIMAL BENEFIT
27	Old Waterloo Rd between Broadview and Waterloo Rd	Segment	LOW	LOW	POOR	MINIMAL BENEFIT
28	Winchester St between Rappahannock St and Town Limits	Segment	LOW	LOW	GOOD	POTENTIAL BENEFIT
29	Walker Dr and East Lee St	Intersection	LOW	MODERATE	GOOD	MINIMAL BENEFIT
30	Missing Links (Roebling St, etc.)	Segment	LOW	LOW	GOOD	MINIMAL BENEFIT
31	Connector road between East Lee and Falmouth St	Segment	N/A	N/A	N/A	POTENTIAL BENEFIT
32	Walkability Audit Recommendations	Townwide	N/A	N/A	N/A	SIGNIFICANT BENE

Recommended Policies and Projects

Desired Outcome Map

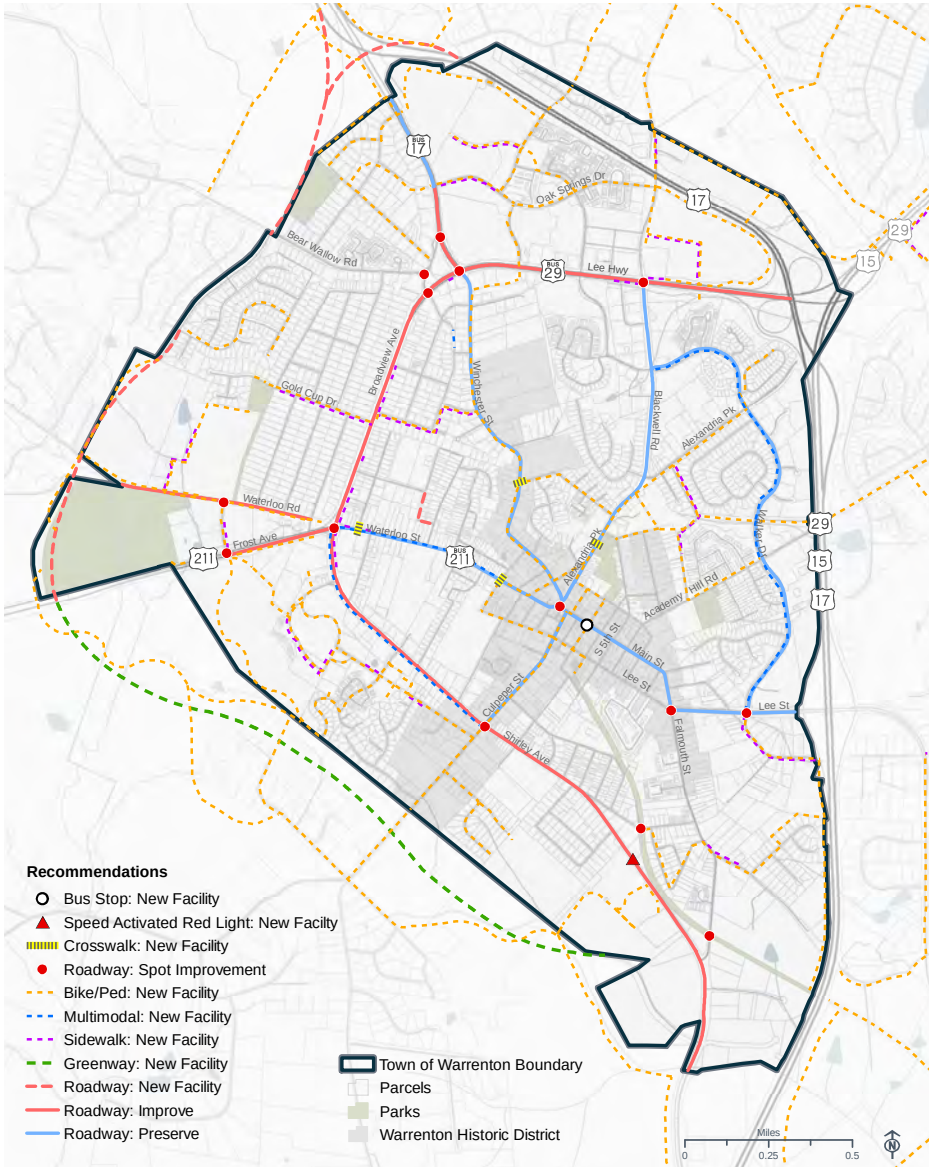


Figure 5-1: Town of Warrenton Transportation Plan map.

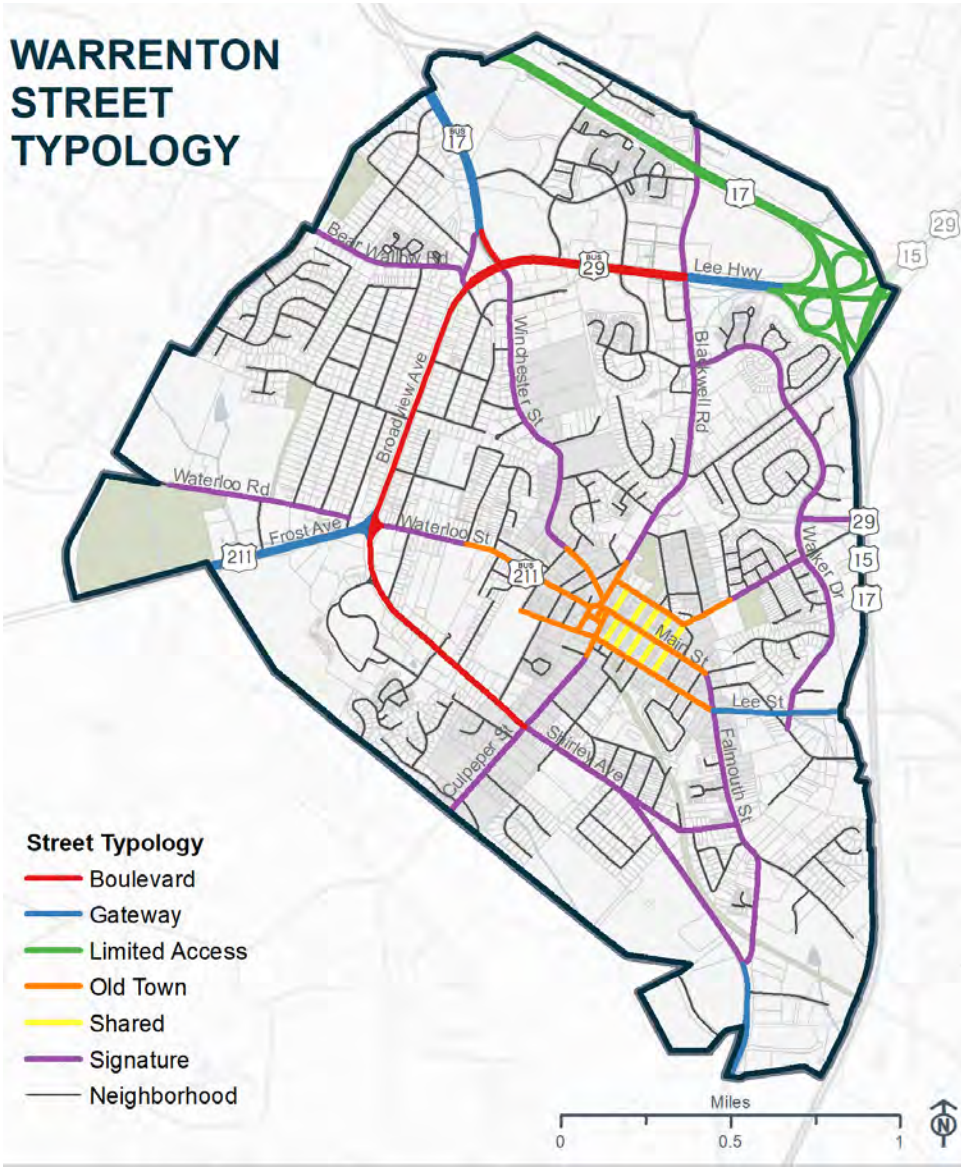


Figure 5-2: Warrenton Street Typology map; a part of the Complete Streets Classification System.

GOALS

T-1: Improve Multimodal Capacity and Safety that Encourages trips by walking, bicycling, and transit.

POLICIES & STRATEGIES

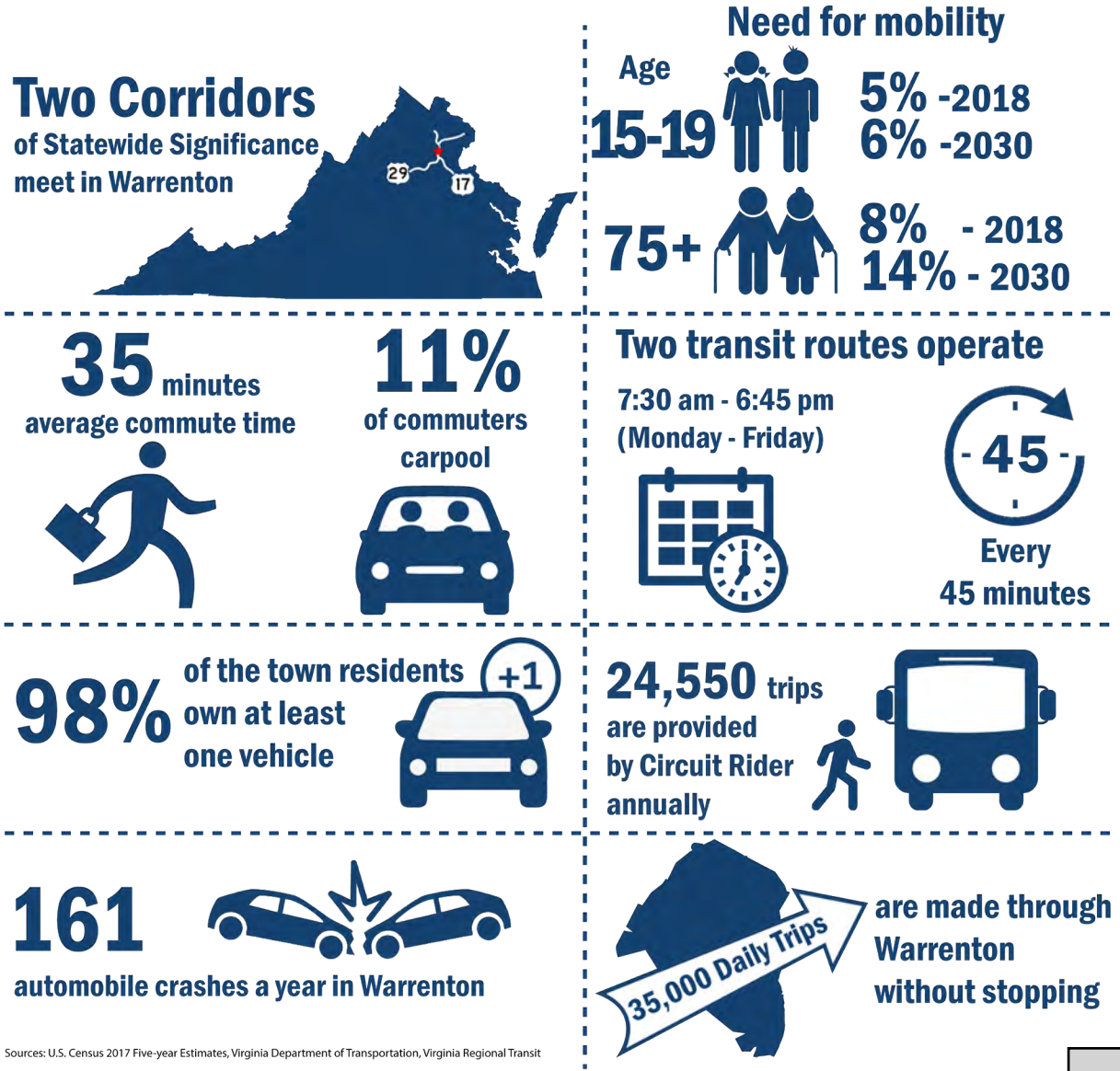
T-1.1: Promote a balanced and multimodal transportation system that serves the mobility needs of all segments of the population. Maximize the capacity of existing streets by investing in Smart Mobility technology.

T-1.2: Assess the needs for access management strategies and capacity improvements along Warrenton's main corridors and boulevards.

T-1.3: Maintain the capacity and safety of Signature Streets by providing multimodal accommodations and incorporating innovative solutions.

T-1.4: Prioritize safety improvements for project implementation based on crash rates, congestion levels, and locations adjacent to schools.

T-1.5: Create an overarching vision for roadway safety through the development and adoption of a traffic safety policy. This safety policy should incorporate Vision Zero strategies with the goal of eliminating traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.



Sources: U.S. Census 2017 Five-year Estimates, Virginia Department of Transportation, Virginia Regional Transit

T-1.6: Identify and analyze roadways with excessive vehicle speeds for engineering or enforcement countermeasures.

T-1.7: Work with VDOT to incorporate multimodal and innovative design features as part of any new projects.

T-1.8: Continue implementing traffic-calming measures on local streets, as appropriate, to improve safety, livability, and transportation choices, while meeting land use objectives.

T-1.9: Prioritize the monitoring of comfort levels and safety metrics for motorists, bicyclists, and pedestrians at signalized intersections and within the vicinity of schools.

T-1.10: Analyze locations with significantly higher crash rates to develop projects and programs to reduce the number of crashes and overall crash severity.

T-1.11: Identify context-sensitive, forward-thinking transportation solutions that incorporate Warrenton's plans for growth through the development and adoption of a long-range transportation plan.

T-2: Enhance the Traveling Experience by Creating Great Streets

POLICIES & STRATEGIES

T-2.1: Implement the 5 C's of a walkable community: Connected, Comfortable, Convenient, Convivial, and Conspicuous.

T-2.2: Improve pedestrian and bicycle safety and connectivity to neighborhoods and destinations by implementing the recommendations of the Town of Warrenton Walkability Audit and the Town of Warrenton Complete Streets Recommendations Report.

T-2.3: Create distinguished gateway features along routes leading into the jurisdiction.

T-2.4: Preserve neighborhood and heritage streets through traffic calming and safety measures.

T-2.5: Preserve and pursue targeted and demand-driven expansion for the local bus system to meet the transportation needs of the community.

T-2.6: Increase the number of daily Circuit riders by providing additional features, amenities, and expanded hours for the existing transit service.

EXISTING CONDITIONS & BACKGROUND
CORRIDOR OF STATEWIDE SIGNIFICANCE
REGIONAL TRANSPORTATION DEMAND
STREET CLASSIFICATION
BICYCLE & PEDESTRIAN INFRASTRUCTURE/MULTI-MODAL CONNECTIVITY*
SAFETY
TRAFFIC VOLUMES
TRAFFIC FLOW
TRUCK ROUTING*
PARKING

T-2.7: Develop a wayfinding system that is simple, consistent, and intuitive for all users. Wayfinding should direct visitors and residents along the preferred routes to local destinations. Beyond the Town's boundary, wayfinding can help the active transportation network (streets and trail system) connect seamlessly to the county trail networks.

T-2.8: Limit through-truck movements on internal Town streets.

T-2.9: Reduce lane blockage and double parking, and improve site access with curbside access on internal Town streets.

T-3: Promote Livability in the Town by Creating Great Places Where Residents and Visitors Feel Welcome and Safe

POLICIES & STRATEGIES

T-3.1: Implement Complete Streets within the context of adjacent land uses to improve safety and neighborhood livability.

T-3.2: When constructing sidewalks on existing streets, sidewalks will be constructed on both sides of the street.

T-3.3: Facilitate new, compact redevelopment in Character Districts to introduce sidewalks and linkages to trails/paths and promote walkability.

T-3.4: Provide and improve sidewalks, crosswalks, pedestrian signals, lighting, and other amenities to make it safer, easier and more comfortable for people to walk.

T-3.5: Continue to provide more bicycle facilities as part of the road resurfacing program, where possible, by striping bicycle lanes and markings.

T-3.6: Continue to seek opportunities to increase the availability of bicycle parking.

T-3.7: Increase the availability of bicycle connections and amenities.

T-3.8: Develop an integrated parking system to efficiently manage demand, enforcement, and effectiveness of the historic Town's surface parking.

T-3.9: Continue to apply flexible transportation mitigation measures within UDAs, and along signature streets, in an effort to promote redevelopment.

MAIN ARTERIALS (TIMBER FENCE & SOUTHERN PARKWAY

Information on main throughways in Warrenton including Timber Fence and the Southern Parkway.

PUBLIC TRANSIT

Synopsis on the availability and use of transit in the Town.

OPPORTUNITIES & CHALLENGES

Inventory of the needs related to the goals and strategies for transportation in the Town.

COMPLETE STREETS GUIDE (2017)

T-3.10: Encourage bicycle-friendly policies in new development standards (on-site showers, bicycle parking, etc.)

T-3.11: Explore implementing distinct wayfinding systems to communicate to residents and visitors alike, the unique branding of each Character District.

T-4: Provide an Equitable and Connected Multi-Modal Network

POLICIES & STRATEGIES

T-4.1: Coordinate the construction of sidewalk and trail connection projects as part of new redevelopment plans.

T-4.2: Require that the proposed street system for new developments will be designed to provide a network of interconnected streets.

T-4.3: In large development parcels, create compact development blocks with internal streets for pedestrian and vehicular circulation to support walk access and decrease auto-trip patterns.

T-4.4: Work cooperatively with VDOT to ensure that their transportation projects best distribute regional traffic demand within the context of future land use visions.

T-4.5: Connect bike lanes and trails into a cohesive network.

T-4.6: Support connectivity by continuing to create new connections, both through new development and by identifying and implementing connectivity opportunities.

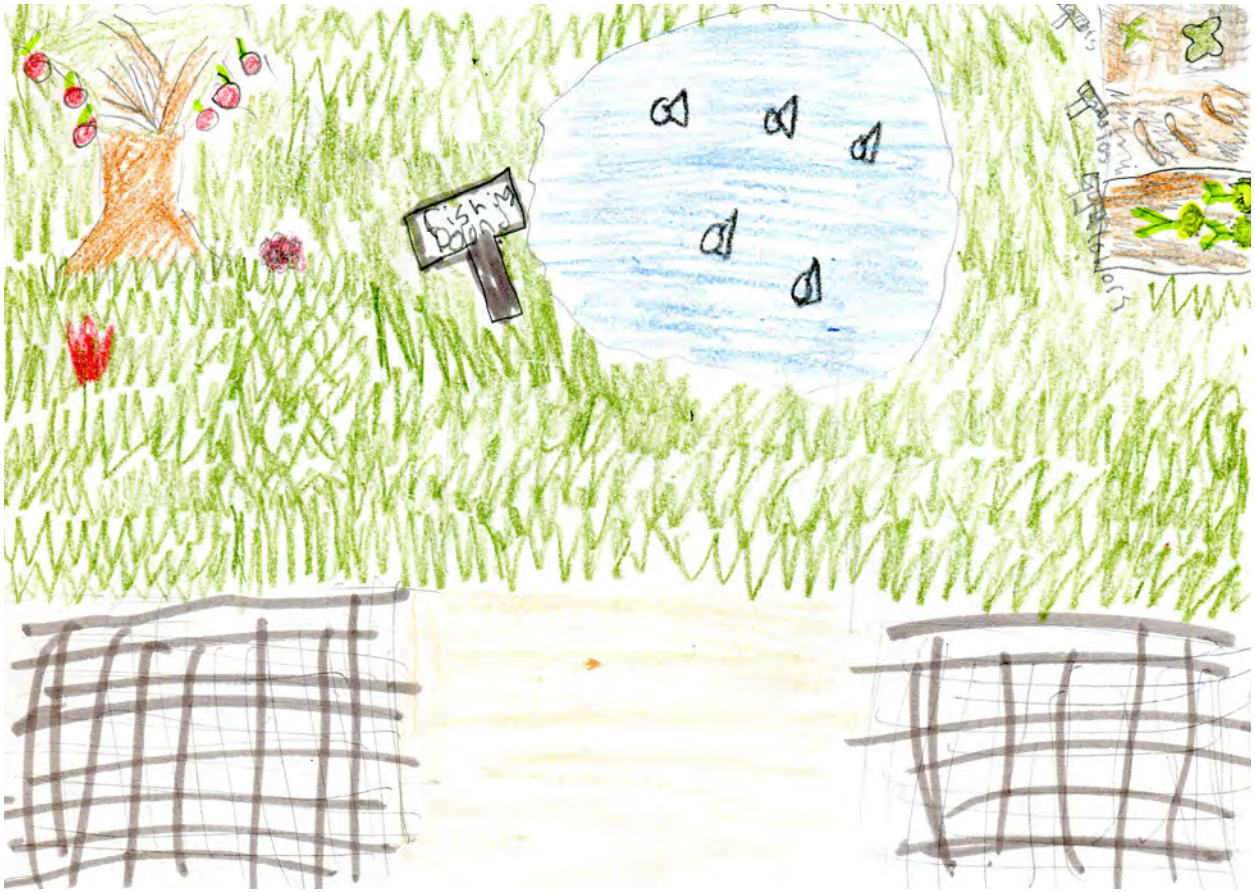
T-4.7: Identify future multimodal connections by either restoring severed connections or incorporating multimodal features with emergency access lanes.

T-4.8: Work with regional partners to best leverage intercity bus, like Virginia Breeze, to serve the Town of Warrenton.

T-4.9: Reconfigure and add additional emergency access connections that accommodate bicycle/pedestrian connectivity.

METRICS

1. Decrease the frequency of rear-end and angle crashes along Broadview Avenue, Frost Avenue, Shirley Avenue, Business U.S. 17, and U.S. 29/211.
2. Decrease delay and queue lengths generated at major intersections.
3. Decrease the travel time between the Town of Warrenton's boundaries on major corridors and boulevards.
4. Reduction of the number of traffic infractions on roadways entering and traveling through the Town of Warrenton such as Alexandria Pike/ Blackwell Road, Winchester Street, and Waterloo Street.
5. Reduction of the number of bicycle- and pedestrian-related crashes.
6. Maintain capacity at or below a VC of 1.00 on signature streets.
7. Reduced speeds within school zones.
8. Reduction in fatalities and injuries for the traveling public across all modes.
9. Increase in transportation projects that have proven safety benefits.
10. Increase in the number of applications for projects that focus on school transit and transportation (Safe Routes to School).
11. Increase in the miles of bicycle and pedestrian facilities of independent utility or that provide access to transit services.



"My absolute favorite place in Warrenton is the greenway! I always go there when I need fresh air. I enjoy riding my bike or scooter throughout the greenway. If the greenway wasn't there I would be inside watching television." *Taylor, Age 11*

From the 2016 Student Postcard Project

12. Increase the mileage of walkable facilities along existing roadway networks.
13. Increase the number of existing crossings to incorporate pedestrian and bicycle-friendly improvements.
14. Increase the preventative maintenance of existing and future pedestrian and bicycle markings and signage along Town streets.
15. Increased number of gateway cues and roundabouts.
16. Reduce the number of traffic infractions within neighborhoods.
17. Reduce the number of speed-related and pedestrian crashes within neighborhoods.
18. Increased daily ridership on the Circuit Rider.
19. Increased wayfinding signage installed throughout the Town.
20. Reduced through-truck movements on internal Town streets.
21. Reduced lane blockage and double parking.
22. Reduced number of crashes that involve pedestrians.
23. Increase the amount of sidewalk that is in good condition (not in need of repair).
24. Increase in ADA accessibility features at sidewalk curbs.

SMART MOBILITY CONCEPTS

Preparing for next generation technology

Smart mobility refers to the integration of information and communication technologies among roads, traffic signals, transit vehicles, parking systems, and shared on-demand providers to optimize the performance and convenience of interconnected mobility services.

This comprehensive plan enables Warrenton to proactively plan for emerging and future mobility technologies.

Potential Applications for Old Town:



Smart Parking - Identifies free spaces, provides pay-by-phone options, and can be used to reserve electric charging spaces.



Robot delivery - Last mile autonomous technology solutions to address short-trip congestion, integrated into shared pedestrian spaces.

Potential Applications for Corridors and Neighborhoods:



Autonomous shuttles - Connect residential developments and neighborhoods to other transit stops, commercial centers, or park and ride lots.



Intelligent traffic signals - Feature sensors and artificial intelligence to adapt to demand and provide transit priority and emergency vehicle preemption.

25. Increased bicycle counts on main corridors and trails.
26. Increased length of continuous demarcated bicycle routes.
27. Number of bicycle racks, repair and air stations.
28. Increased bicycle counts on main corridors and trails.
29. Maximum length of continuous demarcated bicycle routes.
30. Number of bicycle racks, repair and air stations.
31. Reduced number of parking violations
32. Walk score of new developments
33. First mile/last mile connections and gap closure
34. Coordination with VDOT and Fauquier County on development proposals in the corridors for Timberfence Parkway and the Southern Gateway.
35. Increased number of linkages between neighborhoods.
36. Reduced Volume to Capacity Ration on main arterials.

Transportation in Character Districts

Each Character District provides a framework for transportation opportunities that accommodate all modes of travel within the context of each Character District. Strategies applicable to developing Character Districts include connecting pathways for pedestrians and bicycles with existing and planned active transportation improvements, minimizing curb cuts and creating interior circulation streets for access, service, and parking. For Character Districts in more established areas, strategies also include ways to protect existing residential neighborhoods from cut-through traffic and roadway treatments to slow traffic down. The following summaries highlight how each Character District is unique in how the transportation elements are framed, prioritized, and implemented.

1. New Town Warrenton (Lee Highway UDA)

Defined by large lots, direct access from Route 29, and high visibility, this gateway district represents a highly desirable location for a potential signature office/jobs center, characterized by mixed-use with strong live, work, and play options. Redevelopment of existing commercial parcels could provide the opportunity for compact development blocks with an interior street grid that includes sidewalks that connect to the adjoining neighborhoods. This district could also provide opportunities to connect new pathways for bicycles and pedestrians with existing and planned pathways. Opportunities exist for mixed-use developments with a park-and-ride facility for commuter service because of its proximity to Route 29 and the large parcel sizes. Finally, the district should focus on innovative solutions along Lee Highway and cohesive street designs within developments that incorporate roundabouts and raised intersections. An existing floodplain could provide an opportunity for a green or public gathering area with development planned around it.

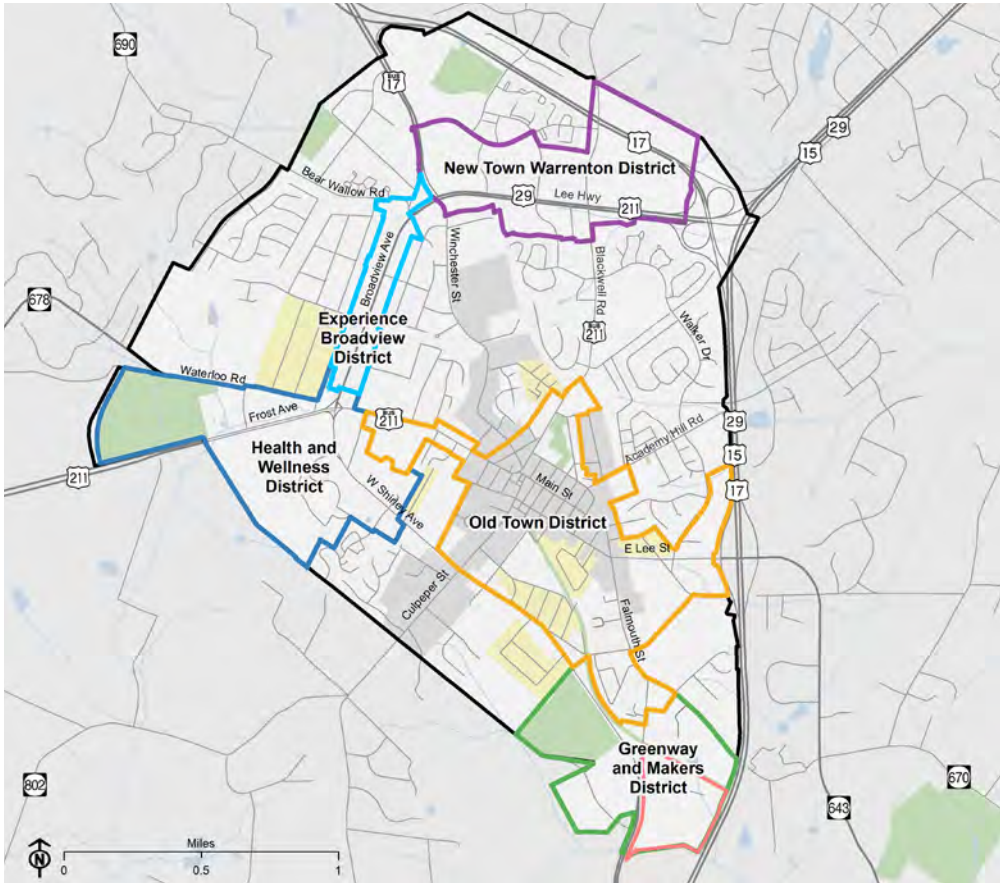


Figure 5-3: Character Districts map.

2. Health and Wellness District (Frost and Broadview UDA)

This gateway district is defined by the regional anchors of Fauquier Hospital and the WARF. Opportunities exist for improving all modes of travel, including the provision of safe linkages for pedestrians between the WARF and the hospital, and at the Frost and Broadview intersection.

By creating better access, this district could possibly include a shuttle connecting the hospital with surrounding medical offices, health services, senior housing and care, hotels, and commercial uses. This district serves as the western entrance into Warrenton, and improvement along Route 211 and at key intersections should be prioritized to improve saf

and provide a gateway. Simple traffic-calming features such as raised intersections, narrower streets, and bulb-outs for safe travel should be incorporated in areas near the hospital.

3. Greenway and Makers District (East Shirley UDA)

This district is defined as the southern gateway into the Town of Warrenton. While this district is largely defined by its vehicular movements, over the next 20 years the street design will need to accommodate other modes of travel such as pedestrians and bicyclists. The completion of sidewalks on both sides of Shirley Avenue throughout the district should be an immediate priority. There is also an opportunity for a vertical gateway element to emphasize the area as Warrenton's southern gateway, framing the experience as one enters the Town. The Town should capitalize on the existing roundabout at Shirley Avenue and Falmouth Street, as well as adopting a unified complete streets theme for Shirley Avenue within this District.

4. Old Town District (Old Town UDA)

The cultural heart of Warrenton will have more foot traffic over the next 20 years with the gradual infill and adaptive reuse of buildings. Enhancements to street intersection design such as curb bulb outs to facilitate safe street crossing and slow traffic will encourage pedestrian activity. Encouraging on street parking, narrower streets, median refuges, and mini-roundabouts will provide opportunities for safe pedestrian passage and maintaining the lower speeds expected within the Town. The development of a structured parking garage can activate constrained surface parking lots by accommodating required parking in the parking structure. Traffic-calming treatments between the CBD and the older single-family neighborhoods should be considered and the evaluation of through-truck restrictions will help preserve Old Town's character. Adjacent to the main point of entry into Warrenton from U.S. 29, the intersection at East Lee Street and Walker Drive is an exceptional opportunity to provide a Town gateway and improve safety.



Image 5-1: Broadview Avenue, 2019.

5. Experience Broadview

With revitalization occurring incrementally over time, new development as mixed use or multi-family anchors will provide opportunities at key nodes along Broadview Avenue to create a consistent street frontage. This would provide the opportunity to create internal connectivity between parcels to minimize curb cuts along Broadview Avenue through the designation of interior streets that provide access to service and parking. In addition, new development brings the opportunity to improve the transitional frontage to adjoining neighborhoods, which would include traffic-calming features to discourage vehicle cut-throughs and speeding. Opportunities to improve safety along Broadview Avenue exist through the consideration of access management strategies including appropriate median treatments. In order to maintain capacity and safety on Broadview Avenue, special focus should be given to intersections at Shirley Avenue, Roebling Street, and Business Route 29.

Additional Implementation Tools and Techniques

Curb Management

Curbside management must be involved in the creation of an organized curb layout that improves mobility and safety for all users through prioritized and optimized curb space use. Managing curb space effectively requires a policy for matching regulations and operations for the following purposes:

- Mobility: Move people and goods (sidewalks, bike lanes).
- Access for People/Commerce: Create Dropoffs, loading zones, or transfer between modes (bus, taxi zones).
- Activation and Greening: Develop vibrant social spaces (seating, food trucks) and landscaping (trees).
- Special Function: Create spaces for bus layover and reserve space for electric car charging, etc.

Current issues to solve:

- Address the need for reliable access to freight loading and unloading.
- Avoid blockages to travel lanes due to undesirable stopping.
- Meet the demand for ride-hail passenger loading/unloading space.
- Create space for bike storage and shared mobility devices.

Access Management

Access management is the proactive management of vehicular access points to land developments surrounding the roadway system to promote safe and efficient use of the transportation network. Balancing property access while preserving the flow of traffic may include the following measures:

- Access spacing: Increase the uninterrupted curb distance between access points and intersections.
- Safe Turning Lanes: Create dedicated lanes to keep through-traffic flowing and reduce conflict points.
- Median Treatments: Create physical separations to channel turning movements to safer and/or controlled locations.
- Right-of-Way Management: Preserve space for good sight distance and future access along corridors.

Current issues to solve:

- Improve safety and driver comfort.
- Improve non-motorized experience along the road.
- Reduce conflict and preserve traffic flow.
- Control turning movements on key locations.

Parking Management

- Parking Minimums: Local laws require private businesses and residences to provide at least a certain number of off-street parking spaces. This policy tends to make infill development less practical, often resulting in idle parking lots except during a few seasonal peaks.
- Parking Maximums: Limit parking supply, either at individual sites or in an area in order to encourage more efficient parking management. This approach may be too generalized and ignore context. In reality, occasional uses may benefit from a higher volume of parking maximum.
- No parking requirements: Developers and businesses decide how many parking spaces to provide for their customers. Removing parking mandates complements expanding sustainable transportation options and ensures better management of curb parking and loading.



PLAN WARRENTON 2040

ECONOMIC & FISCAL RESILIENCE

"In 25 years, I hope that Warrenton grows in size, and advances in tech, all while keeping that balance of urban and rural areas. Just expanding, not replacing." *Ethan, Age 12*



Broadview Avenue, 2018

Vision

In 2040, Warrenton is a live/work community that cultivates and promotes economic and entrepreneurial opportunities and supports its public amenities and overall quality of life, while preserving its unique small-town character. The Town is an integral part of the regional economy with Character Districts that act as economic catalysts in key locations throughout the Town. The Town supports job creation by attracting major new employers through livable amenities and housing diversity to grow and attract a talented workforce. Warrenton in 2040 is a distinct yet integral part of the region, building on its recreational opportunities and enhancing its gateway location to Shenandoah National Park, wine and horse country, and beyond.

Key aspirations related to this guiding vision include:

- **Create a robust strategy for housing and employment, become more proactive in business retention and recruitment, and locate major employers within the Town's Character Districts.**
- **Promote the Town as an integral part of the regional economy that is manageable, maintain small-town character, and reduce the percentage of Town residents commuting for work.**
- **Promote the Town's Character Districts as the focal point for revitalization to allow for mixed-use and multi-family development at an appropriate scale compatible with the Town's character and existing neighborhoods. Transform aging commercial corridors to vibrant mixed-use neighborhoods.**

GOALS

E-1: Grow a strong, diversified, and resilient economy that supports residents and businesses alike.

POLICIES & STRATEGIES

E-1.1: Promote locally-owned businesses and restaurants to maintain the unique character of Warrenton.

E-1.2: Allow for a range of housing, commercial spaces, and hotels at appropriate heights and square footage to meet market standards, and allow for ranges per Character District with context sensitive transitions into existing neighborhoods.

E-1.3: Leverage the Town's location as a gateway to the Piedmont for tourism and economic development through wayfinding and promotion.

E-1.4: Preserve Old Town and the Town's historic character to enhance Warrenton's identity.

E-1.5: Promote a diverse, equitable stable tax base to maintain a healthy economy.

E-1.6: Warrenton's Town Limits will be arrived at in a manner that reflects the Town's best interests to meet its economic, fiscal, and service priorities.

E-2: Increase the employment base to allow residents to live and work in Warrenton.

POLICIES & STRATEGIES

E-2.1: Partner with local schools, universities, and employers to ensure a competitive workforce for a global economy.

E-2.2: Promote Warrenton's high quality of life to attract employers to locate here.

E-2.3: Create economic development teams made up of property owners, schools, and local staff to recruit potential employers.

E-2.4: Leverage existing employers and location in the region to build upon technology and federal government synergies.

E-2.5: Develop a range of housing types and housing assistance programs for employees to live in Warrenton.

EXISTING CONDITIONS & BACKGROUND

ECONOMIC BASE ANALYSIS

Documentation of the economic trends shaping the western portion of the Northern Virginia Region

FISCAL SUSTAINABILITY ANALYSIS

A fiscal impact model to relay the relationship between land use decisions and the change in revenues and expenditures for the Town.

LABOR FORCE DATA

Tables of data related to labor force evolution in Fauquier County.

DEMOGRAPHIC & HOUSING ANALYSIS

Analysis identifying demographic and housing information on the Town.

E-3: Promote Warrenton as a cultural, entertainment, and arts center.

POLICIES & STRATEGIES

E-3.1: Coordinate and partner with local arts groups and business associations to promote artists and cultural events.

E-3.2: Market to creative arts and entrepreneurial businesses to locate within appropriate Character Districts.

E-3.3: Maximize the Town's public spaces and right-of-way to allow for arts and cultural events to operate, including outdoor dining and gathering places.

E-4: Support Character Districts as Unique Mixed-Use Neighborhood Centers.

POLICIES & STRATEGIES

E-4.1: Promote business attraction by considering business improvement districts.

E-4.2: Evaluate tax increment financing that can be used to fund infrastructure and site improvements.

E-4.3: Develop a marketing strategy for each Character District to encourage various types of businesses based on their envisioned unique themes:

- New Town District: Class A Office, Future University satellite campus, and Employment Center
- Health and Wellness District: Medical-related office and treatment
- Greenway and Makers District: Overlay in Industrial zoned area to allow for creation of food and craft.
- Old Town: Adaptive reuse to encourage tourism, locally owned businesses, and creative services.
- Broadview District: Redevelopment through parcel consolidation, interparcel connections, and mixed-use at key nodes to create a synergy and investment strategies.

E-4.4: Leverage Town assets by exploring public/private partnerships to activate surface parking lots as potential development sites.

METRICS

1. Growth in the number of employers (health related), senior housing units, medical office square footage, and hotel rooms.
2. Growth in the number housing units, square footage of commercial space, Class A office square feet, and hotel rooms.
3. Businesses relocated to or started in Warrenton.
4. Growth in the square footage of retail and service businesses.
5. Increase in the number and variety of new businesses along Broadview Avenue.
6. BID established, funds raised, and programs and projects developed; Old Town business vacancy rates.
7. Number of gathering spaces and outdoor dining locations.
8. Number of public parking stalls provided, square footage of development produced, and leased parking space.
9. Number events planned, street closure permits, art/gallery space leased, pop-up arts-related ventures, new arts-related space, and hotel rooms added in Warrenton.
10. Tax Increment Financing (TIF) district established, funds raised, and improvements completed.

E-5: Be proactive in the Town's Economic Development

POLICIES & STRATEGIES

E-5.1: Create an economic development marketing strategy that includes a detailed retail retention and recruitment strategy.

E-5.2: Develop a site prospectus book to market properties seeking redevelopment.

E-5.3: Coordinate with the County and regional economic development partners to promote the Town.

E-5.4: Track industry and market trends to position Warrenton at the forefront.

E-5.5: Seek to establish a dedicated resource that is responsible for attracting new businesses with an emphasis on employers possessing the ability to hire multiple employees.

PLAN WARRENTON 2040

LAND USE & CHARACTER DISTRICTS

"I think that there should be way more places for children and social activity. I don't want my kids to have to be limited to our property... Then maybe we'd get off the devices everyone complains about." *Elizabeth, Age 10*



Warrenton, Virginia 2017.

Vision

In 2040, Warrenton's sense of place is found in its historical Old Town, existing neighborhoods, and mixed-use Character Districts. Town residents have numerous options to shop, dine, and be entertained within a series of walkable areas and will live within a half-mile radius of a park, green space, trail, or public amenity. There is attainable housing for residents of all age groups that encourage equitable, inclusive, and vibrant neighborhoods. The mix and balance of housing types and employment centers maintains the small-town character, in which people live and work.

Key aspirations related to this guiding vision:

- **Create mixed-use Character Districts using appropriate intensities, with specific guidance for form and transition to adjoining neighborhoods.**
- **Develop Character Districts with places for people to meet, talk, and be neighborly, with gathering places that include parks, plazas, sidewalks, and shops.**
- **Protect, stabilize, and retain the character of existing neighborhoods while allowing for a diversification of housing types into mixed-use Character Districts.**

CURRENT & FUTURE LAND USE

Warrenton is made up of cherished existing neighborhoods and an Old Town filled with history. Residents value the charm of their community and seek to enhance it. The Land Use and Character District format serves to preserve the existing neighborhoods by providing a guide of how to develop/redevelop subareas of Town that are candidates for revitalization in the coming decades. In 2018 the Town of Warrenton adopted Urban Development Areas (UDAs)*, thus designating to the state where future growth should be accommodated through a public process. Residents of the Town developed "branding" components to give each district an identity that links current land use functions and the future desires of the community. Warrenton 2040 provides a model on how to get from today's reality to tomorrow's vision as developed by the community. The following pages, and hyperlinked Character District Guidebook, provide a path forward on how Warrenton will create, parcel by parcel, a future that preserves its identity while meeting the goals of the overall Comprehensive Plan.

**"Urban Development Areas" is a Virginia Department of Transportation technical term*

FUTURE LAND USE MAP

The Future Land Use Map is the Town's visual guide to future planning for 2040. The Future Land Use Map brings together all of the elements of this Comprehensive Plan, such as land use, economic and fiscal health, housing, and transportation. The Future Land Use Map shows how the 2040 Comprehensive Plan foresees appropriate development over the next 20 years.

The following new mixed-use Character Districts with definitions will be added to the Future Land Use Map:

- New Town Warrenton
- Old Town
- Health and Wellness
- Experience Broadview
- Greenway and Makers

New Overlay Districts guidelines:

Broadview Commercial District:

"Experience Broadview" will allow for mixed-use residential at lower density, but nodal development with mixed-use anchors and improved edges to adjacent single-family neighborhoods. Current commercial uses will be maintained.

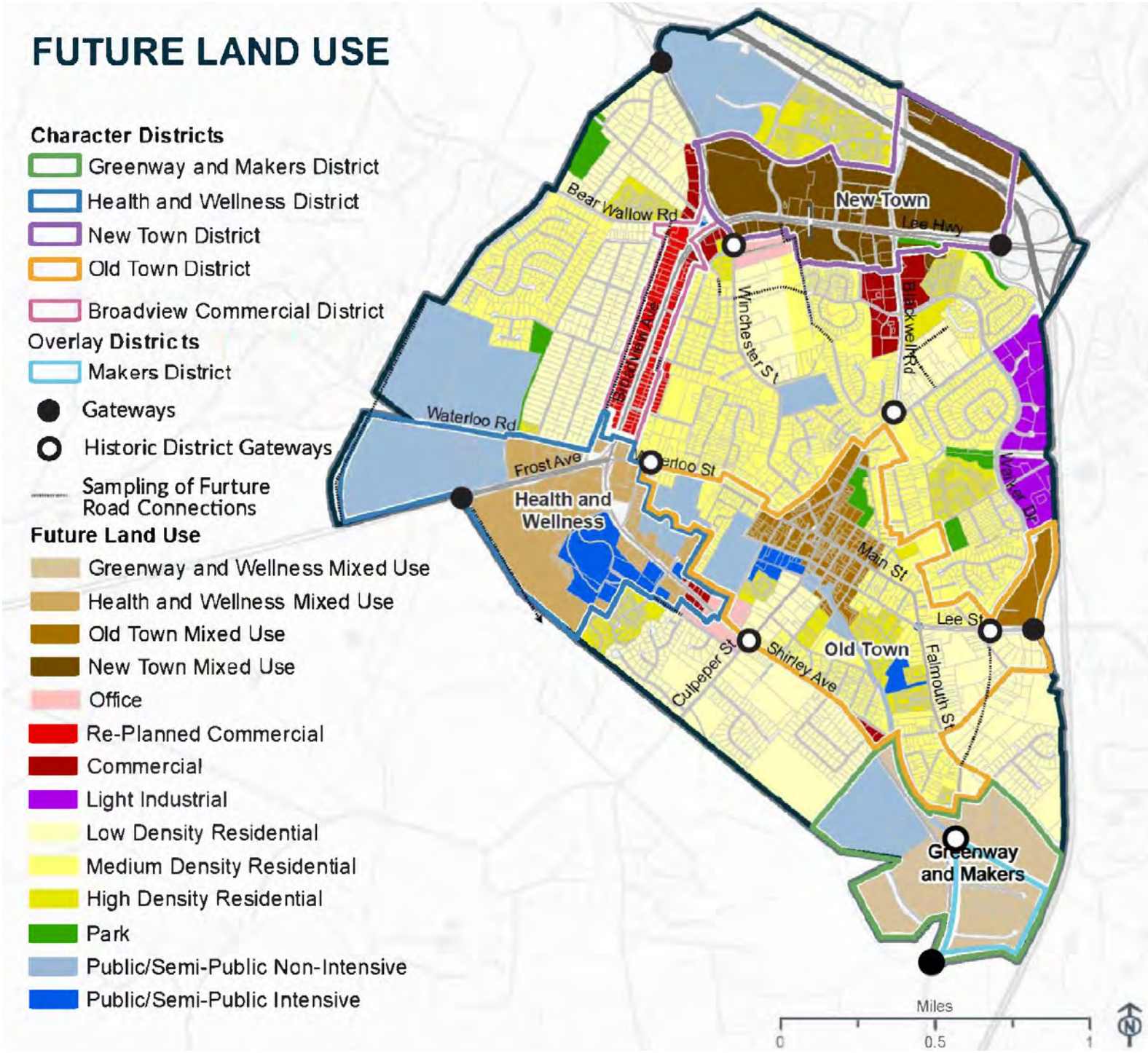
Makers District:

Maintain current light industrial zoned uses, but allow for, and foster, the new creative production economy in order to enable local purveyors to produce the goods they sell and distribute throughout the region. This new district overlay would complement existing light industrial activities and attract small-scale entrepreneurs and larger companies looking to start and expand businesses within Warrenton.

Arts and Culture District:

Allows for temporary events, pop-up storefronts that are arts and culture focused along Main and Culpeper streets through a streamlined permitting process.

FUTURE LAND USE



CHARACTER DISTRICT SUMMARIES



New Town Warrenton District

With large lots, direct access from Route 29, and high visibility, this district could be a location for a signature office/jobs center; with greater intensity of mixed use and strong live, work, and play options. A mix of uses could be organized around an internal street network and public amenities, such as civic spaces, parks, green space, and public gathering areas.



Health and Wellness District

This district could leverage Fauquier Hospital with businesses, services, and housing options that promote aging in place, expanded health and wellness amenities; medical offices, and commercial uses.



Greenway and Makers District

This district could maximize use of industrial areas for maker space with a food and arts focus, create connective elements to the greenway, and enhance gateway form and function.



Old Town District

Warrenton will continue to promote Old Town as the signature cultural, social, and historic hub. The Town will encourage infill housing and other adaptive reuse of structures to bring more foot traffic to Old Town, but maintain the historic character and scale.



Experience Broadview District

Maintain and enhance the existing commercial corridor, but add nodal development with mixed-use residential anchors and improve transitions to adjacent single-family neighborhoods. A Form-Based Transect is the best tool to transform Broadview Avenue to a neighborhood commercial corridor, with a consistent street frontage along Broadview and graceful step-downs in scale adjacent to adjoining neighborhoods.

THE TEN GUIDING PRINCIPLES FOR CHARACTER DISTRICTS

Many parts make a neighborhood.

A neighborhood has stores and shops that satisfy everyday needs within an easy walk with safe and friendly streets on which people feel they "belong." Residential streets should feel public and more like open space than traffic ways. Streets can be a pleasant part of the neighborhood. A great neighborhood has many choices to move by foot, bicycle, transit, and auto. A great neighborhood has places for people to meet, talk, and be neighborly with gathering places that include parks, plazas, sidewalks, and shops. Lastly, a great neighborhood has its own character, shaped by its physical setting, streets, buildings, open spaces, history, and the people who live in it. The following are Ten Guiding Principles to guide development in each of the Character Districts.



1. A discernible center. Every neighborhood should have a discernible center that is walkable within a quarter-mile radius. The center can accommodate programmed or spontaneous events, or simply be a place people relax or meet friends. The center is often a hardscaped plaza or a green or park space; sometimes it can even be a busy street corner or a main street.



2. Connected sidewalks with a clear pedestrian path, street trees, and lighting. Streets within the Character District form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination. There is an interconnected street grid network that disperses traffic and eases walking.



3. Buildings that are placed close to the street to create a sense of place. All buildings are directly accessible with front doors from the street.



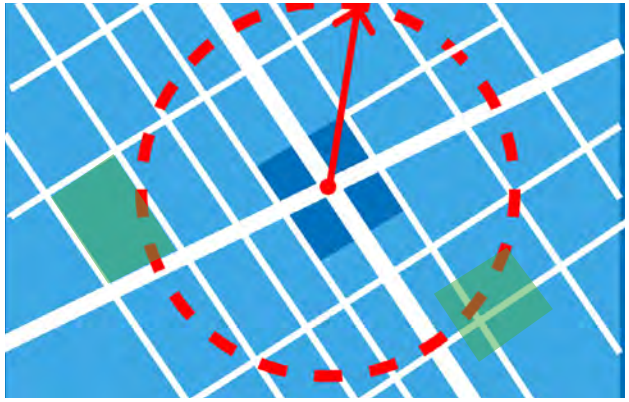
4. Parking placed behind buildings and away from street frontages. Interior access roads to services and parking are designed into the site plan.



5. **Complete streets create a balance between cars, pedestrians, and bicyclists**. Complete Streets have no singular design prescription. Each one is unique and responds to its community context; however, complete streets are designed to balance drivers, pedestrians, and bicyclists.



6. Compact street blocks encourage walking. Compact street blocks that are 200 to 400 feet wide and up to 600-feet deep provide a comfortable neighborhood scale that facilitates a fine-grain development pattern and walking experience. For blocks that exceed the maximum recommended length of 600 feet, a mid-block pedestrian path is recommended to allow for passage.



7. A park, trail, or activity center is within a half mile walking radius. Linkages to pedestrian amenities can be made with continuous sidewalks, street trees, and through-block pedestrian pathways.



8. A variety of dwelling types accommodates a wide range of family sizes and income levels and commercial activity. The variety provides synergy among uses and creates an immediate critical mass to sustain retail and commercial uses.



9. Neighborhood identity connects district wayfinding and identification with a larger marketing effort to bring private investment to the neighborhood. Neighborhood identity provides the brand and image of the area, and a basis for a marketing strategy to promote businesses, events, and future development opportunities.



10. The neighborhood edge provides the means of transition from the Character District to adjoining properties. The edge would transition to adjacent established neighborhoods and future land-use categories and exhibit compatibility in scale, massing, and setback with existing and planned developed on adjacent land.

RECOMMENDATIONS TO THE EXISTING RESIDENTIAL ZONING DISTRICTS

Refer to Housing Section II for housing definitions.

R-15 Residential District

Contains low-density, single-family dwellings and other uses that are customarily incidental.

Recommendation: Accessory Dwelling Units

(ADU) allowed by special permit.

R-10 Residential District

Single-family, detached homes and limited groups are allowed. Limited service uses are allowed with a special use permit. This zone allows for smaller lot sizes and setbacks than R-15.

Recommendation: Bungalow Court to be allowed by-right and ADUs by special permit.

R-6 Residential District

Allows medium to high concentrations of predominantly residential uses, generally intended to encompass and preserve those residential structures which have developed over the years along the traffic arteries serving the Central Business District (CBD).

Recommendation: Bungalow Court to be allowed by-right and ADUs by special permit.

RT Residential Townhouse District

This district is composed of certain medium concentrations of residential use, often located between lower density residential and commercial areas.

Recommendation: Bungalow Court and Duplex to be allowed by-right and ADUs by special permit.

RMF Residential Multi-family District

Contains higher concentrations of residential uses recommended for those sections of Town in proximity to the CBD, adjacent to existing intensive land uses, used as a transitional area between commercial and lower density residential areas, or need revitalization.

Recommendation: Bungalow Courts, Duplex, Fourplex, Courtyard Apartments, and Townhouses to be allowed by-right and ADUs by special permit.

R-40 Residential District

Allows low-density, single-family dwellings and other selected uses that are compatible with the low-density residential character of the district.

Recommendation: ADUs by special permit.

R-E Residential District

This district is comprised of low-density, single-family dwellings and other selected uses that are compatible with the open and rural character of the district. All commercial activities are prohibited.

Recommendation: ADUs allowed by special permit.

RO Residential Office District

Allows business and professional offices and certain personal service uses. This is a transition area between a commercial area and a residential area.

Recommendation: Duplex, Fourplex, Courtyard Apartments, Bungalow Courts, Townhouses, Multiplex, Live/Work, and Mixed-Use Residential to be allowed. ADUs allowed by special permit.

CBD

The intent of this district is to provide for orderly development, infill, and revitalization of the CBD.

Recommendation: Live/Work and Mixed-Use Residential (with commercial at the ground level) to be allowed.

GOALS

L-1: Organize Land Use According to Character Districts in Select Areas

POLICIES & STRATEGIES

L-1.1: Create Mixed Use Character Districts, based on the Town's adopted Urban Development Areas.

L-1.2: Create and encourage implementation tools to support the individual Character Districts policies.

L-1.3: Create the Experience Broadview Overlay to allow for mixed-use or multi-family developments.

L-1.4: Redevelopment and new development is ecouraged, and each Character District will use the suggested illustrations in the design manual as guidance.

L-1.5: Create a Makers District Zoning Overlay in the light-industrial zoned area of the Greenway and Makers Character District (West Shirley UDA) to foster the new creative-production economy.

L-1.6: Update the Density Bonus Program.

EXISTING CONDITIONS & BACKGROUND

DENSITY BONUS RECOMMENDATIONS

Suggested updates to the bonus program identified in the Town's Zoning Ordinance to create a more comprehensive approach for desired uses and public amenities within the Town.

UDAS/ CHARACTER DISTRICTS

Information about the adopted UDA's and corresponding Character Districts.

NEW TOWN

HEALTH & WELLNESS

GREENWAY & MAKERS

OLD TOWN

EXPERIENCE BROADVIEW

L-2: Old Town Character District – The Old Town Character District will include a mix of infill and new mixed-use development that is designed to maintain Old Town's historic character. ADOPTED MARCH 13, 2018

POLICIES & STRATEGIES

L-2.1: Maintain Old Town Historic Character through preservation and protection of contributing historic resources.

L-2.2: Create cultural anchors at both ends of Main Street.

L-2.3: Evaluate the feasibility of financing and constructing a structured parking garage that is designed to be compatible to the character of the Historic District and is located behind street facing buildings.

L-2.4: Evaluate the location, design and feasibility of a Pedestrian Mall.

L-2.5: Evaluate the design and feasibility of a traffic circle at the intersection of Culpeper and Shirley streets.

L-2.6: Develop revitalization strategies for Lee and Horner Streets

L-2.7: Promote the possibility of a Bed and Breakfast concept in appropriate locations.

L-2.8: Promote new development typologies and a mix of uses in Old town that includes mixed-use development, adaptive re-use of existing buildings, live-work lofts, restaurants, new infill development on vacant lots and higher density residential development that comport to and maintain the historic character of Old Town.

L-2.9: Locate an event space in the Old Town UDA that can be used to accommodate public and private events, festivals of all types appropriate and other opportunities.

L-2.10: Develop a marketing and branding strategy for Old Town that promotes business and events.

L-2.11: Develop a parking policy that maintains adequate parking supply for businesses, residents, workers, tourists and shoppers.

L-2.12: Create a streetscape plan for the Old Town Character District that promotes a consistent walking experience and maintains the historic character of Old Town. The streetscape plan should define specifications for sidewalk, crosswalks, street trees, seating, lighting, bicycle parking and locations for a pocket park, where appropriate.

L-2.13: Evaluate traffic calming measures at locations where public safety issues are evident.

L-2.14: Develop Traditional Neighborhood Design Guidelines (TND) specific for Old Town, for the design for new buildings, infill development and the adaptive reuse of existing buildings.

L-2.15: Develop a Façade Improvement Program that promotes and incentivizes the improvements of facades as well as the potential of a Business Improvement District (BID) that would finance such a program.

L-3: New Town Character District – The New Town Character District will support the revitalization of the commercial shopping malls with a walkable development pattern that includes a mix of uses, green space and public amenities, as well as provide a location for a major employer. ADOPTED MARCH 13, 2018

POLICIES & STRATEGIES

L-3.1: Evaluate a variety of branding strategies for the New Town Character District as a Town gateway, possible entertainment hub or a mixed-use development integrated with an educational institution, such Virginia Tech, exploring a Campus Business Hub concept.

L-3.2: Create a development plan for key sites that plans for the redevelopment of aging big box shopping centers to include mixed-use and infill development with a variety of uses, such as restaurants, entertainment venues, a hotel, breweries and office.

L-3.3: Create a streetscape plan for the New Town Character District to support the development plan for key sites, promoting development within a compact street grid that includes a mix of uses, entertainment, and park space, as well as being walkable along the edges and adjacent parcels with sidewalks and striped crosswalks.

L-3.4: Evaluate the establishment of a Business Improvement District to promote business development and events within the New Town Character District, and maintain pedestrian amenities, such as public-accessible parks and plazas.

L-3.5: Evaluate the design and implementation of roundabouts within this Character District.

L-3.6: Evaluate development incentives that stimulate private investment and new development.

METRICS

1. Square footage of mixed-use developments, and number of residential units
2. Number of contiguous street blocks with street trees, clear pedestrian paths, and street lights
3. Number of new arts, and craft businesses opening in the Makers District
4. Number of projects using the Density Bonus Recommendations

L-4: Health and Wellness Character District – the Health and Wellness Character District will support and promote a mix of uses that are health related, such as workforce housing, medical and emergency services and aging in-place related uses.

ADOPTED MARCH 13, 2018

POLICIES & STRATEGIES

L-4.1: Evaluate the marketing and development strategy of creating a "Hospital as Hub" concept within the Health and Wellness District that could grow to become a Medical Center Campus or Sustainable Living neighborhood that promotes compatible hospital-related land uses, such as medial offices, senior housing, and other hospital medical-related concepts.

L-4.2: Evaluate the concept of a bus circulator system that would connect the hospital with future senior housing, medical offices and mixed-use developments within the Health and Wellness Character District.

L-4.3: Develop a streetscape transition at intersection Frost and Broadview Avenue intersection to where the boundary of Old Town starts, for aesthetics and traffic calming.

L-4.4: Evaluate development incentives that stimulate private investment and new development.

L-4.5: Promote several types of land use within the Health and Wellness Character District, such as hotels, adaptive re-use of existing buildings, senior housing, medical offices, and all levels of care.

L-4.6: Create a development plan for large key sites located within the Character District that identify massing and profile, types of uses, and phasing of development, ensuring walkability within the site and to adjacent parcels and neighborhoods.

L-4.7: Create a streetscape plan for the Health and Wellness Character District that promotes a consistent walking experience. The streetscape plan should define specifications for sidewalks, crosswalks, street trees, seating, lighting, and bicycle infrastructure.

L-4.8: Develop traffic calming measures at locations along East Shirley, Frost, and Broadview avenues where public safety issues are evident.

L-4.9: Leverage Conservation Easements south of Town boundary and promote context sensitive viewshed treatments.

L-5: Greenway and Makers District Character District – the Greenway and Makers District will be promoted as the southern gateway into the Town and maintain the critical linkages between education, civic uses and the surrounding neighborhoods, as well as the remaining industrial uses located in the Town. ADOPTED MARCH 13, 2018

POLICIES & STRATEGIES

L-5.1: The Town, County, and School District properties should be walkable and accessible from the adjoining neighborhoods.

L-5.2: Develop a land use strategy that keeps industrial use in the southeast half of the Character District and residential use in the northern half of the Character District.

L-5.3: Evaluate a possible pedestrian linkage to Walker Drive from the area to the north east, above the Warrenton Greenway Trail.

L-5.4: Evaluate more possibilities for pedestrian access to the Warrenton Greenway Trail from adjacent neighborhoods.

L-5.5: Design and implement a vertical gateway feature announcing arrival into the Town of Warrenton at the south end of the Character District along James Madison Highway.

L-5.6: Promote a mix of housing in the northern half of the Character District that includes mixed-use residential development, multi-family housing, and affordable housing that uses high quality materials.

L-5.7: Create a streetscape plan for the Character District that promotes a consistent walking experience.

L-5.8: The streetscape plan should define specifications for sidewalks, crosswalks, street trees, seating, lighting, and bicycle infrastructure.

L-5.9: Create development incentives that stimulate private investment and new development.

L-5.10: Evaluate locations for a new park space within the Greenway and Markers Character District.

L-6: Experience Broadview Character District: The Experience Broadview Character District will maintain and enhance the existing commercial corridor with mixed use residential nodes to serve as transitions to adjacent neighborhoods.

POLICIES & STRATEGIES

L-6.1: Implement a consistent street frontage along Broadview with the commercial uses brought closer to the street.

L-6.2: Improve and implement interparcel access to encourage linkages between commercial and mixed use sites.

L-6.3: Limit new access points and consolidate current entrances off Broadview to improve safety, circulation, and congestion along the corridor.

DEFINITIONS & DESCRIPTIONS

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Future Land Use Descriptions

Greenway and Wellness Mixed Use

The Greenway and Wellness Character District provides policies for this area.

Health and Wellness Mixed Use

The Health and Wellness Character District provides policies for this area.

Old Town Mixed Use

This designation covers the historic, mixed-use downtown area and closely matches the area of the existing Central Business District's zoning district. The Old Town Character District provides policies for this area.

New Town Mixed Use

The New Town Character District provides policies for this area.

Office

Office land use is incorporated into the character districts, with key acreage being reserved in the New Town Character District for a potential major employer in the future. The remaining few office land uses are found in current areas off of Shirley Avenue and Winchester Street. These are intended to be small scale office buildings to serve as a transition to between character districts and adjacent residential neighborhoods and to provide locations for the conduct of small shops, studios, and professional offices. Residential uses of low and medium density may be permitted in these areas if they are carefully designed as transitional uses between existing residential neighborhoods and office areas.

In many cases, these areas can be classified as infill development and such development should be compatible with existing uses and likely future uses through appropriate buffering and screening. Controlling vehicular access points so that traffic patterns do not infringe upon adjacent residential areas will also reduce the incompatibility with the adjacent uses. Office uses should be the predominant use in the established districts, whether located within remodeled single-family structures or new structures. Architecturally, new structures should blend in with the architecture of the neighborhood in which its located.

Re-planned Commercial

The majority of commercial follows the Experience Broadview Character District policies. These are older highway commercial areas which are encouraged to be re-planned to provide pedestrian-oriented streetscapes with parking behind buildings, interparcel connections, access and buffers between neighboring residential neighborhoods and, in certain cases, on-street parking.

Commercial

The majority of commercial follows the Experience Broadview, New Town, Health and Wellness, or Old Town Character District policies. For the small portion outside of the character district there continues to be retail and service commercial uses which require high-volume truck activity, and should be placed under strict site plan control with particular emphasis on adequate screening, vehicular access, and restrictions on bulk and height of structures. Zoning regulations for the districts that permit these uses should require interparcel connections, limited points of access from major streets and substantial landscaping, as well as discourage large expanses of parking areas that exceed minimum parking regulations while encouraging shared parking.

Commercial expansions should only occur where compatible land uses exist, and the local street system can accommodate the additional traffic demand. In addition, such uses should be designed to fit into the character of the area in which they are located. Any adjacent residential areas should be linked by convenient pedestrian access. Since commercial strip development is discouraged, access to adjacent streets should be restricted, also. Therefore, shared access points should be encouraged to assist in consolidating small parcels in order to limit traffic congestion. Incentives to promote this concept should be provided in order to achieve a well-designed commercial development that coordinates vehicular and pedestrian access,

parking, signage, architecture, and site design.

The commercial uses included in this category are primarily those uses that serve the daily needs of the residents of the Town. They include restaurants, drug stores, personnel services, banks, grocery stores, and general merchandise items.

The future land use map presumes that the commercial pattern of land uses that is already established is generally appropriate for the community. Any change should be evaluated in the context of the change being appropriate to its surroundings and an established need. The following issues should be considered and resolved when development that suggests changes to the future land use map is proposed.

- Town Services. All developments must be connected to the Town's public water and sewer system, and the project must demonstrate that it does not exceed the capacity of the water and sewer systems to meet the needs of the development. If the proposal exceeds the capacity or delivery system of either the existing water, sanitary sewer, or storm sewer systems, improvements to meet the increased demand must be provided by the applicant.

- Traffic Demand and Circulation. Any new project should maintain a level of service that is in keeping with the surrounding road networks capability. Any level of service that is lower than "D" should be reevaluated, as this is not be an acceptable level of service. Interparcel access and service roads are encouraged in order to limit access to arterial streets. Where necessary, deceleration lanes should be provided, and where conflicts exist, left turns into and out of a site should be avoided. In order to reduce vehicular traffic, a pedestrian access should be provided on the site, as well as linking it to adjacent neighborhoods and all adjacent commercial uses. The project should also make provisions for bicycle access and parking.

- Design Guidelines. All new or redeveloped projects should seek to minimize impacts on surrounding land uses and the public right of way by providing landscaped buffers, placing parking to the side and rear of buildings, coordinating the siting and massing of buildings, using monument signs or signs integrated into the building facades, and using the massing and materials of the buildings to create pedestrian-oriented, human scaled outdoor spaces.

- Consolidation of smaller properties is encouraged to provide the opportunity for efficient use and design of the site.

- Placement of pedestrian areas near main entrances to buildings, which includes seating, planting, and bicycle facilities should be provided, as well as any other outdoor architectural features.

- Delivery of services should occur behind the buildings and screened from public view. This can be achieved through the use of natural vegetation and/or landscaping buffers.

- The site should be well landscaped in order to provide a visual barrier to adjacent non-compatible uses, soften lengthy expanses of buildings and parking lots, and provide shade in the parking areas.

Light Industrial

The Greenway and Makers Character District seeks to incorporate previous uses envisioned for Light Industrial. The remaining Light Industrial is located off the east side of Walker Drive. This area includes light manufacturing, flex industrial uses and wholesale commercial uses, and limited office uses with floor area ratios generally not exceeding 0.35 on a single site. These areas have been designed to provide additional types of employment opportunities within the Town in addition to services and commercial retail uses. Industrial land use designations should be limited to light industrial uses that do not generate inordinate amounts of noise, smoke, dust, odors, heat, or electrical disturbances. Environmentally heavy uses that draw significant water, like data centers, are better served in locations not utilizing public water and sewer.

Particular attention should be given to vehicular access and reducing the impact on adjacent properties.

Integrating certain industrial land uses

Town will enable residents to live and work in the Town. This concept will encourage the integration of the workplace with residential and commercial land use components already existing in Town. Industrial sites should be co-located or located near one another. Scattered sites or strip sites are strongly discouraged. For business parks, a true campus-style site plan is encouraged.

By creating and expanding these sites, it will reduce the amount of persons commuting towards Northern Virginia, thereby reducing travel time and congestion. The areas proposed for light industrial shown on the future land use map should adhere to the following standards and guidelines:

- Access to industrial areas should not conflict with residential traffic and, therefore, should be separated from other types of traffic. This should be accomplished by a road system that permits separation of uses. The non-residential traffic should be routed to collector roads and highways as quickly as possible.

- Industrial uses should be supported with public utilities. In addition, where other utilities are not available, such as natural gas, electric, and phone, those companies should be encouraged to extend their services into industrial areas.

- A set of performance standards should be established in order to mitigate any potential adverse impacts that may be emitted by a particular use.

- When designating, and/or developing industrial sites, particular attention should be given to buffering adjacent non-industrial uses, including appropriate landscaping, screening, setbacks, and open space.

- When evaluating new locations for industrial sites, compatibility with adjacent uses should be carefully considered. Industrial uses should be located adjacent to compatible uses.

- Uses should be limited to those providing a variety of light industrial uses that will contribute to the creation of new businesses, as well as retention and expansion of existing businesses. Very limited support for commercial uses will be allowed as integrated elements of the industrial development for the purpose of reducing traffic generation from the site.

Low Density Residential

This designation includes single family, detached residential dwellings at densities ranging from existing levels of development (no change) up to 2.5 dwellings per net acre, contingent upon adequate pedestrian and vehicular access, compatibility with surrounding properties, and mitigation of potential impacts. Certain areas specified in the text are intended to remain at densities well below 2.5 d.u. per acre and should follow the policies of any corresponding character district. These include the areas of ex low density historic neighborhoods along Winchester and Culpeper Streets.

The designation of low density residential is generally applied to established residential neighborhoods which should be conserved and/or expanded in a manner similar to, and compatible with, the existing surroundings. Many neighborhoods in these areas have older homes and are characterized by mature vegetation and social interaction between neighbors.

New lots within established subdivisions should contain an area that approximates those existing lots. Neighborhood recreational facilities, small parks or “green space”, and other neighborhood amenities should be provided in compatible locations within such developments.

Although residential infill will sometimes be a slightly higher density than existing lot configurations, any such infill development should be generally similar in density and lot size, and the placement of structures on the lot(s) should be sensitive to the existing structures and lots on neighboring properties. The exterior elevations of the structures should complement and respect the surrounding neighborhood’s existing design and architectural elements.

Retaining the high quality of established neighborhoods is a continual challenge. Since the low density areas are a desirable place to live they are becoming attractive for i development. The low density

residential areas are located so as to protect the character of existing neighborhoods and to provide quiet residential areas attractive for single family housing.

Where site characteristics permit, and where negative impact to adjacent properties is minimal, non-residential home occupations and businesses may be permitted as provided for in the Zoning Ordinance. However, neighborhoods should retain their distinctive character, incorporating those characteristics of architecture, mature vegetation, and open spaces appropriate to the character of the neighborhood. Mature vegetation should be retained.

This Plan seeks to preserve the integrity of existing residential neighborhoods by limiting and discouraging incompatible uses in established residential spaces while maintaining and improving neighborhood qualities by eliminating substandard housing. In doing so, this will enhance the physical features that include streets, sidewalks, street lights, and other public improvements.

Winchester Street: The larger lots along Winchester Street containing historic houses are important elements of Warrenton's downtown character. The large size of the lots present an opportunity to preserve the majority of each lot, including the frontage along the street as very low density residential, while developing the back portion of the lot with medium density residential uses.

Culpeper Street: Like Winchester Street, the larger lots and historic houses are important elements of Warrenton's downtown character. These lots should remain essentially as they are, at very low densities, with only very carefully designed, small scale infill structures that preserve the essential character of the street.

Falmouth Street: Like Winchester and Culpeper Street, Falmouth has important buildings that establish the historic character of the entrance to the downtown. The lots with historic buildings, and those adjacent to them, should be maintained as very low density uses, with only very carefully designed, small scale infill structures that preserve the essential character of the street.

Medium Density Residential

This designation includes single family detached residential dwellings at densities up to five dwellings per net acre, contingent upon pedestrian and vehicular access, compatibility with surrounding properties, and mitigation of potential impacts.

Much like the designated low density residential areas, the medium density areas are made up largely of established single family neighborhoods. The neighborhoods are located in many areas of the Town and have access to all Town services.

Medium density areas are composed of high concentrations of residential uses. The areas that border the Central Business District (CBD) have been developed over the years along the vehicular entryways to the CBD. Many have been incorporated into the policies of the Old Town Character District. It is the intent to protect and enhance these areas, while at the same time permitting changes to occur in an effort to ensure that the use of these areas is economically feasible. Since the areas adjacent to the CBD consist of predominantly single family houses, that character must be protected. Approving non-residential uses should be done in a very limited fashion and in a manner that maintains the essential character of the residential areas. Small scale, non-residential uses like home occupations and offices may be appropriate in some of these areas.

The designation of medium density residential is also applied to established residential neighborhoods which should be conserved and/or expanded in a manner similar to, and compatible with, the existing surroundings. Many neighborhoods in these areas have older homes and are characterized by mature vegetation and social interaction between neighbors. Medium density areas are intended to permit densities of up to five dwelling units per net acre, and new lots within established subdivisions should contain an area that approximates the size and configuration of existing lots in the neighborhood. The higher densities should be considered as more appropriate near major thoroughfares and commercial areas. Recreational facilities and other neighborhood amenities should be provided in developments when densities exceed three units per net acre.

New subdivisions and lots within this designation should complement and enhance the area in which it occurs. Residential infill areas should be compatible in density, lot size, and placement of structures on the lots with existing neighboring structures and lots. The exterior elevations of the structures should complement and respect the surrounding neighborhood's existing design and architectural elements.

Retaining the high quality of established neighborhoods is a continual challenge. Since the low density and the medium density areas are a desirable place to live, they are becoming attractive for infill development. The medium density residential areas are located so as to protect the character of existing neighborhoods and to provide quiet residential areas attractive for single family housing. Where site characteristics permit, and where negative impact to adjacent properties is minimal, non-residential, home occupations and businesses may be permitted as provided for in the Zoning Ordinance. Mature vegetation should be retained.

In order to support the goals and objectives of medium density residential areas, the Plan seeks to preserve the integrity of existing residential neighborhoods. In order to do so, the plan limits and discourages incompatible uses in established residential neighborhoods, maintaining and improving neighborhood qualities by eliminating substandard housing and improving its physical features such as, streets, sidewalks, street lights, and other public improvements.

High Density Residential

These designations include single family attached and/or multi-family dwellings up to 12 dwelling units per net acre, contingent upon adequate pedestrian and vehicular access, compatibility with surrounding properties, and mitigation of potential impacts.

The density in these areas can accommodate townhouses, apartments, and similar residential types. Because these areas provide for more intensive development, they should be carefully integrated into the existing townscape to ensure that the existing character is protected. Further, any such developments should be carefully integrated into the area with attention given to creating spatially defined open space areas such as parks and "greens", trail and sidewalk connections, street connections, recreational facilities, parking, and landscaping. The scale and mass of buildings should be compatible with the historic fabric of the Town as a whole, and neighboring properties in particular.

The high density residential areas can be developed at a density of up to 12 units per net acre. The areas for high density development have been designated for those sections of Town which are adjacent to areas of a similar existing density or similar zoning. Housing types permitted in these areas include single family, two, three, and four family dwellings, townhouses, triplex and quadruplex, and apartments. Higher density developments may function as a transition between commercial and lower density residential areas and should be located where streets are capable of carrying the expected traffic. These are key areas encouraged for creative development to help fill the "missing middle with attainable, diverse housing types.

Along with the low and medium density areas, the high density residential areas will provide a variety of options for residential housing types in the Town. It further encourages housing types and costs at different levels which will serve the needs of the Towns citizens. As provided in the low and medium density areas, new multi-family residential buildings should be arranged so that the buildings define outdoor spaces, including a human scale streetscape.

Park

This designation includes public and private parkland and park facilities serving local neighborhoods, passive and/or active. It includes the three Town parks: Eva Walker, Sam Tarr, Academy Hill , and Rady Park, as well as the Warrenton Branch Trail. Additional proposed small parks and "greens" that should be developed in conjunction with new residential neighborhood development are not included as they are addressed in character district and park policies. The specific size, design, function, and configuration of these parks will depend upon the particular needs and attributes of the proposed development and surrou uses.

Public/Semi-Public Uses

Intensive. This designation includes hospitals, utility plants, government administrative uses, and other uses which have a relatively high degree of development intensity and building coverage.

Non-Intensive. Schools which have significant outdoor recreational components, cemeteries, churches, buffer areas, and similar areas of very low intensity development.

A number of areas on the future land use map have been designated as public/semi-public. These designations provide for the maintenance and expansion of existing community facilities. Specific decisions about locating these services should be made in the context of their impact and location on other related decisions which are made by both the Town Council, County Board of Supervisors, and Fauquier County School Board. Therefore, as specified in the Community Facilities section, the Town and County should coordinate their planning and capital programming efforts.

The areas designated for public and semi-public uses include both County and Town facilities, as well as semi-public facilities such as the hospital.

Town residents are also County residents, and receive the same services that the County residents receive. Warrenton has historically been the center of governmental and commercial activity for the County and plans to remain so for the foreseeable future. Thus, the Town is an appropriate location to provide the full range of public and semi-public services such as a library, schools, and fire and rescue services, as well as various state agencies.

It will be necessary to provide public services to not only the residents of the Town, but to day-time employees, customers, and visitors, as well. This larger population will place additional demands upon the services provided by the Town, includng solid waste collection, water and sewer, fire and rescue, and police services. This overall population will continue to grow and increase demands for services.

Specific areas designated for the public/semi-public category include the following:

- The area around and including the Fauquier Hospital, now incorporated into the Health and Wellness Character District. This area should continue to be maintained as the community's medical center. This designation encourages ancillary medical services be located in proximity to the existing hospital, and takes advantage of the proximity of the rescue squad and a public health center. Future complementary development to the hospital should continue, and land for its future expansion reserved.
- Areas that include the Bradley Elementary School, Warrenton Middle School, Brumfield Elementary Schol, Taylor Middle School, Fauquier High School, the Highland School, St. James Episcopal Church and School, and St. John's Church and School. The land adjacent to these sites should continue to be maintained and protected for public and semi-public use. Because the public schools are part of the Fauquier County system, the Town has no direct responsibility for them. However, the Town should ensure that adjacent areas are carefully planned and that any new development is compatible with the site. Further, the Town should work closely with the County, or the relevant private organizations, to carefully plan for and utilize schools in conjunction with the Town's growth and development. These schools provide Town and County residents a setting for educational, social, and recreational activities.
- The area in the vicinity of the WARF, the Virginia Department of Forestry and the Town's Sewage Treatment Facilities off Route 211 and the area adjacent to the National Guard Armory. These areas should be recognized as important elements of the Town and should be fully protected to allow for future expansion. Any future expansion should be carefully planned and screened from adjacent properties.
- These areas include the many churches located within the Town, which are not all mapped specifically, but are planned to remain as churches, including areas for future expansion.
- Town resources that include

Public Works facility and cemetery, as well as Town and County functions in the downtown area that include municipal offices, court buildings, sheriffs office, municipal parking lots, and jail should also be reserved for their continued and expanded use.