TOWN COUNCIL REGULAR MEETING

21 Main Street

Tuesday, April 14, 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. Introduction of the FY 27 Budget

B. 18 Court Street Staff Report and Presentation

C. Main Street Safety Improvement Project Update

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

E. Sidewalk Cafe' Ordinance Update

F. 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.

G. Safety Committee Update

H. Finance Committee Update

I. Planning Commission Update

J. Transparency Commission Update

K. Agenda Review

L. Closed Session

II. REGULAR MEETING - 6:30 PM

A. INVOCATION.

B. PLEDGE OF ALLEGIANCE.

C. PROCLAMATIONS AND RECOGNITIONS.

a. ExcellenceinAction!

D. CITIZEN'S TIME.

E. APPROVAL OF THE AGENDA.

F. PUBLIC HEARINGS.

a. Ordinance 2026-03: An Ordinance to modify provisions Town Ordinance Article VI., Use of Public Grounds, Sections 14-101 through 14-103.to update the Special Events Ordinance

b. AN ORDINANCE TO SELL THE 18 COURT STREET PROPERTY PURSUANT TO VA STATE CODE § 15.2- 1800.

G. CONSENT AGENDA.

a. Planning Commission 2025 Annual Report

b. Approval of Town Council Meeting Minutes

H. NEW BUSINESS.

a. ZOTA Initiation (ZOTA-26-1) to Articles 3, 9, and 12 to allow Hotels of up to 30-40 rooms, as well as Clubs and Lodges accessory to an allowed primary use, as by-right uses in the Central Business District.

b. Town Hall Structural Remediation and IT Server Room HVAC

c. Planning Commission Appointment

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

I. UNFINISHED BUSINESS.

J. TOWN ATTORNEY'S REPORT.

K. TOWN MANAGER'S REPORT.

L. COUNCILMEMBERS TIME.

M. ADJOURNMENT.

Office of the Town Manager
Frank Cassidy

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 14th, 2026
Agenda Title:	Initial Presentation of the Fiscal Year 2027 proposed budget
Requested Action:	Information only
Department / Agency Lead:	Finance
Staff Lead:	Christopher E. Martino, Interim Town Manager

EXECUTIVE SUMMARY

This budget is both a financial document and a reflection of the priorities and investments the community has identified in its adopted comprehensive plan, Plan Warrenton 2040. The proposed budget initiates a multi-year plan to include regular, routine, and recurring annual maintenance and replacement costs in the Town's base budget.

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, as well as investments in the town's capital infrastructure. This represents an increase of $6.0 million, or 11%, over the adopted FY 2026 budget. The bulk of the increase is driven by the increase in debt service and new capital investment.

The proposed FY 2027 general fund operating budget includes a real estate tax rate increase of $0.02 per $100 of assessed value. The second penny increase in the proposed rate begins the proposed multi-year process of moving regular, routine, and recurring annual maintenance and asset replacement into the base budget. The Town Code requires that the calendar year property tax rates are adopted by May 14th. A public hearing will be held on the proposed budget and on the proposed tax rate increase at the May town council meeting.

The table below illustrates how the rise in values resulting from the general reassessment coupled with the proposed change in the real estate tax rate impacts the median annual residential bill in town:

	Tax Year 2025	Tax Year 2026	Change
Median Home Value	$ 386,500	$ 472,200	$ 85,700
Real Estate Tax Rate	$ 0.055	$ 0.075	$ 0.02
Annual Residential Bill	$ 212.58	$ 354.15	$ 141.58

BACKGROUND

An overview of the proposed budget by fund is presented in the following paragraphs.

General Fund Operating Revenues

FY27 General Fund operating revenue is projected to increase by $1,159,742, or 6.0%, compared to FY26. The largest changes are in the categories of real estate tax, other local taxes, and State revenue.

Real Estate Tax – This estimate has increased by $660,431, or 54%, based on the proposed tax rate coupled with the increase in values resulting from the general reassessment that was effective January 1, 2026.

Other Local Taxes – This category projects an increase of $196,644, or 2%, overFY26 based on historical trends. The specific areas of increase are meals tax, sales tax, and utility consumption tax.

State Revenue - Revenue in this category is estimated to increase by $180,881, or5%, driven by increases in highway maintenance funding.

General Fund Operating Expenditures

FY27 General Fund operating expenditures will increase by $1,288,771 or 6.6%, compared to FY26. The largest functional categories of increase are public works, debt service, and general government administration.

Public works - The $577,289, or 10%, increase is attributable to other Operating costs - The programmatic shift of annual maintenance and asset replacement costs that are operational in nature. This is part of a proposed plan to address ongoing operational repairs and replacements in a proactive manner. These costs have been treated as part of the capital improvement plan and CARP in the past but represent operational priorities, not significant asset replacement or new capital investments. These items include replacement of guardrails, sign replacements, sidewalk handicap ramps, paving of parking lots, and mowers.

Personnel - The addition of a Motor Equipment Operator. This additional position in the streets division of public works is necessary to continue to meet both current and anticipated demands for service. Personnel costs are discussed in more detail later in this letter and are also detailed in the Personnel and Compensation Summary on page 14.

Debt service – The increase in debt service is estimated based on the Town's issuance of $4.8 million of general obligation bonds in the Spring of 2026.

General government administration - The primary driver of the $169,567, or 4%,increase is the addition of an ERP Specialist in the IT department. The Town has embarked on a very significant project to upgrade its financial and management systems with an Enterprise Resource Planning (ERP) system. While significant efficiencies will be realized with the new system, it will require an additional position to focus on the implementation and ongoing support of Town departments. Personnel costs are discussed in more detail later in this letter and are also detailed in the Personnel and Compensation Summary on page 14.

General Fund Capital

General fund capital expenditures will be funded partially by cash and partially by debt. Capital expenditures are broken down into capital projects and capital asset replacements.

Capital projects – The total Town funding for projects is $2,865,500. Projects programmed for FY27 include salt storage, the design and engineering of the public works facility, the first phase of Eva Walker Park improvements, and the replacement of the WARF elevator. The capital projects are proposed to be funded with debt.

Capital asset replacements – The budget for asset replacements for FY27 is$1,892,249. Among other items, the plan includes public works equipment, HVAC projects, ERP software replacement, and police vehicles. The asset replacements are proposed to be funded entirely by cash-to-capital from the Town's capital reserve.

More details on these and other projects and replacements may be found in the 2027-2032 Capital Improvement Plan (CIP) and CARP.

Stormwater Management Operating

Stormwater management is funded by a tiered stormwater fee that is billed twice a year on the Town's real estate tax bill. Stormwater management operating expenses are projected to increase from $667,993 to $685,306 primarily related to the purchase of stormwater management credits to ensure compliance with mandated program requirements.

Stormwater Management Capital

Stormwater Management Capital is proposed to increase by $577,829 compared to FY26. Capital projects related to stormwater enable the Town to meet state-mandated requirements. The largest projects are the Master Drainage Plan and the Stream Retrofit at Rady Park. For further details on stormwater capital projects, please refer to the 2027-2032 CIP.

Water & Sewer Operating Revenues

An update to the water and sewer rate study was completed in 2023 to ensure adequate funding for the necessary modernizations to our aging infrastructure. The study recommended a phased approach to increasing user rates coupled with the strategic issuance of debt to fund the capital needs. The recommended rate increase for FY27 is 23%. An average monthly In-Town residential bill (based on 3,000 gallons of consumption) will increase from $67.58 to $83.24. This is the final year of double-digit rate increases recommended by the study.

The rate study model assumes the issuance of debt to support the system's capital needs.

The operating budget has increased by $1,367,921 (excluding transfers to capital) due to inflation costs related to chemicals, fuel, and utilities. The proposed FY27 budget includes a transfer of $3,101,050 to partially cash fund the capital program, which is in line with the recommendations of the rate study.

Water & Sewer Capital Expenses

The proposed FY27 budget for water and sewer capital expenses has increased by $3.5 million. This represents the continuation of the 6-year modernization and infrastructure resiliency plans that were factored into the rate study finalized in 2023.

Major capital projects for FY27 include:

- Primary Digester - $11,200,000
- Denite System Rehabilitation - $1,600,000
- Hunton Street Waterline Replacement - $1,700,000

Major asset replacements planned for FY27 include:

- Facilities physical security - $520,000
- Fleet replacements - $285,000

More details on these and other projects and asset replacements may be found in the FY2027 2032 CIP.

Personnel

The services enjoyed by the citizens of the Town are delivered by the Town's workforce. More than 50% of the Town's budget is related to personnel costs (61% of general fund costs), so changes in this area impact all funds. Below are highlights of budgeted personnel items.

Year one of a staffing plan to support new initiatives and requirements – Over the past three years, the Town has realigned staff to realize greater efficiency and cost savings. Since FY24, the full-time equivalent (FTE) count has dropped by 9.5 FTEs. These reductions were achieved through attrition. With new initiatives and developments on the horizon, the Town must provide adequate staffing to support the new requirements:

ERP Specialist – the Town is investing $1.5 million over the next two fiscal years to implement an Enterprise ERP system. This system will provide a dramatic improvement in efficiency and access to information.

Motor Equipment Operator I – with new developments beginning construction, the Public Works department will see an increase in service requirements.

Market Adjustment and Merit Increase - The proposed FY27 budget includes a market adjustment of 3% effective July 1 and a proposed merit range of 0-2.5% that will be effective January 1. The market impact is $353,860 across all funds and the merit impact is $114,139 across all funds.

***Health Insurance* -** The renewal received from the Town's medical, dental, and vision insurance provider reflected an increase of 12.6% in premiums for FY27. This increase is shared by the Town and employees.

***Retirement* –** The Town's required contribution percentage to the Virginia Retirement System was reduced from 10.31% to 9.64% for the next two years. This provided cost savings of $375,615.

STAFF RECOMMENDATION

Staff will provide a presentation on the proposed budget. Receive the information.

Service Level/Policy 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. The budget is the guiding rode map for the work of the Town for the next year and beyond.

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 starting April 1st, 2026, at https://www.warrentonva.gov/177/Budget
- Transmittal Letter
- Budget Fact Sheet
- Budget in Brief

TOWN COUNCIL
Carter Nevill, Mayor
Paul Mooney
David McGuire
Roy Francis
William Semple II, Vice Mayor
Larry Kovalik
Michele O'Halloran
Eric Gagnon

April 1, 2026

Honorable Mayor and Members of Town Council,

I am pleased to present the Proposed Fiscal Year 2027 Budget and the FY2027-2032 Capital Improvement Plan for the Town of Warrenton. The proposed budget is both a financial document and a reflection of the priorities and investments the community has identified and clearly stated in its adopted comprehensive plan, Plan Warrenton 2040, and other guiding policy documents. That is, public safety, economic opportunity, public services, a well-planned community, historic character, and health and well-being.

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.

Town Council work sessions over the past several months have featured departmental presentations designed to encourage discussions about operations and planned capital investments. These presentations afforded Council the opportunity to engage with staff and provide feedback regarding the status and direction of Town operations. Accordingly, this budget:

- Meets the Town's obligation to pay bondholders on time and in full. The Town has $19.1 million debt issued and outstanding and is in the process of issuing an additional $21.25 million of general obligation bonds to finance new capital investments and asset replacements as prescribed by the adopted FY26 budget. The Town has pledged its full faith and credit to meet its debt service obligations. Meeting its debt service obligations will affirm the Town's recently received high credit ratings from Moody's (Aa2) and S&P (AA+), which results in lower capital borrowing costs.

- Continues to provide the programs and services expected by residents, businesses, and visitors at current expected levels and quality of service.
- Continues to invest in capital infrastructure projects necessary to provide for the long-term fiscal health and stability of the town.
- Initiates a multi-year plan to include regular, routine, and recurring annual maintenance and replacement costs in the Town's base budget and manage the balance of the Town's long-term capital financing requirements. Doing so will better match, and cover, such ongoing annual expenditure costs with current annual revenues, and thereby improve and strengthen the Town's long-term fiscal health and stability. Furthermore, such a plan is consistent with the Town's financial policies and generally accepted prudent fiscal management practices.
- Initiates a multi-year staffing plan to provide Town services for the anticipated growth and development the Town is currently experiencing and that is expected to occur over the next few years. Currently known development projects include approximately 1,100 new residential units and an additional 25 acres of commercial development. Additional staffing, in such areas as public works and community development will be necessary to maintain current service levels as these new developments come online.

The proposed FY2027 general fund operating budget includes a real estate tax rate increase of $0.02 per $100 of assessed value to cover the cost of current expenditures with current revenues and thereby balance the proposed operating budget. The second penny increase in the proposed rate begins the proposed multi-year process of moving regular, routine, and recurring annual maintenance and asset replacement into the base budget to achieve a fiscally prudent and sustainable approach to managing the ongoing needs of the Town.

The table to the right illustrates how the rise in values resulting from the general reassessment coupled with the proposed change in the real estate tax rate impacts the median annual residential bill in town.

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- The reassessment increases the annual bill by $47.14.
- The change in the tax rate increases the annual bill by $94.44.

EXPERIENCE

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The Town Code requires that the calendar year property tax rates are adopted by May 14th. As such, a public hearing will be held on the proposed budget and on the proposed tax rate increase at the May town council meeting. The general property reassessment requires a separate public hearing on the effective increase resulting from the new values.

The Proposed FY2027 Budget and FY2027-2032 CIP are now in the hands of the Town Council and the community. Town staff stand ready to provide support as you consider and decide how best to move the Town forward in FY2027.

Sincerely,



Christopher E. Martino
Interim Town Manager

BUDGET HIGHLIGHTS

General Fund Operating Revenues

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  - *ERP Specialist* – the Town is investing $1.5 million over the next two fiscal years to implement an Enterprise ERP system. This system will provide a dramatic improvement in efficiency and access to information.
  - *Motor Equipment Operator I* – with new developments beginning construction, the Public Works department will see an increase in service requirements.
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- *Retirement* – The Town's required contribution percentage to the Virginia Retirement System was reduced from 10.31% to 9.64% for the next two years. This provided cost savings of $375,615.

Town of Warrenton FY 2027 Proposed Budget Fact Sheet
April 1, 2026

Budget Summary

- **Total budget:** $58.2 million
- **General Fund:** $25.7 million
- **Real estate tax rate:** Proposed increase of $0.02, bringing the overall real estate tax rate to $0.075 per $100 of assessed value. The median homeowner's tax bill will increase by $141.58 annually or $11.80 monthly due to the combined impact of the general reassessment and the proposed real estate tax rate increase.
- **Water & sewer rates:** Continued with phased approach to increasing user rates as outlined in the 2023 rate study. An average monthly residential bill for an In-Town user will increase $15.66 (based on 3,000 gallons of consumption).

Other Key Areas

- **Capital Improvement Program (FY 2027-3032):** $27.4 million programmed for FY 2027, including the salt storage facility, fleet replacements, stormwater projects, and a primary digester at the wastewater plant. CARP projects are proposed to be cash-funded**.**
- **Compensation:** 3.0% market adjustment and 0-2.5% merit increase.
- **Staffing:** Addition of an ERP specialist and a motor equipment operator. Including these requests, the FTE count has been reduced by 7.5 since FY 2024.

Budget Timeline

- April 14: Budget work session
- May 12: Public hearing and adoption of tax rates
- June 9: Budget adoption

Summary

The FY 2027 proposed budget represents a commitment to a needs-based approach to budgeting while ensuring that we continue to properly fund the enhanced services that the Town delivers to our citizens in accordance with the Town's adopted comprehensive plan, Plan Warrenton 2040.

Visit www.warrentonva.gov/177/Budget for more information.

Proposed Budget in Brief

Fiscal Year 2027 | July 1, 2026- June 30, 2027



Welcome

We are pleased to present the Budget in Brief for the fiscal year 2027 proposed budget. This budget represents a commitment to a needs-based approach to budgeting while ensuring that we continue to properly fund the enhanced services that the Town delivers to our citizens in accordance with the Town's adopted comprehensive plan, Plan Warrenton 2040 .

The goal of this abbreviated budget document is give an overview of the budget while continuing our dedication to budget transparency.



FY 2027 Strategic Goals

- Ensure healthy, safe, and adequate water and wastewater service.
- Provide a fiscally responsible infrastructure that maintains a high quality of life for residents, support current businesses, and attracts new employers with a stable tax structure.
- Ensure public safety services and policies are viewed as amongst the best in similar Virginia towns for responsiveness, community trust, and effectiveness.

Annual Budget Calendar

September 2025	Departments begin developing budget requests.
November 2025	Deadline for departments to submit budget requests.
December 2025-March 2026	Town Manager reviews requests and works with finance department to draft the proposed budget.
April 1, 2026	Delivery of the proposed budget to the Town Council.
April 14, 2026	Budget work session.
May 12, 2026	Budget work session and public hearing on the proposed budget to adopt tax rates for the 2026 tax year.
June 9, 2026	Adoption of the budget by Town Council.
July 1, 2026	Start of fiscal year 2027.

The Town's Funds

The accounts of the Town are organized into funds. A fund is a group of related accounts used to control money that has been earmarked for specific activities or objectives. The Commonwealth of Virginia requires that sources of revenue (such as taxes or fees) be matched together in a fund with the program costs associated with that revenue. That means, for example, money received from resident water bills (revenue for the Water & Sewer Fund) should not be allocated to pay for Police services (General Fund expense). The General Fund is the Town's largest fund, and is therefore the main focus of this document.

Budget Overview

The fiscal year (FY) 2027 proposed budget totals $58.2 million across all funds, a $6.0M increase when compared to the FY 2026 adopted budget. The budget for General Fund operating and capital totals $25.7M, a $1.2M increase compared to the FY 2026 adopted budget.

	FY 2026 Adopted	FY 2027 Proposed
Total Budget	52.2M	58.2M
General Fund (GF) Budget	24.6M	$25.7M
General Property Taxes as a Portion of GF Budget	8.2%	10.5%

Property Tax Rate Comparison *(per $100 of assessed value)*

A real estate tax increase of $0.02 is proposed. The first penny is dedicated to continuing to meet current service demands and the second penny is dedicated to the cash-funding of capital projects.

	Tax Year 2025 Adopted	Tax Year 2026 Proposed	Variance
Real Estate	$0.055	$0.075	$0.02
Tangible Personal Property – General	$1.00	$1.00	-
Machinery and Tools	$1.00	$1.00	-
Business Personal Property & Computers	$1.00	$1.00	-

Your Tax Dollar at Work

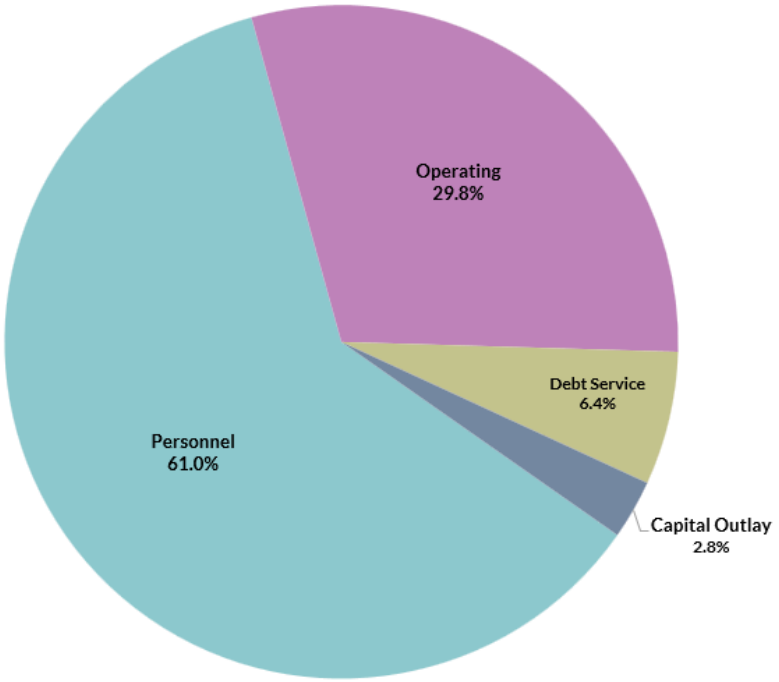
How every dollar of tax revenue is split between General Fund departments and functions in the FY 2027 proposed budget.



26¢	Public Works	10¢	Parks & Recreation
20¢	Public Safety	8¢	Debt Service
16¢	General Government	7¢	Community Development
11¢	Information Technology	2¢	Contributions to Outside Agencies

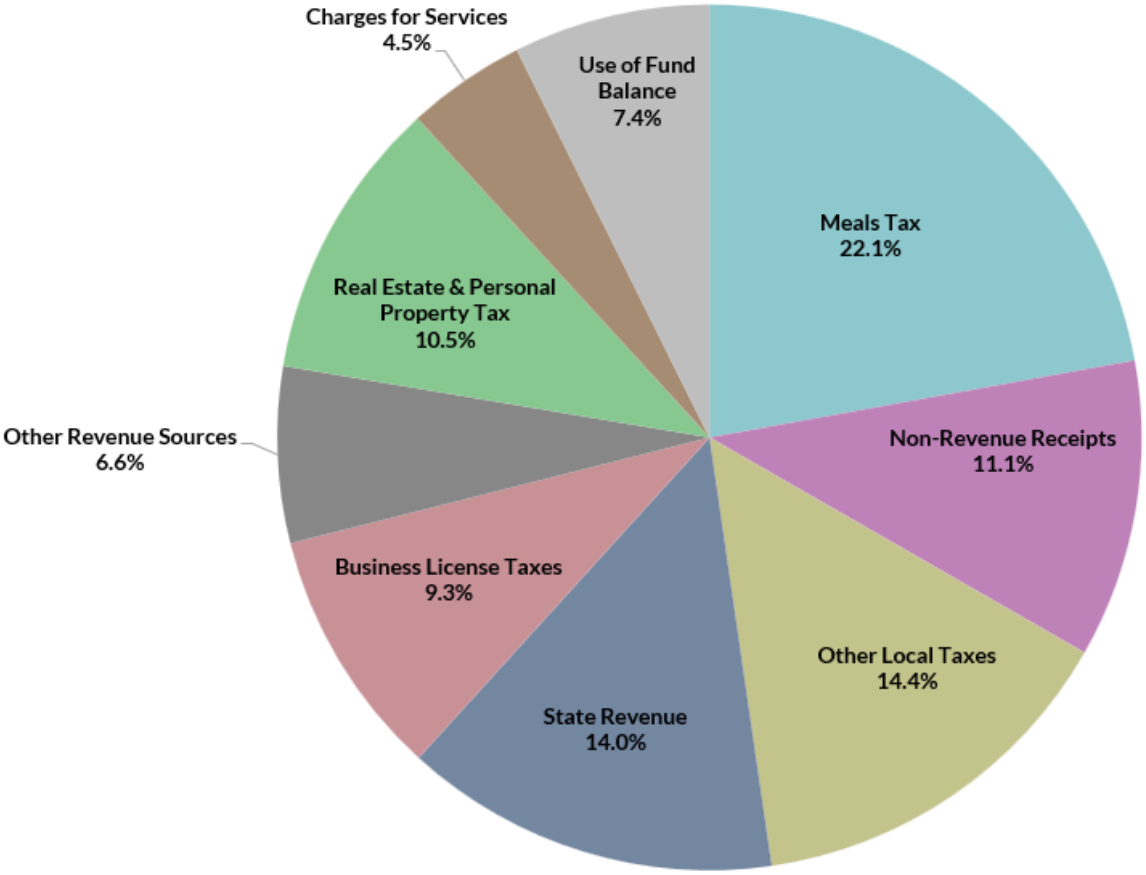
Expenditures by Category

FY 2027 Proposed General Fund expenditures by category, excluding transfers.



How Your Taxes Affect Revenue

A breakdown of what makes up total General Fund Revenue in the fiscal year 2027 proposed budget.



22.1%

Percentage of General Fund revenue provided by the 6% meals tax.

9.3%

Percentage of General Fund revenue provided by the Business, Professional, Occupation License (BPOL) Tax.

10.5%

Percentage of General Fund revenue provided by General Property Taxes.

Capital Improvement Plan

The Capital Improvement Program (CIP) is a multi-year plan for major capital expenditures, such as the construction, reconstruction, renovation, or replacement of a public building or facility. The first year of the multi-year CIP is included in the adopted budget. Town funding can come from the Town's General Fund, Water & Sewer Fund, or Stormwater Fund.

GENERAL FUND CAPITAL PROJECTS

Community Facilities

Project #	Project Name	FY27 Amount
CF-002	Public Works Salt Storage	$ 1,250,000
CF-003	Public Works Rehabilitation	500,000

Parks and Recreation

Project #	Project Name	FY27 Amount
PR-002	Eva Walker Park Improvements	$ 230,000
PR-008	Skatepark Replacement at the WARF	50,000
PR-009	WARF Elevator	425,000

Transportation & Circulation

Project #	Project Name	FY27 Amount
TC-007	Walker/East Lee Intersection Improvement	$ 75,000
TC-016	Gay Road Sidewalk	75,000

State Funded Projects

Project #	Project Name	FY27 Amount
TC-019	Annual Paving Schedule	$ 400,000

WATER & SEWER FUND CAPITAL PROJECTS

Water Projects

Project #	Project Name	FY27 Amount
W-005	Warrenton Reservoir Dam	$ 1,000,000
W-017	Lee Highway Waterline Replacement	250,000
W-019	Hunton Street Waterline Replacement	1,700,000
W-021	Industrial Road Waterline Replacement	700,000

Sewer Projects

Project #	Project Name	FY27 Amount
S-002	I&I Reduction	$ 250,000
S-003	Primary Digester	11,200,000
S-005	Cedar Run Pump Station	300,000
S-012	Sludge Dewatering	1,200,000
S-019	Denitrification System Rehab	1,600,000

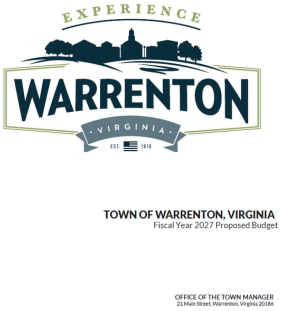
Proffer Funded Projects

Project #	Project Name	FY27 Amount
S-011	Taylor Pump Station	$ 350,000

STORMWATER MANAGEMENT FUND CAPITAL PROJECTS

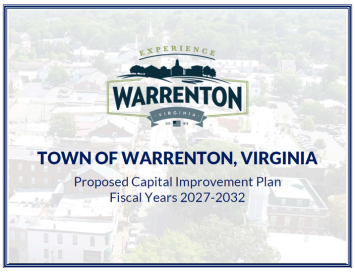
Project #	Project Name	FY27 Amount
SM-003	Stream Retrofit Rady Park	$ 425,299
SM-004	Master Drainage Plan	550,000
SM-005	BMP & Filterra Facilities	150,000

Where to Find More Information



The fiscal year 2027 proposed budget contains detailed information on the Town's adopted revenues and expenses across all funds.

Click the photo or visit www.warrentonva.gov/177/Budget



The proposed 2027-2032 Capital Improvement Plan provides detailed project information and cost projections for the the Town's Capital Improvement and Capital Asset Replacement Projects.

Click the photo or visit www.warrentonva.gov/177/Budget



Plan Warrenton 2040 is the Town's adopted comprehensive plan that helps to guide budgeting decisions through strategic goals and capital project selection.

Click the photo or visit www.warrentonva.gov/170/Plan-Warrenton-2040-Comprehensive-Plan

EXPERIENCE WARRENTON VIRGINIA EST. 1810



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 14th, 2026.
Agenda Title:	18 Court Street
Requested Action:	Hold the Public Hearing for Ordinance 2026-04
Department / Agency Lead:	Town Manager
Staff Lead:	Christopher E. Martino, Interim Town Manager.

Executive Summary:

In February 2025, the Town Council was informed of a potential redevelopment opportunity centered on 10 Hotel Street, where a private developer expressed interest in incorporating 18 Court Street into a broader project. In February, 2026, The Fauquier County Board of Supervisors approved a letter of intent for the sale of the Warren Green building located at 10 Hotel Street to the development firm of Madison Dale. The Town has received an offer from this same developer to purchase 18 Court Street for $509,286. (see offer attached).

Madison Dale's proposal is to invest approximately $5,000,000 to historically restore 18 Court Street and convert it into a 75-seat restaurant and accessory membership club. Mr. Kevin Ash, President and CEO of Madison Dale, shared with the Town Council at its March work session and in subsequent meetings with individual councilmembers that this development project would mirror *The Burg,* which he developed in Leesburg, VA. Mr. Ash also shared information about a Zoning Text Amendment and his firm's Financial Feasibility Plan for the Town of Warrenton at the March work session (attached).

Once operational, the newly renovated buildings are estimated to generate approximately $400,000 of additional revenue to the Town of Warrenton annually. The equivalent to an almost $0.016 real estate tax rate.

The Town Council has scheduled a public hearing to consider an Ordinance on the possible sale of 18 Court Street.

BACKGROUND

The 18 Court Street building, Tax Map Parcel: 6984-33-8623-000, was constructed in 1925 as the Fauquier National Bank. The property is located within the Town of Warrenton's Historic Overlay District and is a contributing structure. The Virginia Department of Historic Resources IS number is 156-0019-0020.

The building entered Town ownership in 1973 through its sale from Fauquier National Bank for the sum of $120,000. The deed of gift, bargain, and sale is recorded in Deed Book 290, Page 2 (attached). This marked the transition of a prominent former financial institution into a municipal asset. Originally constructed and used as a bank, the building was designed for a very different operational purpose than modern government service delivery. Its layout, structure, and architectural character reflected the needs of a mid-20th century financial institution, which the Town adapted over time to accommodate administrative offices and public functions.

The Property is shown as being zoned to the Central Business District (CBD) on the Town's earliest zoning maps. The last zoning map to show the parcel as CBD is the 1976 map. The Zoning map from 1986 is the first zoning map to show the property being zoned to the Public Semi-Public (PSP) zoning district. The parcel remains zoned to the PSP District today. The same is true for the 10 Hotel Street property (Warren Green Building).

Following its acquisition, the building was actively used for a variety of municipal purposes and served as a recognizable center of Town operations. As needs evolved, however, the limitations of adapting a former bank building to contemporary government use became more pronounced. While its historic construction and character offered durability and identity, those same qualities increasingly constrained the Town's ability to modernize the facility. Upgrading building systems, achieving full ADA compliance, and reconfiguring interior spaces to meet current service expectations proved difficult within the confines of the existing structure. This led to the purchase of the current Town Hall at 21 Main Street in 2020.

18 Court Street sat vacant and untouched until 2023, where targeted efforts were undertaken to restore the building to limited use, allowing the Town to extend its functionality in the near term. However, ongoing challenges—including the need for asbestos and mold remediation, structural considerations, and the inherent limitations tied to the building's age and historic form—have continued to restrict its viability for full municipal operations. Over time, these factors contributed to a steady decline in use, as the building could no longer efficiently support the operational demands of the Town, even as it remains well-suited for potential adaptation to alternative uses.

In February 2025, the Town Council was informed of a potential redevelopment opportunity centered on 10 Hotel Street, where a private developer expressed interest in incorporating 18 Court Street into a broader project. In response, the Town Manager received authorization to obtain an appraisal of the property to better understand its market position and inform future decision-making.

The appraisal was presented to Council in May 2025. The "As-Is" Market value of the Fee Simple estate of the property as of May 1, 2025, was $1,420,000.

Later in 2025, environmental and health concerns prompted the cessation of personnel operations within 18 Court Street while allowing the first floor to continue to be utilized for temporary and limited activities.

While remediation efforts were completed, the building's age, structural condition, and lack of modern systems—including ADA compliance—limit its ability to be reestablished as a primary municipal hub without substantial capital investment. In November 2025, Council was formally briefed on the condition of Town facilities, including the full vacancy of 18 Court Street and its readiness for potential disposition.

In March 2026, Mr. Kevin Ash presented a work session proposal to the Council outlining the inclusion of 18 Court Street as part of the 10 Hotel Street redevelopment project. Advancing this proposal would require associated zoning actions, which Council authorized staff to begin processing concurrent with its consideration. Council also directed staff to solicit additional interest in the property. Public notice and outreach were conducted, including advertisement on the Town's website.

Current Situation:

Facilities assessment of 18 Court Steet:

The Fleet and Facilities Manager provided an assessment of the building. The assessment is based on two independent third-party reports: a May 2025 real estate appraisal establishing an as-is market value of $1,420,000, and a January 2024 limited asbestos survey documenting widespread asbestos-containing materials (ACMs) throughout all three building levels. This report presents the findings of that assessment and offers a frank cost-versus-value analysis for executive consideration, as the financial picture that has emerged raises serious questions about the viability of continued investment in this property.

The assessment identified nine distinct deficiencies spanning mechanical, environmental, structural, envelope, and accessibility categories.

Four items are classified as Immediate priority, meaning they present active health and safety hazards or are mandatory prerequisites before any other construction can proceed: (1) a damaged friable asbestos pipe elbow in the basement storage room, confirmed at 48% chrysotile and requiring abatement by a Virginia-licensed contractor before any other work in that area;

(2) a comprehensive building-wide ACM abatement encompassing an estimated 3,275 SF of asbestos floor tile, approximately 375 linear feet of pipe insulation, drywall joint compound, plaster base coat, and all exterior window caulking, materials present on every level of the building;

(3) the primary rooftop HVAC unit, now operating at roughly 50% of rated capacity and beyond its useful service life, causing temperature imbalances and elevated humidity that accelerate ACM fiber disturbance risk; and

(4) building-wide domestic water line failure manifesting as persistent discolored water at all fixtures, indicative of systemic deterioration of the original 1938-era pipe infrastructure.

These four items alone carry an estimated remediation cost of $265,000 to $495,000.

Beyond the immediate priorities, four short-term deficiencies add further cost burden: active basement moisture intrusion requiring full sump replacement and waterproofing remediation ($40,000–$80,000); deteriorated exterior masonry requiring lime-based repointing and spall repair under Architectural Review Board (ARB) oversight ($120,000–$200,000); restoration of the original wood windows following mandatory ACM caulk abatement ($80,000–$150,000); and baseline ADA improvements to accessible routes, restrooms, and signage on the main level ($50,000–$100,000). Full multi-floor ADA compliance, legally required if the building is to serve the public on all occupied levels, demands passenger elevator installation, a uniquely expensive undertaking in a historic masonry building estimated at $700,000 to $900,000, more than double the cost of a comparable non-historic installation. Each of these items is made more complex and more expensive by the building's historic status, which subjects all exterior work to the Secretary of the Interior's Standards and mandatory ARB review.

The central finding of this assessment is that the total estimated cost of remediation — $1,255,000 to $1,925,000 in construction costs alone, approaches or exceeds the building's current appraised market value of $1,420,000 across virtually every scenario. When soft costs are included (design fees, permitting, project management, and ARB review, conservatively estimated at 20%), the all-in project cost range rises to $1,506,000 to $2,310,000, exceeding market value at the midpoint and surpassing it by over $800,000 at the high end.

Put plainly: the Town would be investing between $1.5 million and $2.3 million into a building worth $1.42 million, before receiving a single dollar of functional return. This cost-to-value inversion is not a close call at the midpoint; it is a material imbalance that Facilities Management believes must be placed directly before executive leadership and the Town Council as the primary financial fact governing any decision about this property.

Facilities Management recommends that the Town pursue no major capital investment in 18 Court Street until a formal property disposition analysis has been completed and a strategic decision has been made by Council.

Land Use

Redevelopment of the property to use for the hotel proposal will require a multi-step approval process, to include:

1. A Zoning Ordinance Text Amendment to revise the current zoning ordinance to allow Hotels, and Clubs and Lodges, as a Permitted, by-right use within the Central Business District (CBD) zoning district. Currently, these uses require a Special Use Permit (SUP), which is a legislative process, requiring public hearing before both the Planning Commission and Town Council. Per Council direction, a ZOTA to allow this change in approval process will be initiated by Council

during the April meeting. Following this initiation, staff from the Community Development Department will prepare draft changes to the Zoning Ordinance provisions that govern these uses in the CBD zoning district and then present these draft changes to the Planning Commission for review and recommendation, and then to Town Council for final approval or denial.

2. A Zoning Map Amendment to change the zoning district designation of the property from Public-Semi-Public Institutional (PSP) to Central Business District (CBD). The property, acquired in the 1970's by the Town, was assigned to the PSP zoning district in the 1980's; in the PSP district, Public or Governmental Buildings are a Permitted, by-right use. Should the governmental or public use of the building cease, such as via the currently proposed sale of the building to a private property owner, the zoning designation of the property will need to be changed. A Zoning Map Amendment, or Rezoning, to change the zoning district designation of the property is a legislative approval process, requiring public hearings before both the Planning Commission and Town Council. As a part of a Rezoning of the property, the property owner may choose to voluntarily offer restrictions on the use or development of the property or other considerations to offset the impact of the proposed development to surrounding properties or public facilities. These voluntary restrictions - or Proffers - must undergo legal review as a part of any Rezoning approval.

Town staff cannot currently say what redevelopment, if any, would need to take place for any other offers proposed until the Town has received those.

Summary of Submissions and comments received.

For the purposes of this process, the Town defines a "proposal" as a formal, actionable submission that includes a defined scope, intended use, and financial consideration, demonstrating the capacity and intent to execute the project. While public feedback and conceptual ideas were received, no additional submissions met this threshold. As such, the proposal presented by Mr. Ash remains the sole qualifying offer for Council's consideration at this time. The Town has received an alternative use submission from the Warrenton Neighborhood Arts project.

The Town received letters of support for the proposed development project of 10 Hotel Street and 18 Court Street from the Fauquier County Board of Supervisors and Experience Old Town Warrenton (EOTW). Fauquier County Chamber of Commerce, The Virginia Restaurant Lodge and Travel Association, and the Warrenton Preservation Alliance. The Town also received 25 submissions from the public, however, none of these submissions were a formal proposal. The breakdown of submissions is as follows:

For the Sale, in Town – 12

Against the Sale, in Town - 7

For the Sale, Out of Town - 5

Against the Sale, Out of Town – 7

Neutral, in Town- 1

Submissions and comments for the 18 Court Street item can be found here. [18 Court Street Property | Warrenton, VA]

STAFF RECOMMENDATION

Staff's recommendation is that following the conclusion of the public hearing, adopt Ordinance 2026-04 and proceed with the sale of 18 Court Street. Transitioning the property to the private sector represents the most fiscally responsible path forward for the Town. This action directly relieves the municipality of the compounding financial liabilities associated with deferred maintenance, mandatory ADA compliance, and extensive future capital improvements. Furthermore, the sale catalyzes downtown economic activity by returning a dormant building to the commercial tax rolls and attracting the vital private capital necessary to authentically preserve, renovate, and activate the historic structure.

Alternatives & Consequences

To assist the Council in its evaluation, the following alternative paths and their respective financial and operational consequences have been outlined below.

Alternative 1 Adopt Ordinance 2026-04, an Ordinance to sell the 18 Court Street property Pursuant to VA State Code § 15.2-1800 — *Staff Recommended. This option transitions the property to the private sector, prioritizing economic development and fiscal relief over municipal control.*

This action directly relieves the municipality of the compounding financial liabilities associated with deferred maintenance, mandatory ADA compliance, and extensive future capital improvements. Furthermore, the sale catalyzes downtown economic activity by returning a dormant building to the commercial tax rolls and attracting the vital private capital necessary to authentically preserve, renovate, and activate the historic structure. The project has the following attributes as detailed below:

- Selling the property would generate $509,286.00 in General Fund Revenue for the Town.
- The Current Proposal under consideration would allow the investment of $5,000,000 to historically restore 18 Court Street Building and $7,00,000 in the 10 Hotel Street property for a combined $12,000,000 investment into the Town of Warrenton.
- Once Operational the buildings are estimated to generate $400-$500,000 in direct revenue which is the rate equivalent of $0.016-$0.02 of Real Estate Tax Rate Increase.

- Catalyzes downtown economic activity: Returns a dormant building to active, productive use, directly supporting downtown vitality, foot traffic, and the goals of the Old Town Character District.
- Strengthens the Town's financial position: Provides a near-term fiscal injection through immediate sale proceeds while permanently returning the property to the commercial tax rolls for long-term revenue generation and attracting vital private capital to restore the historic structure.
- Additional revenue of $395,000-498,000 over the first 5 years of operation. Which is the equivalent of almost a $0.0106- $0.02 real estate tax rate increase.
- The Town would avoid having to invest $1.5-$2.3 Million dollars into the building which would require additional debt issuances from the Town.
- Eliminates ongoing municipal liabilities: Divests the Town of the compounding financial burden of deferred maintenance, mandatory ADA compliance, and extensive future capital improvement obligations in the range of $1,506,000 to $2,310,000.

Alternative 2: Retain and Reinvest for Alternative Uses (Public-Private Partnership) *This option retains Town ownership while leasing or partnering with an outside entity to activate the space.*

Retaining the property would require the continued allocation of financial and staff resources, potentially limiting the Town's ability to address more immediate and critical infrastructure needs. Competing priorities include necessary improvements to the Police Department, 21 Main Street, the W.A.R.F., and the Town Shop, where deferred maintenance—such as roof repairs—poses direct risks to personnel and service delivery. No staff are currently assigned to 18 Court Street, and existing capacity does not support additional operational responsibilities. The shared space would not return the building to the tax roles and would have a lessened direct impact on the tax revenues.

The project has the following attributes as detailed below:

- Shared operational burden: Distributes some financial and operational responsibilities between the Town and a private, non-profit, or community partner entity.
- Community and economic alignment: Creates opportunities for adaptive uses that serve both community needs and broader economic development objectives without permanently selling the asset.
- May enable redevelopment scenarios that are infeasible for the Town alone, such as a private partner leveraging historic tax credits or targeted commercial grants.
- Before a partner can realistically occupy the space, the Town must still bear the heavy financial burden of bringing the building up to baseline ADA standards and life-safety code compliance.
- Would require extensive future capital improvement obligations in the range of $1,506,000 to $2,310,000.
- Requires negotiations regarding roles, maintenance responsibilities, liability, and the long-term allocation of financial risk.

- Relies heavily on partner interest and long-term financial stability, introducing the risk that the Town may eventually have to subsidize the operation or reclaim a failed project.
- Frequently necessitates ongoing municipal financial incentives, favorable lease terms, or policy concessions to keep the partnership economically viable for the outside entity.

Impacts

18 Court Street currently is of no value to the Town and broader community. At present, no core Town services or public-facing functions operate out of 18 Court Street. No leases are presently executed at 18 Court Street, and the conditions of the facility make it require significant investment for use.

The building's ability to support future service delivery is similarly limited. Primary municipal operations have already shifted to 21 Main Street, which now functions as the central hub for both Town and County activity within the county seat. In contrast, 18 Court Street offers constrained office space, lacks ADA accessibility, and presents functional limitations that make it impractical as a primary municipal facility without substantial investment. Even with improvements, the building would likely serve only as auxiliary space. However, the Town has demonstrated the ability to meet auxiliary space needs through alternative venues, including schools and auditoriums, reducing the necessity of maintaining 18 Court Street for this purpose.

Maintaining the building in its current condition carries ongoing operational and capital implications. The cost to sustain baseline utilities, including electricity and HVAC, remains significant, while the existing HVAC system is no longer operating and is beyond its useful life. To restore the building to meaningful use, substantial investment would be required, including remediation of asbestos, mold, and pest-related issues, installation of an elevator, and broader upgrades to achieve ADA compliance. As with any structure of this age, additional structural deficiencies may be identified during renovation, further increasing costs and uncertainty.

The building is presently surplus property and not dedicated to a public use. It is not a place to which the general public has the right to resort, and is not presently a place in which the public has an interest as affecting safety, health, morals, and welfare of the community like a polling location or school building would be.

Retaining the property would require the continued allocation of financial and staff resources, potentially limiting the Town's ability to address more immediate and critical infrastructure needs. Competing priorities include necessary improvements to the Police Department, 21 Main Street, the W.A.R.F., and the Town Shop, where deferred maintenance—such as roof repairs—poses direct risks to personnel and service delivery. No staff are currently assigned to 18 Court Street, and existing capacity does not support additional operational responsibilities.

Conversely, disposition of the property would eliminate these ongoing burdens, return the building to the tax rolls, and create opportunities for private investment and job creation. While the Town would forgo future use of the space, current and anticipated needs can be accommodated through existing facilities and alternative locations. In this context, the property represents a limited-service asset for municipal operations but a potentially valuable contributor to the Town's long-term economic development and tax base growth.

Traffic & Parking:

The Madison-Dale proposal includes an offer to the Fauquier County Government to redevelop the 10 Hotel street building (Old Warren Green Hotel) as well at the 18 Court Street property. The 10 Hotel Street building has a traffic load of 45-50 employees and customers daily. The 18 Court Street when fully occupied and used as the town hall building carried a traffic load of 25-30 employees and users daily. The Town's zoning ordinance provides relief (exemption for on-site parking) to properties in the CBD for parking when they are within 300' of a municipal parking lot. A traffic impact analysis is not required until certain thresholds are met. Unless the peak hour traffic generated by the use is greater than 500 vehicles, or greater than 5,000 vehicles per day, the Town does not require the traffic study. Special Use permit applications do require a traffic analysis with the submission regardless of the number of trips generated. Section 8-23 of the Town Code regulates the confinement and removal of trash on the property. Currently, the Town is working with EOTW on shared municipal dumpsters to align with the refuse requirements in Old Town.

Policy Direction/Warrenton Plan 2040

Historic Resources Goals

HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy. Transitioning the building to private ownership creates the opportunity for adaptive reuse that the Town is currently unable to support financially. This enables the historic structure to be conserved and reinvested in a way that activates the space, enhances local economic activity, and returns the property to productive use.

HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation. Transitioning the property to private ownership creates an opportunity for a dedicated buyer to invest the necessary capital to authentically preserve and highlight the building's history—an investment the Town is currently unable to make. Through the Town's established zoning and architectural review processes, we can ensure the structure's historic narrative is not only protected but actively integrated into a dynamic new use. This allows the building's story to be lived and experienced by the community for generations to come, rather than remaining dormant under municipal ownership

HR-3: Educate the community on the value of historic resources. A successful private adaptive reuse project will transform a dormant building into a highly visible, practical example of historic preservation in action. By allowing private investment to revitalize the space, the property becomes an active, lived-in part of the community. This breathes new life into its story, serving as a powerful, tangible educational tool that showcases the value and viability of reinvesting in Warrenton's historic fabric.

HR-4: Enhance the environment through preservation and sustainability best practices. Selling the property unlocks the private capital necessary to implement modern sustainability and preservation best practices—a level of investment that would be challenging to execute using public funds. Through robust permitting and design review oversight, the Town retains the authority to guide this private investment, ensuring the building's rehabilitation enhances the environment while meticulously honoring and restoring its historic architecture.

HR-5: Protect the rich histories of existing neighborhoods. *T*he sale empowers the Town to leverage its strong regulatory framework and architectural review standards to ensure the neighborhood's rich history is honored and protected. By transitioning to an oversight role, the Town can mandate that the private redevelopment respects the historic context of the site. This facilitates the critical financial investment needed to restore the property's prominence and character within the neighborhood without draining public resources.

HR-6: Promote asset-based economic development through historic resources. By transitioning this property to the private sector, the Town transforms a static municipal liability into a vibrant, revenue-generating asset. This sale attracts the vital capital required to fully restore the building's historic grandeur, directly promoting economic development that is authentically anchored in the downtown core's heritage. The revitalized property will stand as a testament to how historic assets, when backed by necessary investment and guided by municipal oversight, can drive modern economic vitality.

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. Selling 18 Court Street reduces the Town's inventory of publicly controlled space. However, because the building currently lacks functional municipal use, this sale does not diminish the Town's ability to provide central public services, as those operations are supported by alternative facilities that better meet current operational needs.

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. The sale strongly supports this goal by relieving the Town of ongoing maintenance obligations and significant capital costs associated with remediation, ADA compliance, and system upgrades. Consistent with Strong Towns principles, this disposition allows limited public funds to be redirected away from an underutilized asset and toward higher-priority facilities that directly support municipal service delivery.

Economic & Fiscal Resilience Goals

E-1: Grow a strong, diversified, and resilient economy that supports residents and businesses alike. Repositioning a limited-service municipal building into a private commercial asset returns the property to the tax rolls. This incremental development supports broader economic vitality and contributes to a more resilient and diversified local tax base.

E-2: Increase the employment base to allow residents to live and work in Warrenton. Enabling private investment and commercial revitalization of the property directly supports local job creation and economic activity within the downtown core.

E-3: Promote Warrenton as a cultural, entertainment, and arts center. Depending on the ultimate commercial or mixed-use application proposed by the buyer, an activated 18 Court Street has the potential to introduce new venues, dining, or retail spaces that enhance the cultural, social, and entertainment draw of the Old Town area.

E-4: Support Character Districts as unique mixed-use neighborhood centers. Transitioning this site to private, active use bolsters the Old Town Character District by turning a vacant or underutilized footprint into a contributing element of a vibrant, walkable, mixed-use environment.

E-5: Be proactive in the Town's Economic Development. The Town's willingness to evaluate redevelopment proposals, and strategically realign its assets reflects a deliberate, active role in economic development, rather than passively holding an underutilized structure.

Land Use & Character Districts

L-1: Organize Land Use According to Character Districts in select areas and protect existing neighborhoods. The sale facilitates the transition of the property to a use more aligned with the commercial and mixed-use focus of its specific Character District, while utilizing existing infrastructure and structures rather than encroaching on established residential 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*.* Selling the property is the catalyst needed to bring this objective to life. By transitioning the building to the private sector, the Town invites the vital investment required to transform an underutilized space into a vibrant, active contributor to the Old Town Character District. Rather than a vulnerability, the Town's strong regulatory framework and architectural review processes serve as a powerful safeguard. This oversight ensures that the private redevelopment will seamlessly maintain, preserve, and beautifully renovate the historic character of the building, achieving exactly what Plan 2040 envisions for this district.

Alignment with Strong Towns Principles

The proposed sale of 18 Court Street is fundamentally aligned with the Strong Towns approach to municipal governance, which prioritizes long-term financial resilience, productive land use, and the strategic allocation of public resources. Retaining a municipally owned building that requires substantial capital investment while producing limited service value represents an inefficient use of public funds. The disposition of this property embraces the following core Strong Towns concepts:

- ***Eliminating Unproductive Liabilities:*** A central tenet of Strong Towns is that municipalities must not take on or maintain long-term liabilities that do not generate a sustainable return on investment for the community. By divesting the deferred maintenance, ADA compliance costs, and future capital obligations of an underutilized building, the Town halts a continuous drain on its balance sheet.

- ***Maximizing Land Productivity:*** Strong Towns advocates for maximizing the financial productivity of land, particularly in historic downtown cores. Transitioning 18 Court Street to the private sector transforms a static public liability into a revenue-generating asset. It returns the property to the tax rolls and encourages private investment, increasing the economic yield of this central downtown parcel.
- ***Fostering Incremental, Private-Led Growth:*** Rather than the Town taking on the heavy financial burden of a massive, publicly funded renovation, the sale allows the private sector to step in. This encourages incremental development and adaptive reuse, allowing the historic structure to evolve organically to meet current market demands while preserving its structural presence.
- ***Prioritizing Essential Infrastructure:*** Strong Towns emphasizes that local governments should focus their limited resources on maintaining the critical infrastructure that already exists and serves the core needs of citizens. The sale enables the Town to redirect funds previously earmarked for 18 Court Street toward the upkeep and improvement of essential facilities that directly support municipal service delivery.

In this context, the disposition of 18 Court Street is not viewed as the loss of a public asset, but rather as a strategic financial realignment. It ensures the property can contribute productively to the community's wealth rather than depleting its resources, securing a more solvent and resilient future for the Town of Warrenton.

Fiscal Impact

The disposition of 18 Court Street represents a significant positive shift in the Town's financial posture, transforming a static liability into a performing financial asset. The financial impact of this sale is realized through three distinct channels: immediate capital infusion, avoidance of future liabilities, and the expansion of the long-term commercial tax base.

Immediate Capital Infusion The proposed purchase price of $509,286.00 represents a direct, immediate infusion of capital into the Town's reserves. Rather than holding an underperforming asset, the Town can reinvest this substantial purchase amount into priority capital improvement projects, essential infrastructure, or strategic land acquisitions that better align with municipal service delivery, thereby offsetting future borrowing needs and reducing debt service burdens.

Avoidance of Capital Liabilities Under continued municipal ownership, the Town would be solely responsible for the heavy financial burden of rehabilitating the structure. By transitioning the property to the private sector, the Town avoids an estimated project cost range of $1,506,000 to $2,310,000, in immediate deferred maintenance, environmental remediation, and mandatory ADA compliance upgrades. This figure does not include the unquantified, long-term lifecycle costs of heating, cooling, and maintaining the building over the next several decades.

Expansion of the Commercial Tax Base Currently, as a municipally owned property, 18 Court Street generates zero tax revenue. Upon closing, the property immediately returns to the commercial tax rolls. Following the buyer's planned renovations, the expected assessed value of the revitalized property is projected to add an estimated $395,317 in direct revenues to the Town's tax base including Business, Professional, and Occupational License (BPOL) taxes, retail sales tax, and meals tax as well as the additional secondary tax impacts.

Projected Revenue Overview As illustrated in **Chart 1: Projected 5-Year Fiscal Impact** (attached), the compounding effect of the upfront sale proceeds, the massive reduction in avoided capital expenditures, and the introduction of new, recurring tax revenues produces a highly favorable net financial outcome. This trajectory directly aligns with Plan 2040 and Strong Towns principles by ensuring the Town's assets are financially productive and contribute positively to our long-term fiscal resilience.

Tax Revenue Projections						
Real Estate @ $0.055	4,675	4,675	4,909	4,909	5,154	5,154
Business Property @ $1.00	5,500	4,500	3,500	2,500	1,500	1,500
Sales Tax	5,573	5,852	6,145	6,452	6,774	7,113
Meals Tax @ 6%	300,000	315,000	330,750	347,288	364,652	382,884
Lodging Tax @ 4%	68,328	71,744	75,332	79,098	83,053	87,206
BPOL:						
Hotel @ $0.1683	6,241	6,553	6,881	7,225	7,586	7,965
Restaurant @ $0.10	5,000	5,250	5,513	5,788	6,078	6,381
	395,317	413,574	433,028	453,259	474,797	498,204

Retention of the building: While the sale of the property generates capital and expands the tax base, choosing to retain 18 Court Street carries severe and immediate financial consequences for the Town. Debt Service and Tax Rate Impact The immense capital required to remediate the structure, achieve full ADA compliance, and modernize failing mechanical systems cannot be absorbed by the Town's current operating budget. Funding a renovation of this scale would necessitate the issuance of municipal bonds. To responsibly cover the annual debt service on these bonds, the Town would be forced to enact a multiple-cent increase to the real estate tax rate or identify other sources of revenue.

Retaining this property would effectively place a direct, long-term financial burden on all Town taxpayers to subsidize a building with limited operational utility.

Opportunity Cost and Pressing Municipal Needs: Furthermore, dedicating this magnitude of public capital to 18 Court Street would severely compromise the Town's ability to address other, highly critical infrastructure deficiencies. The capital improvement requirements of our primary public safety, public works, and core administrative facilities are far more pressing and imminent than the rehabilitation of a redundant historic structure. Prioritizing a multi-million-dollar investment into 18 Court Street over the essential facilities that directly support daily municipal service delivery represents an unsustainable misallocation of public funds and contradicts the Town's commitment to responsible fiscal stewardship.

Legal Impact

The sale of public property requires compliance with applicable Virginia statutes and Town ordinances. Ordinance 2026-04 has been introduced to consider the sale of the property, establishing the legal framework for potential disposition.

The sale of 18 Court Street would require the Town to ensure full compliance with Virginia state law governing the disposition of public property. This includes proper public notice, appraisal of the property to establish fair market value, and adherence to Town Policies. Any deviation from these requirements could expose the Town to legal challenges from prospective buyers or the public, potentially delaying the sale or creating liability.

Additionally, the transfer of ownership would shift responsibility for compliance with building codes, accessibility standards, and environmental regulations to the private buyer. This reduces the Town's legal exposure for ongoing maintenance, safety, or code violations.

Timing Impact

Rezoning and other operations should happen in conjunction with the sale of 18 Court Street.

ATTACHMENTS

1.
2.
3.

BOARD OF SUPERVISORS OF FAUQUIER COUNTY
10 HOTEL STREET
WARRENTON, VIRGINIA 20186
Tel: (540) 422-8020
Fax: (540) 422-8022
bos@fauquiercounty.gov

March 24, 2026

Warrenton Town Council
21 Main Street
Warrenton, VA 20186

Dear Members of the Warrenton Town Council,

On behalf of the Fauquier County Board of Supervisors, we write to you with respect and appreciation for your continued partnership in serving the residents and businesses of Warrenton and the broader County community. We humbly request your support in the redevelopment of the Warren Green Building.

Over the past several years, the Board of Supervisors has carefully considered the future of the Warren Green property. Since 2021, we have explored options for its use, guided by a commitment to responsible stewardship and the evolving economic needs of our community. In 2024, we initiated a more formal process to evaluate how this property might best serve the public moving forward.

After thoughtful deliberation, we have chosen to pursue the sale and redevelopment of the Warren Green Building with the intention of returning it to productive economic use. This decision reflects a set of guiding principles: preserving the historic character of the property, strengthening the local economy, supporting small businesses, and ensuring long-term sustainability for both the Town and the County. At present, the property does not generate revenue and remains underutilized. We believe that returning it to private-sector stewardship, particularly as a boutique hotel and hospitality destination, offers the greatest opportunity to realize its full potential while honoring its historic role.

We also believe the economic benefits of this project are both meaningful and measurable. Based on current estimates, redevelopment could generate approximately $90,000 annually in real estate tax revenue and an additional $25,000 in personal property tax revenue. Most significantly, the Town of Warrenton could receive more than $200,000 annually in transient occupancy tax revenue, assuming a conservative 50–75% occupancy rate. Additional revenues would include BPOL taxes and increased food and beverage tax receipts driven by greater activity at local restaurants and retailers. Beyond these direct revenues, the project is

expected to create jobs and stimulate broader economic activity by encouraging visitors to stay longer and engage more fully with the Town's businesses.

We believe this project represents a meaningful opportunity to attract visitors and serve as a catalyst for economic development in downtown Warrenton. We remain committed to working collaboratively and transparently with the Town Council to ensure this effort reflects our shared goals and benefits the entire community.

Thank you for your time, your partnership, and your thoughtful consideration.

Respectfully,

Kevin T. Carter
Chairman

cc: Fauquier County Board of Supervisors

ECONOMIC DEVELOPMENT & LEGISLATIVE AFFAIRS
THE FAUQUIER CHAMBER

Town of Warrenton
21 Main Street
Warrenton, Virginia 20186

March 24th, 2026

Dear Mayor Nevill & Members of the Warrenton Town Council,

On behalf of the Chamber of Commerce and our member businesses, we write to express our strong support for the proposed redevelopment of the historic Warren Green Hotel and the related investment in the 18 Court Street property. We believe this project represents a meaningful opportunity to strengthen the Town of Warrenton's economy, support local businesses, and enhance the overall vitality of our historic downtown.

Since 2021, the Fauquier County Board of Supervisors has explored options to return the Warren Green building to its original role as a boutique hotel. In 2024, the Board formally initiated a strategic process aimed at transitioning this important community asset back into productive economic use. Currently, the property generates no revenue for the town. Redevelopment would transform it into a productive asset that provides significant financial and economic benefits to both the Town of Warrenton and Fauquier County.

The economic advantages of this project are substantial however the most meaningful benefits will be realized at the town level. Assuming an average daily rate of $325 with a 70% occupancy rate, the current 4% lodging tax would generate approximately $85,000 annually. This revenue would be further supplemented by food and beverage tax receipts generated from the hotel as well as hotel guests patronizing other local restaurants throughout Warrenton. These two revenue streams alone would well offset the estimate annual cost of maintenance and result in a notable net gain to the town.

Beyond tax revenue, this project would help to drive an incremental economic advantage for the town and the taxpayer. Visitors that stay multiple days exploring our town stimulate greater support and opportunity for our businesses, restaurants, retailers, and service providers.

Additionally, overnight visitor spending brings with it additional economic advantages.

Every dollar spent by an overnight guest represents revenue that would not otherwise enter the local economy. These outside dollars expand economic activity rather than simply redistributing existing local spending. Multiday visitors typically spend their dollars across sectors beyond just lodging, such as dining, retail, and recreation, creating a broader economic ripple effect that supports local wages and incremental tax revenue. By providing for overnight visitation in the center of Warrenton, the Warren Green redevelopment would allow the town to capture a greater share of this visitor spending and ensure those outside dollars flow directly into our local businesses and tax base.

Middleburg, Charlottesville, and other similar communities across Virginia have demonstrated how thoughtfully developed lodging strengthens local economies by successfully leveraging boutique hotels and historic accommodations to capture significant visitor spending, reinforcing vibrant downtown districts and drawing outside dollars that support local businesses and municipal revenues.

Parking concerns have also been addressed through collaboration between the county and the development team. Solutions include the use of a county-owned lot located at the corner of West Lee Street and John Marshall Street, ensuring that access and convenience for visitors and residents remain a priority.

The Warren Green building has long been a cornerstone of Warrenton and Fauquier County history having served as a hotel with a popular dining room, a tavern, and even a school. During its time as a hotel and gathering place, it welcomed many notable visitors and served as a central meeting place for the community. Restoring the building to its historic purpose provides an opportunity not only to preserve this legacy but also to reestablish it as a vibrant hub for hospitality, dining, and community activity.

Returning the Warren Green building to use as a boutique hotel will create a powerful multiplier effect for commerce and the local tax base. Overnight accommodations in Old Town will encourage visitors to extend their stays and engage more deeply with local businesses.

For these reasons, the Fauquier Chamber of Commerce strongly believes the redevelopment of the Warren Green property represents not only an opportunity, but a strategic investment in the economic future of Warrenton. We see daily the dedication and resilience of our local business community, and projects that attract visitors and introduce new dollars into our local economy are among the most effective ways to strengthen that foundation.

We respectfully encourage the Town Council to work collaboratively with the County and the development partners to move this project forward so that Warrenton can continue to grow as a destination that celebrates its history while supporting the long-term prosperity of its businesses and residents.

Thank you for your time and consideration.

Sincerely,

Ray Knott
Vice Chair of Economic Development
& Legislative Affairs
The Fauquier Chamber of Commerce

Priscilla Hottle
Board Chair
Fauquier Chamber of Commerce

Warrentonians,

We are writing to express our strong support for the proposed sale of the historic Warren Green Hotel building and the property at 18 Court Street, with the intent to revitalize both into a vibrant hotel and event space.

The Experience Old Town Warrenton Board fully endorses this initiative, as do the majority of businesses polled in Old Town Warrenton. This project aligns perfectly with our shared mission to enhance economic vitality while preserving the historic character of our community.

The Warren Green Hotel holds a cherished place in our town's rich history. Originally established on the site of the Norris Tavern in 1819 and rebuilt in 1876 after a fire, it has hosted countless notable figures and events over the centuries—including a banquet for General Lafayette in 1825, stays by presidents such as Andrew Jackson, and a memorable visit by President Theodore Roosevelt in 1909. Restoring this iconic property to its original purpose as a hotel would honor that legacy, breathe new life into a key piece of Warrenton's historic fabric, and allow future generations to experience the same charm and hospitality that drew luminaries like Roosevelt here.

Reviving these buildings as a hotel and event space would be a tremendous gift for our community. It promises to create new jobs in hospitality, maintenance, events, and related services; attract visitors who will support our local shops, restaurants, and attractions; and generate increased economic activity that strengthens Old Town Warrenton as a whole.

We recognize that any significant project brings potential concerns, such as parking and traffic. These are understandable and important to address. However, they are ultimately "good problems" – hosting more visitors is the natural results of successful growth and revitalization. Thriving towns like ours have always worked collaboratively to solve such challenges through thoughtful planning, infrastructure improvements, and community input, all while preserving our historic character. The benefits of restoring these historic assets far outweigh the manageable adjustments required, delivering long-term vitality, pride, and prosperity to Warrenton.

We wholeheartedly endorse this initiative and stand ready to support efforts that advance historic preservation alongside economic progress.

Sincerely,

Board of Directors
Experience Old Town Warrenton

VIRGINIA
RESTAURANT · LODGING · TRAVEL
ASSOCIATION

5101 Monument Ave., Suite 206
Richmond, VA 23230
(p) 804-288-3065

April 10, 2026

Warrenton Town Council
Town Hall
21 Main St.
Warrenton, VA 20186

Mayor Nevill and Town Councilors,

I write on behalf of the Virginia Restaurant, Lodging & Travel Association (VRLTA), Virginia's unified voice for the restaurant, hotel lodging, and tourism development industries and their suppliers. I am pleased to offer our strong support for the proposed boutique hotel project in Old Town Warrenton. We believe this project aligns closely with Warrenton's economic development priorities and will bring significant long-term benefits to the community.

A thoughtfully designed boutique hotel in Old Town Warrenton will fill a notable gap in the local lodging market while complementing the historic character that makes the town unique. Projects like this help strengthen downtown vitality by increasing foot traffic, supporting nearby restaurants and retailers, and expanding opportunities for tourism. Visitors who choose to stay in walkable, historic districts consistently spend more at local businesses, contributing directly to the health of the small business community.

The hospitality and tourism sector is one of Virginia's most important economic drivers, supporting hundreds of thousands of jobs statewide and supporting an overall contribution of over 35 billion dollars annually to the Commonwealth's economy. Investment in high-quality lodging infrastructure is essential to sustaining the Town's economic health. Warrenton is well positioned to attract leisure travelers and regional tourists. The addition of a boutique hotel will enhance the town's ability to capture that demand while elevating the overall visitor experience.

VRLTA applauds the vision behind this project and encourages the Town of Warrenton to support its advancement. We are confident it will serve as a welcome asset to both residents and visitors and will contribute meaningfully to the continued vibrancy of Old Town.

If you have any questions about this or other tourism matters, please do not hesitate to reach out to VRLTA Director of Government Affairs, Tommy Herbert at Tommy@VRLTA.org or (804) 761-3235.

Best Regards,

Eric Terry
President
Virginia Restaurant Lodging and Travel Association

Warrenton Neighborhood Arts Project

at 18 Court Street

**new name to be announced April 14th*

Executive Summary

This proposal outlines a plan to transform the municipal building at 18 Court Street into a vibrant cultural hub, the Warrenton Neighborhood Arts Project. The facility will be managed by a central coordinating entity ("the VENUE") and will serve as a home for a collective of local nonprofit organizations. Anchor and core tenants, including the Gloria Faye Dingus Music Alliance, and potentially (*pending board study, review and approvals*) Fauquier Community Theatre, and potentially (*pending board study, review and approvals*) the Fauquier History Museum as well as other organizations, will provide a diverse array of programming in music, film, theater, history, and visual arts.

The project is designed to be self-funding, removing the building's operational and maintenance costs from the Town's budget. Economically, the venue is projected to attract a conservative estimate of 70,000 new visitors to Old Town annually, generating a significant increase in foot traffic for Main Street businesses. This activity is estimated to produce $50,000 to $100,000 in new meals tax revenue alone. The Town will also receive direct revenue through a transient-style tax on space rentals and a per-person surcharge on ticketed events.

For residents, the project creates a vital downtown gathering place offering a wide range of cultural, educational, and community events for all ages. By uniting community groups under one roof, this initiative will preserve a prized historic asset, invigorate the local economy, and establish a lasting cultural anchor for the Town of Warrenton and the surrounding region.

High Level Overview

This proposal presents the best use of the Municipal Building at 18 Court Street—a use that yields the highest social and economic benefit to the Town of Warrenton, its residents, and the surrounding communities. Our vision is to utilize the building as a central venue for civic participation in music, film, arts, theater, history, and cultural events. This will be accomplished by uniting existing local community groups under an umbrella organization that will manage the facility.

This project is about bringing people together on Old Town Main Street through abundant self-expression, igniting an engine of economic vitality. The goal is to create an enlivened cultural hub that expands over time, drawing in visitors while enriching the lives of current residents. Our vision aims for shared prosperity—for retailers, for restaurants, and for the Town—by creating a space utilized throughout the day that brings a steady stream of visitors to Old Town.

The primary benefit is establishing a cultural anchor for residents, offering the widest variety of uses. A direct derivative of this cultural anchor is a substantial increase in economic activity and foot traffic for Main Street businesses, resulting in boosted sales and a more vibrant downtown.

Revenue Overview and Economic Impact

The project will generate significant revenue for the Town and a substantial economic multiplier effect for local businesses. This is primarily driven by a large increase in visitor foot traffic to Old Town Main Street.

Foot Traffic and Revenue Projections

Our analysis projects a conservative increase of 70,000 visitors to Old Town annually. This estimate is based on the facility achieving 30-60% of its potential occupancy.

- **Note on Foot Traffic Calculation:** At 100% rental of all interior spaces at expected occupancy, the potential annual foot traffic increase is 204,000 people. Our organizational goal is to achieve 60% of this, which equates to 122,520 persons annually. To account for a ramp-up period, we have used a conservative 30% estimate of 61,260 people for initial projections. The 70,000-person figure used for revenue estimates is well within this conservative range.

This influx of visitors will directly impact Town revenue:

- **Meals Tax:** With an estimated 70,000 new visitors spending an average of $20 each on food, the Town would receive between $50,000 and $100,000 in new meals tax revenue annually. A significant portion of this, approximately 52,500 people, is expected during daytime hours, benefiting retailers and restaurants during their typical operating hours.
- **Direct Town Revenue:** The Town will receive direct revenue through multiple streams:
  - A per-space tax, similar to a transient rental tax, on most venue rentals.
  - A surcharge of $1.00 per person on all ticketed events.
  - A flat rate based on occupancy for non-ticketed events.
- **Business Taxes:** Increased gross receipts from shops and restaurants will result in higher Business, Professional, and Occupational License (BPOL) tax revenues for the Town.

In sum, allowing for the combined use of the facility by local arts, history, and community groups will invigorate Old Town Main Street and provide a new, sustainable revenue source for the Town, all while preserving the prized real estate asset at 18 Court Street.

Benefits to the Town and Community

The transformation of 18 Court Street will bring numerous tangible and intangible benefits to Town residents, visitors, and the Town government itself.

Benefits to Residents and Visitors

- **A Vital Community Gathering Place:** The venue will provide a much-needed local space for residents, artists, educators, and businesses to host events of all sizes, from small meetings for 12 people to larger seated events for up to 215.
- **A Regional Attraction:** Historic buildings, music halls, and arts centers are powerful magnets. This venue will host live concerts, films, and art events in the heart of historic Warrenton, beckoning travelers from surrounding counties, states, and Washington D.C. to stop, stay, and experience our town.

Benefits to the Town of Warrenton

- **Elimination of Maintenance and Repair Expenses:** A thriving venue generates ample income to cover all operational costs, including general maintenance and repairs. This arrangement removes the financial burden of the building from the Town's budget, as these costs will be covered by the tenants.
- **Preservation of a Prized Local Asset:** The building itself, a 100-year-old landmark gifted to the Town, will be preserved and revitalized. The tenant organizations are committed to preserving our heritage and will lead fundraising efforts for any necessary building improvements, such as commemorative bricks or donor plaques.
- **Synergy with the Fauquier History Museum:** The secure basement vault at 18 Court Street is slated to house precious artifacts from the adjacent Fauquier History Museum at the Old Jail. This provides maximum protection for fragile items and convenient access for rotating exhibits, demonstrating a valuable and cooperative Town/County relationship.

Operating Structure

A single managing entity, an LLC or Foundation referred to as “the VENUE,” will be formed to manage the day-to-day operations and scheduling for the entire building. The VENUE will serve as the single point of contact with the Town of Warrenton, streamlining communication and ensuring professional management.

Both nonprofit and for-profit entities will operate as renters. Operational overhead, maintenance, and insurance costs will be distributed proportionally among the anchor and core tenants based on their usage of the space. This shared arrangement is based on the proven track records of the proposed tenants and their ability to draw audiences.

Proposed Anchor and Core Tenants

This model is based on the interest of several key local organizations. While their boards have not yet formally approved a legal arrangement, they have expressed significant interest in this cooperative structure.

- **Anchor:** Gloria Faye Dingus Music Alliance
- **Anchor:** VENUE (for public and private event rentals)
- **Anchor:** Other Arts Nonprofit (TBD, e.g., ballet, orchestra)
- **Core:** Fauquier Community Theatre (pending)
- **Core:** Fauquier History Museum at the Old Jail (pending)
- **Core:** Visual Arts/Gallery (TBD)

The VENUE will establish a governing board, including representatives from the nonprofit tenants and community members, to oversee facility usage, manage finances, and make adjustments as needed. This structure ensures cooperative and efficient management while allowing each nonprofit to focus on its own mission-driven events.

General Scheduling and Usage Outline

The facility will be available for use seven days a week, with scheduling divided into daytime and evening slots to maximize accessibility and revenue.

Weekday Scheduling (Sunday 7pm – Friday 6pm)

Weekdays will be divided into four distinct time slots to accommodate a variety of activities: 9am-12pm, 12pm-3pm, 3pm-6pm, and 7pm-11pm. This allows for a total of 1,040 weekday time slots annually for classes, workshops, meetings, rehearsals, and smaller performances. Daytime slots will be ideal for children's activities, educational programs, senior events, and business conferences. Evening slots are anticipated to be booked by dance clubs, chorale groups, recitals, and community meetings.

Weekend Scheduling (Friday 6pm – Sunday 6pm)

Weekend slots are considered high-demand and will be priced accordingly. These times will be prioritized for major events like concerts, theater productions, weddings, art gallery openings, and community celebrations, which draw the largest crowds and generate the most significant economic impact.

Scheduling will be coordinated by the VENUE to harmonize the needs of all tenant organizations and public renters, ensuring the space is used to its fullest potential.

Other Considerations

- **Art Displays:** Hallways, entryways, and the main hall will feature rotating art shows, with works from local artists available for viewing and purchase.
- **Amenities and Additional Charges:** The facility includes several catering kitchen spaces, a Presidential Suite for private rentals, and a dedicated bridal suite. Use of these spaces, along with amenities like sound systems and special staffing, will be available for an additional charge.

- **Furnishings and Concessions:** The VENUE will coordinate with local antique and vintage shops to furnish period-specific spaces, offering a unique decorative charm. The ground-level concession stand will feature locally sourced food and beverage options.
- **Insurance and Permitting:** All organizations using the space must provide general liability insurance for their events and file all necessary permits and licenses as required by the Town of Warrenton.
- **Staffing:** Each nonprofit will provide its own staffing for its sponsored events or may pay to use VENUE support staff. As revenue grows, the VENUE will hire a managing director and production staff.

Planned Usage by Anchor and Core Tenants

The Gloria Faye Dingus Music Alliance

With a mission of "Making the world a better place through music," this 501(c)3 nonprofit has a proven track record of hosting high-quality live music events featuring local, national, and international artists. Their decades of experience in event management, professional sound production, and venue operation make them exceptionally qualified to be the primary operations consultant. They will host concerts, film nights, and educational programs, and their expertise will ensure professional oversight of the entire venue. The ground floor vault will be converted into a recording studio for artist use and youth training.

Fauquier History Museum at the Old Jail (upon favorable review and Board approvals)

The museum's mission is "to stimulate interest in Fauquier County and Virginia history by preserving the evidence of our past, connecting it to our present and educating the community." The 18 Court Street building itself is a historical artifact, and the museum will assist in fundraising and design oversight for its preservation. The museum plans to use the

space for historical reenactments, storytelling conventions, and educational events. The basement vault provides a secure, convenient space to store and rotate their priceless artifacts, and they plan to utilize their new space for the upcoming 250th Anniversary of the USA celebration in 2026.

Fauquier Community Theatre (upon favorable review and Board approvals)

Founded in 1978, Fauquier Community Theatre aims to "enrich, entertain, and educate audiences through a variety of live theatre productions." With nearly 50 years of experience, they will bring a fully-fledged team and deep community roots to the project. Starting in a loft on Main Street, they quickly outgrew the space. Seeing no other opportunities in Town, they found a theater in Vint Hill yet see opportunities for tangential activities. They are open to using the facility for auditions, rehearsals, smaller productions, and events or for workshops in acting, stage production, and writing. Their presence could expand performing arts opportunities in Old Town and inspire community participation in theater.

Implementation Plan

Upon Town Council approval, the project can be implemented in phases to allow for immediate use. The Gloria Faye Dingus Music Alliance is prepared to begin hosting live music events within weeks. The VENUE and its partners will simultaneously begin readying other spaces.

- **Immediate (0-3 Months):** The main event space will be cleaned and prepared for music and events. The Fauquier History Museum will begin utilizing the basement vault. The Presidential Suite and first-floor meeting rooms will be updated.
- **Short-Term (6-12 Months):** Fire-rated drapes will be designed and installed for the main hall to improve acoustics and temperature control.

- **Long-Term (1-2 Years):** A second ground-floor ADA-compliant bathroom will be considered to accommodate larger crowds.

The Warrenton Neighborhood Arts Project will cover all operational and maintenance costs, which are currently $25,000 annually, lifting this budget item from the Town. All architectural improvements will be guided by historical standards, and the VENUE will partner with local trades programs, such as those at Laurel Ridge, for restoration work.

Summary and What Success Looks Like

Success is a fully utilized, self-funding community hub bustling with activity seven days a week. The schedule is filled with live music, films, children's matinees, art shows, theater rehearsals, and community events. The meeting spaces are booked by local businesses, and the concession stand and souvenir shop showcase local products.

This activity achieves the project's core goals: 1. **Economic Vitality:** Shops and restaurants are thriving thanks to the 70,000+ new annual visitors. 2. **Fiscal Responsibility:** The building is no longer a financial burden on the Town; instead, it is a source of direct and indirect revenue. Over five years, total Town receipts from the venue could range from $600,000 to $1,200,000. 3. **Community Enrichment:** Residents of all ages have a central place for artistic expression, education, and entertainment, strengthening our community's cultural fabric. 4. **Historic Preservation:** The 100-year-old building, a gift to the Town, is restored and preserved as a vibrant town asset for generations to come.

The popularity of the venue will generate widespread public endearment, attracting visitors from far and wide while enlivening our town with the talent and businesses that are already here.

Appendix A: Floor Plan and Room Assignments

Disclaimer: The floor plan provided by the Town of Warrenton may not be fully accurate. Claims of room sizes and locations are subject to change. This document and floor plan serve only as a guide. Exact measurements will be made prior to the completion of any lease.

Basement Level (Total Area: 2,722 sq ft)

- **Private Nonprofit Offices:**
  - 155 sq ft: Fauquier History Museum
  - 182 sq ft: Fauquier Community Theatre
  - 180 sq ft: Arts Nonprofit
  - 207 sq ft: Gloria Faye Dingus Music Alliance
- **Basement Vault (274 sq ft):** Assigned to Fauquier History Museum for artifact storage.
- **Conference Room (157 sq ft):** Temporary staging area for events; VENUE shipping/receiving.
- **VENUE Office Space:** Reception room (~57 sq ft).
- **Dedicated Bridal Room:** Can be rented or used as a staff break room.
- **Open Space Room (~425 sq ft):** Arts Nonprofit small classroom or storage.
- **Open Space Room (~275 sq ft):** Reserved for event management and temporary storage.
- **Kitchenette with Bathroom:** For staff use or event rental.
- **Secondary Storage and Bathroom with Shower:** Possible groom's room or building supply storage.

Ground Level (Total Area: 2,989 sq ft)

- **Main Event Area (35' x 50'):** Open space with a stage area (up to 30' x 12').

- **Storage Rooms (Two rooms, ~165 sq ft each):** For tables, chairs, green room use, or performer storage.
- **Ground Floor Vault:** Assigned to Gloria Faye Dingus Music Alliance for audio production and recording studio.
- **Souvenir Shop / Ticket Sales (12’ x 20’ alcove):** Located near the main entrance.
- **Catering Kitchen / Concession Stand (12’ x 12’ alcove):** Located off the main floor.
- **Handicap Accessible Family Restroom**
- **Vestibule / Main Entry Way**

1st Level (Balcony and Presidential Suite - Total Area: 663 sq ft + Suite)

- **Meeting/Conference Room (20’ x 14’):** Includes small kitchen and private bathroom. Available for hourly rental. Hallway overlooks the main hall for audio/stage engineer use.
- **Presidential Suite:** *Not yet mapped.* Includes large suite with chandeliers, an entry foyer, kitchenette, and bathroom over the main vestibule. Available for private rentals.

2nd Level (Total Area: 343 sq ft)

- **Two Storage Spaces (~10’ x 14’ each):** Accessible by stairs only. Assigned to Fauquier Community Theatre for costume and prop storage.



MADISON DALE

DESIGN. DEVELOP. CONSULT.

18 Court Street

Warrenton, VA 20186

- 9 February 2026 –

Opportunity Statement & Solution

The vision for the **Warren Green Hotel**, located at **10 Hotel Street**, is to create a refined and welcoming destination dedicated primarily to guest accommodations. This building will focus on providing spacious, comfortable, and thoughtfully designed rooms that prioritize the guest experience.

To support and enhance this experience, **18 Court Street** is envisioned as the Hotel's dedicated amenities building. By relocating shared functions to this complementary property, the design maximizes available space at 10 Hotel Street for guest rooms while creating a dynamic, amenity-rich environment next door.

The plan for 18 Court Street includes a curated collection of lifestyle and hospitality offerings such as a fully equipped fitness center, an inviting restaurant, and a members-oriented social club. Madison Dale will bring The Chase Social Club to the Warren Green Hotel (please see The Chase offerings attached).Additional features may include an intimate speakeasy and flexible coworking spaces designed to encourage connection, relaxation, and community.

Together, these two properties function as a cohesive destination - balancing privacy and comfort with vibrant social energy - while elevating the overall guest experience at the Warren Green Hotel.



Business Commons Pantry in Hotel Burg



Business Commons Pantry in Hotel Burg



Business Commons Library in Hotel Burg





Members-Only Speakeasy in Hotel Burg



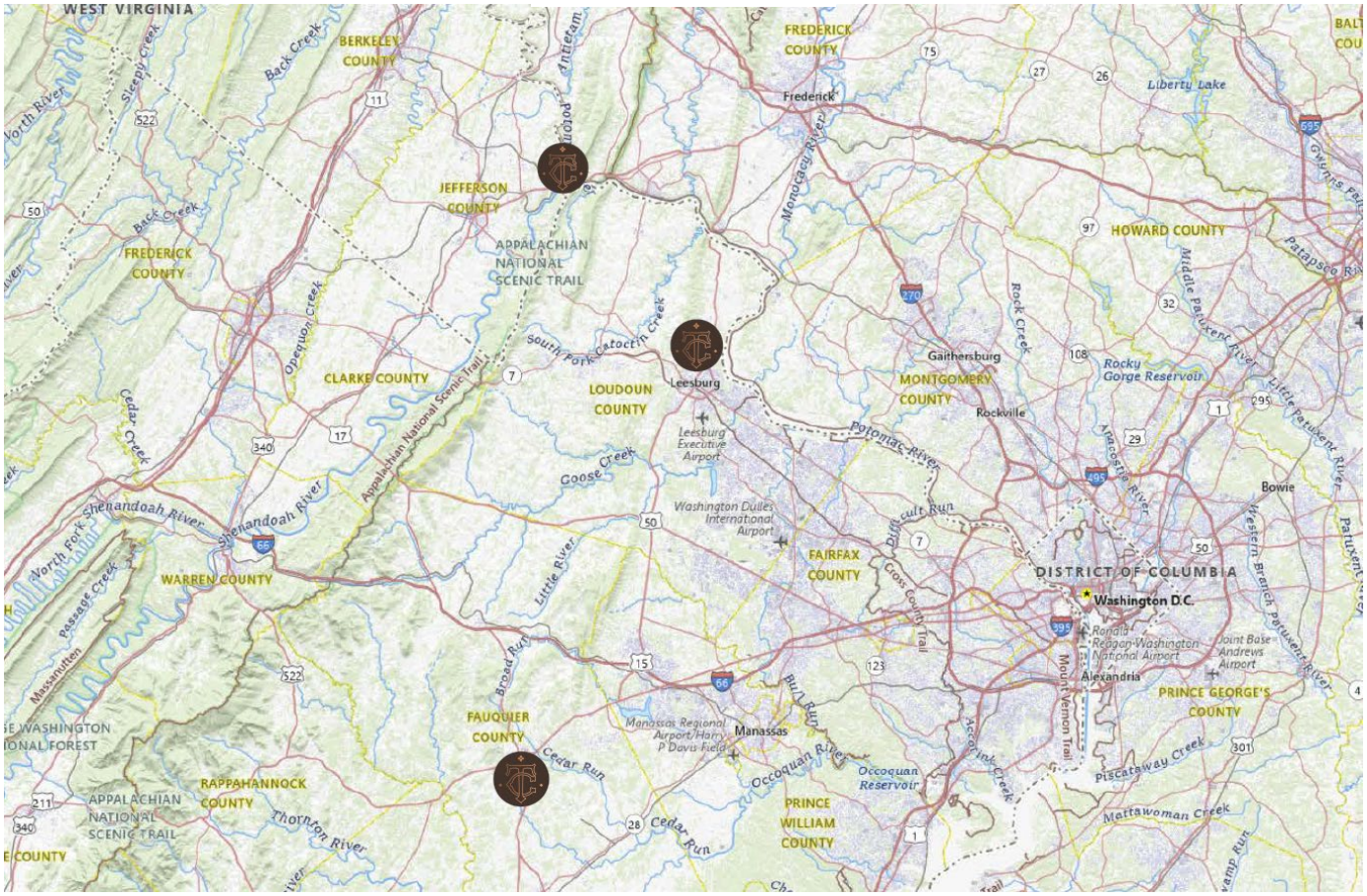


Members-Only Gym in Hotel Burg





The Huntōn – elevated dining at Hotel Burg



The Chase Locations -

- ❖ Hotel Burg | *Leesburg, VA*
- ❖ <u>Coming soon!</u> Warrenton, VA

Purchase Plan for Town of Warrenton (TOW)

Purchase property for $509,286.00

The Warren Green Hotel (10 Hotel Street) is currently being evaluated in anticipation of a potential sale, with a projected valuation of **$2,000,000** prior to the application of an **eight-year tax moratorium**.

With **12,222 square feet of above-grade space**, this reflects an effective valuation of **$163.63 per square foot**, establishing a strong benchmark for comparable properties within the project.

The 18 Court Street building contains **4,640 square feet of above-grade space**, which supports a comparative valuation of approximately **$759,286.00** when applying the same pricing metrics of $163.63 per square foot. From this figure, a projected cost of **$250,000** has been allocated for the construction of an **ADA-compliant elevator**, resulting in an adjusted, supportable purchase figure of **$509,286.00**.

An ADA-compliant elevator was installed at the Warren Green Hotel during previous renovations, and the inclusion of a similar improvement at 18 Court Street is intended to align both properties in terms of accessibility, functionality, and long-term valuation.

Earnest Money Deposit: An earnest money deposit in the amount of **$20,371.44** shall be provided to demonstrate good faith and commitment to the transaction and to provide protection for the TOW.

Down Payment: A down payment in the total amount of **$40,742.88**, comprised of the earnest money deposit and an additional **$20,371.44** deposit at time of closing, to be applied to purchase amount. This combined amount represents approximately **8%** of the **$509,286 purchase price**, comparable to the terms proposed for the potential sale of the 18 Court Street.

Seller Financing: TOW must agree to the seller finance on the remaining amount minus the deposit/earnest monies at a SOFR current rate of 3.98% (variable and will set upon closing; interest to start upon closing with the balloon payment at the end of the 5 years or the financing will stop upon an early refinance in advance of the 5 years.

18 Court Street (Warrenton Municipal Building)

18 Court Street, 20186 Warrenton, VA
TOTAL AREA: 6717.21 sq ft • **LIVING AREA:** 6717.21 sq ft • **FLOORS:** 4 • **ROOMS:** 20

SUBMITTED BY Johnny Switzer
jswitzer@warrentonva.gov

▼ Ground Floor

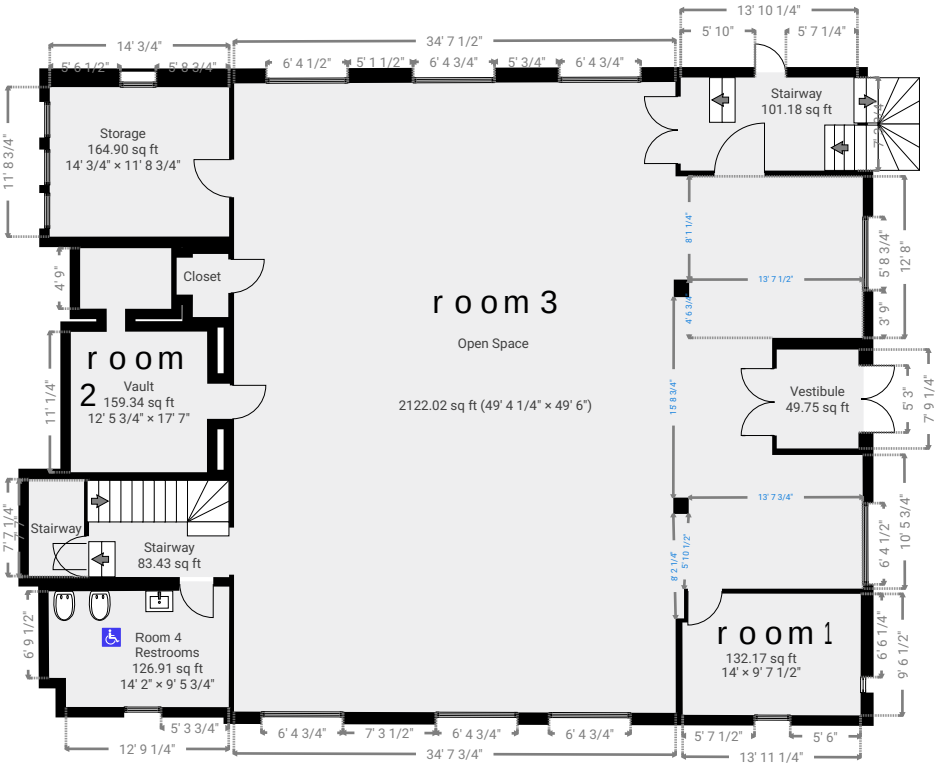
TOTAL AREA: 2989.21 sq ft • **LIVING AREA:** 2989.21 sq ft • **ROOMS:** 4

Usage Area's

Green Area
VFW Exclusive

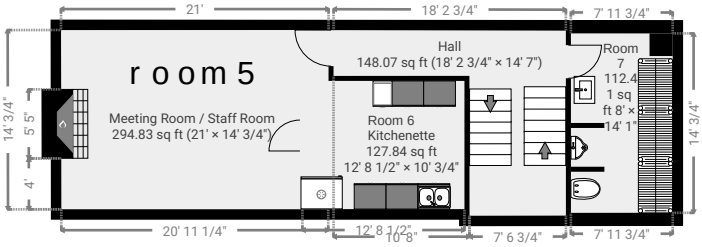
Yellow Area
Shared Space

Red Area
Town Exclusive

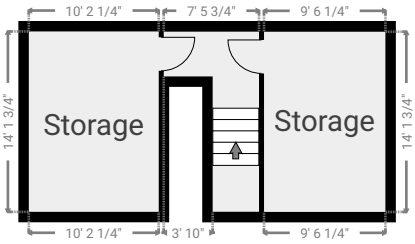


▼ 1st Floor

TOTAL AREA: 662.51 sq ft • **LIVING AREA:** 662.51 sq ft • **ROOMS:** 2



▼ 2nd Floor



attachment A - Grant of use areas 18 court street related to the moa between town of warrenton and veterans of foreign wars post 9835.

accepted by:

By:_____ By:_____ by:_____
Town manger mayor commander, vfw post 9825

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0' 8' 16' 24'

Madison Dale Estimates for 10 Hotel Street & 18 Court Street [1]

10 Hotel Street	2026	2027	2028	2029	2030	2031	2032	2033
Rooms			25	25	25	25	25	25
Rooms Revenue			1,708,200	1,793,610	1,883,291	1,977,455	2,076,328	2,180,144
Hotel Bar			1,000,000	1,050,000	1,102,500	1,157,625	1,215,506	1,276,282
			2,708,200	**2,843,610**	**2,985,791**	**3,135,080**	**3,291,834**	**3,456,426**

18 Court Street	2026	2027	2028	2029	2030	2031	2032	2033
Restaurant			4,000,000	4,200,000	4,410,000	4,630,500	4,862,025	5,105,126
Memberships			2,000,000	2,100,000	2,205,000	2,315,250	2,431,013	2,552,563
			6,000,000	**6,300,000**	**6,615,000**	**6,945,750**	**7,293,038**	**7,657,689**
Values								
Real Estate [2]			8,500,000	8,500,000	8,925,000	8,925,000	9,371,250	9,371,250
Personal Property [3]			550,000	450,000	350,000	250,000	150,000	150,000
Revenue Summary								
Meals Tax Revenue			5,000,000	5,250,000	5,512,500	5,788,125	6,077,531	6,381,408
Lodging Tax Revenue			1,708,200	1,793,610	1,883,291	1,977,455	2,076,328	2,180,144
All Revenue			8,708,200	9,143,610	9,600,791	10,080,830	10,584,872	11,114,115
Tax Revenue Projections								
Real Estate @ $0.055			4,675	4,675	4,909	4,909	5,154	5,154
Business Property @ $1.00			5,500	4,500	3,500	2,500	1,500	1,500
Sales Tax			5,573	5,852	6,145	6,452	6,774	7,113
Meals Tax @ 6%			300,000	315,000	330,750	347,288	364,652	382,884
Lodging Tax @ 4%			68,328	71,744	75,332	79,098	83,053	87,206
BPOL:								
Hotel @ $0.1683			6,241	6,553	6,881	7,225	7,586	7,965
Restaurant @ $0.10			5,000	5,250	5,513	5,788	6,078	6,381
			395,317	413,574	433,028	453,259	474,797	498,204
Less: Tourism Zone Rebates *(Town Code, Chapter 15, Article VIII)* :								
Business Property			(5,500)	(4,500)	(3,500)			
BPOL - Hotel, Memberships			(6,241)	(6,553)	(6,881)			
BPOL - Restaurant			(5,000)	(5,250)	(5,513)			
			(16,741)	(16,303)	(15,893)			
Net tax revenue projected			**378,576**	**397,271**	**417,135**	**453,259**	**474,797**	**498,204**
A **Assume 50% of net tax revenue**			**189,288**	**198,636**	**208,567**	**226,629**	**237,398**	**249,102**

Sale of 18 Court Street

Financing revenue									
Earnest money deposit	20,371								
Balance of deposit at closing	20,371								
Principal financed @ SOFR (3.98%) [4]		17,327	17,327	17,327	17,327	17,327			
Balloon payment in Year 5						468,543			
B **Total revenue from sale**	**40,743**	**17,327**	**17,327**	**17,327**	**17,327**	**485,870**			
C **Reduction in operating expenditures [5]**		**25,000**	**25,500**	**26,010**	**26,530**	**27,061**	**27,602**	**28,154**	
A+B+C **Total revenue**	**40,743**	**42,327**	**232,115**	**241,972**	**252,424**	**739,560**	**265,000**	**277,256**	

Total revenue impact over 8 years **2,091,398**

Notes:

[1] Projected 5% growth

[2] Based on current assessment of Hotel Burg in Leesburg. 5% increase in 2030 and 2032 based on reassessment every 2 years.

[3] Assume personal property (furniture, fixtures, and equipment) investment of $1 million; Commissioner of Revenue depreciation schedule applied.

[4] Used rate stated in initial offer. Variable rate based on SOFR requested. Analysis is based on fixed rate.

[5] The Town currently pays electric, cable, natural gas, and property insurance. Assume 2% annual increase in operating expenditures

FACILITY CONDITION ASSESSMENT

18 COURT STREET

WARRENTON, VIRGINIA | FAUQUIER COUNTY | PIN: 6984-33-8623

PREPARED BY	REPORT DATE	AS-IS APPRAISED VALUE
Town of Warrenton Facilities Management	**March 2026** Source Data: May 2025 / Jan 2024	**$1,420,000** Fee Simple — May 1, 2025

EXECUTIVE SUMMARY

This Facility Condition Assessment (FCA) documents the physical condition of the Town of Warrenton-owned property at 18 Court Street, a Class B masonry office building constructed in 1938 and listed as a contributing resource within the Warrenton Historic District. The assessment is based on a May 2025 real estate appraisal and a January 2024 limited asbestos survey — two independent third-party reports commissioned by or available to the Town.

The building presents a substantial and compounding set of deferred maintenance and code compliance deficiencies. Nine distinct deficiency items were identified across mechanical, environmental, structural, envelope, and accessibility categories. Total remediation costs are estimated at $1,255,000 to $1,925,000 — a range that approaches or exceeds the building's current appraised market value even before accounting for soft costs, design fees, permitting, or escalation.

PROPERTY DESCRIPTION

18 Court Street is a two-story-over-basement masonry commercial building located in the heart of Warrenton's Central Business District. Originally constructed in 1938 as a bank facility — evidenced by the original vault that remains in the basement — the building has been repurposed and has served as a Town of Warrenton municipal office and community services facility. It occupies a 3,920 SF (0.09-acre) lot at the corner of Court Street and sits within the Warrenton Historic District, which imposes design review requirements for any exterior alterations.

Address	18 Court Street, Warrenton, Virginia 20186
County / PIN	Fauquier County | PIN: 6984-33-8623
Zoning	CBD — Central Business District
Year Built	1938
Building Class	Class B Masonry
Gross Building Area	8,613 SF (Main Level: 3,551 SF | 2nd Level: 1,511 SF | Finished Basement: 3,551 SF)
Site Area	3,920 SF (0.09 acres)
Historic Status	Contributing resource, Warrenton Historic District
Current Use	Town of Warrenton municipal offices and community services (owner-occupied)
Parking	No on-site parking; municipal lot available nearby
Flood Zone	FEMA Zone X — Minimal flood hazard
Assessed Value	$1,695,200 (Land: $351,600 + Improvements: $1,343,600) — Note: assessor records reflect incorrect GBA
Appraised Value	$1,420,000 As-Is Market Value (Fee Simple) — Real Property Valuations Group, LLC, May 1, 2025

SCOPE & METHODOLOGY

This Facility Condition Assessment was prepared as a review of findings from two independent third-party reports:

- Real Estate Appraisal Report — Prepared by Real Property Valuations Group, LLC (Timuchin Ulvi, VA-4001-007395; Justin Shelton, VA-4001-013328). Client File No. 01863. Effective Date: May 1, 2025; Appraisal Date: May 16, 2025. The appraisal employed the Sales Comparison Approach using six comparable transactions and reconciled a value of $165/SF for a total as-is market value of $1,420,000.
- Limited Asbestos Survey — Prepared by The EI Group, Inc. (EI Project No. IHRI230220.00; Inspector: Todd Manning, VA Asbestos Inspector No. 3303001951). Survey dates: December 14 and 21, 2023; Report date: January 11, 2024. Laboratory analysis performed by EHS Laboratories, Richmond, VA (NVLAP Accreditation No. 101882-0). The survey included collection and analysis of 75 bulk samples representing 122 sample layers.

Historic District Compliance Note

Because 18 Court Street is a contributing resource within the Warrenton Historic District, all exterior rehabilitation work — including masonry repointing, window restoration, roofing, and any new mechanical penetrations — must comply with the Secretary of the Interior's Standards for Rehabilitation and is subject to design review by the Town's Architectural Review Board (ARB). This requirement adds design, review, and approval time to any rehabilitation schedule and may constrain the scope of permissible interventions, potentially increasing unit costs relative to comparable non-historic work.

DEFICIENCY SUMMARY

The nine deficiency items identified in this assessment are summarized below and organized by priority classification. Detailed narrative findings follow the table.

#	System / Deficiency	Priority	Est. Cost	Notes
1	HVAC — Rooftop Package Unit (50% capacity failure)	IMMEDIATE	$80,000–$120,000	Unit at end of service life; all zones affected
2	Asbestos-Containing Materials — Damaged Pipe Elbow (Basement)	IMMEDIATE	$5,000–$15,000	48% chrysotile; poor condition; abate immediately
3	Asbestos-Containing Materials — All Remaining In-Place ACMs	IMMEDIATE	$150,000–$300,000	Mandatory abatement prior to any renovation scope
4	Domestic Water Lines — Scale & Rust Buildup (Building-Wide)	IMMEDIATE	$30,000–$60,000	Discolored water; replacement or full relining required
5	Basement Foundation Waterproofing & Sump System	SHORT-TERM	$40,000–$80,000	Active moisture intrusion; sump requires full replacement
6	Exterior Masonry Facade — Mortar Deterioration & Spalling	SHORT-TERM	$120,000–$200,000	Historic District; Secretary of Interior Standards apply
7	Historic Wood Windows — Restoration & ACM Caulk Abatement	SHORT-TERM	$80,000–$150,000	Contributing historic element; ACM caulk must be abated first
8	ADA Accessibility — Non-Elevator Upgrades	SHORT-TERM	$50,000–$100,000	Ramps, accessible restrooms, compliant signage
9	Elevator Installation — Full Multi-Floor ADA Compliance	LONG-TERM	$700,000–$900,000	Only main floor currently ADA-accessible

■ IMMEDIATE	■ SHORT-TERM	■ LONG-TERM
Health/safety risk or pre-construction prerequisite. Address before any other work.	Material deficiency affecting function, safety, or historic fabric. Address within 1–3 years.	Capital improvement for full code compliance or enhanced functionality. 3–10 year horizon.

DETAILED DEFICIENCY FINDINGS

1. Asbestos-Containing Materials (ACM) — Damaged Pipe Elbow

PRIORITY: IMMEDIATE | Estimated Cost: $5,000–$15,000

A 3-inch diameter mudded thermal system insulation (TSI) pipe elbow located in the basement storage room was confirmed to contain 48% chrysotile asbestos and was observed to be in damaged/friable condition at the time of the December 2023 survey. Friable ACM in a damaged state presents an active inhalation hazard and constitutes the highest-priority finding in this report. Virginia regulations require that abatement of damaged friable ACM be performed by a Virginia-licensed asbestos abatement contractor under the oversight of a licensed project monitor prior to any other work in the affected area. This item must be resolved before any other construction, renovation, or mechanical work proceeds in the basement.

2. Asbestos-Containing Materials — All Remaining In-Place ACMs

PRIORITY: IMMEDIATE (Pre-Construction) | Estimated Cost: $150,000–$300,000

Beyond the damaged pipe elbow, the January 2024 limited asbestos survey confirmed the presence of multiple additional asbestos-containing materials distributed throughout all three building levels. The following materials were confirmed positive and must be abated prior to any renovation or demolition activities:

- Friable 6-inch diameter pipe insulation throughout basement: 60–65% chrysotile — approximately 175 linear feet
- Friable 3-inch diameter pipe insulation throughout basement: 55% chrysotile — approximately 200 linear feet
- Drywall joint compound, basement office #1 and ground floor hallway: 2% chrysotile (all non-plaster walls building-wide are presumed ACM)
- Plaster wall base coat, basement vault/workshop: 2% chrysotile (all similar plaster base coat building-wide is presumed ACM)
- 12"x12" light brown floor tile, basement vault/workshop: 2% chrysotile — approximately 225 SF
- Brown floor tile and black mastic, basement storage room: 3–5% chrysotile — approximately 1,500 SF (poor condition, mostly covered)
- Black floor tile mastic, basement kitchen: 3% chrysotile — approximately 150 SF
- Gray floor tile beneath sheet vinyl, third floor file room: 4% chrysotile — approximately 200 SF
- Olive 12"x12" floor tile, third floor kitchenette/bathroom: 4% chrysotile — approximately 1,200 SF (mostly covered by carpet)
- Exterior window caulking: 3% chrysotile, Category II non-friable — all exterior windows building-wide are presumed ACM

Additionally, roofing materials and pipe insulation within walls and chases are presumed ACM and were not sampled. The total confirmed ACM floor tile area is approximately 3,275 SF. All in-place ACMs that are not damaged may legally remain in situ until disturbed; however, the scope and scale of materials present means that virtually any renovation scenario will trigger a full or near-full abatement of the building interior. An Asbestos Operations & Maintenance (O&M) Plan should be prepared and maintained for occupant protection during the interim period.

3. HVAC Systems — Rooftop Package Unit

PRIORITY: IMMEDIATE | Estimated Cost: $80,000–$120,000

The primary rooftop package HVAC unit servicing the building is operating at approximately 50% of its rated capacity and has exceeded its typical useful service life of 15–20 years. At half capacity, the unit is unable to adequately condition all occupied areas of the building, resulting in temperature imbalances, reduced indoor air quality, and elevated humidity that may accelerate deterioration of interior finishes and ACM materials. Continued operation of a degraded HVAC system in a building with widespread confirmed ACMs heightens the risk of fiber disturbance and dispersion. Replacement with a properly sized, energy-efficient system is an immediate priority. The replacement scope should be coordinated with the ACM abatement scope to avoid disturbing insulated pipe runs during mechanical work.

4. Domestic Water Distribution — Scale & Rust Buildup

PRIORITY: IMMEDIATE | Estimated Cost: $30,000–$60,000

The domestic water distribution system throughout the building exhibits significant scale and rust accumulation, manifesting as persistent discolored water at fixtures building-wide. This condition indicates advanced deterioration of the original 1938-era or mid-century pipe infrastructure. The discoloration creates a health concern for building occupants and may indicate failure of galvanized steel or cast iron distribution lines. Options include full pipe replacement (most reliable), epoxy pipe lining (less invasive), or a hybrid approach. Given the building's age and the extent of the condition, full replacement is the recommended approach. Coordination with ACM abatement is essential, as pipe runs pass through areas with confirmed ACM pipe insulation.

5. Basement Foundation Waterproofing & Sump System

PRIORITY: SHORT-TERM | Estimated Cost: $40,000–$80,000

The basement perimeter waterproofing membrane has degraded and is no longer effectively preventing moisture infiltration through the foundation walls. Active moisture intrusion was noted in the appraisal report. The existing sump system, which manages groundwater infiltration, requires complete replacement rather than repair. Chronic moisture intrusion in the basement poses risks to structural integrity, creates conditions favorable to mold growth, threatens stored materials and equipment, and exacerbates the condition of ACM floor tiles already described as in poor condition. Remediation should include exterior curtain drain improvements where accessible, interior waterproofing membrane application, and installation of a new sump pump system with battery backup.

6. Exterior Masonry Facade — Mortar Deterioration & Spalling

PRIORITY: SHORT-TERM | Estimated Cost: $120,000–$200,000

The 1938 brick masonry facade exhibits deteriorated mortar joints, localized brick spalling, and biological staining (moss, lichen, and efflorescence) at multiple elevations. Deteriorated mortar joints allow water infiltration into the wall assembly, which can accelerate brick deterioration, contribute to basement moisture intrusion, and in freeze-thaw cycles cause progressive structural damage to the masonry. As a contributing resource in the Warrenton Historic District, masonry repointing and repair must use lime-based mortars matched to the original mix in composition and joint profile to comply with the Secretary of the Interior's Standards. Portland cement-based mortars, which are harder than historic brick, are prohibited as they trap moisture and accelerate spalling. An ARB pre-application consultation and formal approval will be required prior to any exterior masonry work.

7. Historic Wood Windows — Restoration & ACM Caulk Abatement

PRIORITY: SHORT-TERM | Estimated Cost: $80,000–$150,000

The building retains its original wood double-hung windows, which are contributing elements to the building's historic character and to its status within the Warrenton Historic District. The windows show signs of deterioration including paint failure, glazing compound failure, sash rope deterioration, and operational difficulty. All exterior window caulking has been confirmed or presumed to contain asbestos (3% chrysotile, Category II non-friable) and must be abated by a licensed contractor before any window restoration work begins. Window replacement with non-historic units would not be approvable under ARB review; restoration in-kind is the required approach. Restoration scope should include full stripping and repainting, regazing, weatherstripping, sash rope replacement, and hardware restoration.

8. ADA Accessibility — Non-Elevator Improvements

PRIORITY: SHORT-TERM | Estimated Cost: $50,000–$100,000

The building currently provides accessible entry and circulation only at the main level. No accessible path of travel exists to the basement or second floor. In the short term, non-elevator ADA improvements should be addressed including: (a) accessible route from public right-of-way to main entrance meeting current slope and surface requirements; (b) accessible restroom(s) compliant with ADA Standards for Accessible Design; (c) accessible service counters, signage with Braille, and accessible hardware on interior doors serving the main level. These improvements do not require an elevator and can be phased into a renovation project independently.

9. Elevator Installation — Full Multi-Floor ADA Compliance

PRIORITY: LONG-TERM | Estimated Cost: $700,000–$900,000

Full ADA compliance requiring access to all occupied levels — including the finished basement (3,551 SF) and second floor (1,511 SF) — mandates installation of a passenger elevator. Given the building's masonry construction, historic status, and existing floor plan configuration, elevator installation is a complex and expensive undertaking. A new elevator shaft would need to be constructed within or adjacent to the existing building footprint without compromising the historic envelope, requiring both structural engineering and ARB approval. The elevator machine room, shaft walls, and pit all require space allocation that will impact existing floor area. The cost range of $700,000–$900,000 reflects the premium associated with historic building installation; conventional new-construction elevator installations in comparable mid-rise buildings typically range from $150,000–$300,000. This item is classified as long-term given its complexity, cost, and dependency on completing all immediate and short-term items first.

COST SUMMARY

The following cost summary presents order-of-magnitude estimates for all identified deficiencies. Estimates are based on current regional construction cost data for the Northern Virginia / Piedmont market and carry an accuracy range of -20% to +50%. All costs are in 2026 dollars and do not include soft costs (design, permitting, project management, ARB review) which typically add 15–25% to construction costs for historic rehabilitation projects of this type.

IMMEDIATE PRIORITY	
HVAC Rooftop Package Unit Replacement	$80,000 – $120,000
ACM Abatement — Damaged Pipe Elbow (Basement Storage Room)	$5,000 – $15,000
ACM Abatement — All Remaining In-Place ACMs (Building-Wide)	$150,000 – $300,000
Domestic Water Line Replacement (Building-Wide)	$30,000 – $60,000
Immediate Priority Subtotal	**$265,000 – $495,000**
SHORT-TERM PRIORITY	
Basement Foundation Waterproofing & Sump System Replacement	$40,000 – $80,000
Exterior Masonry Facade Restoration (Repointing, Spalling, Staining)	$120,000 – $200,000
Historic Wood Window Restoration (post-ACM abatement)	$80,000 – $150,000
ADA Accessibility — Non-Elevator Improvements	$50,000 – $100,000
Short-Term Priority Subtotal	**$290,000 – $530,000**
LONG-TERM PRIORITY	
Elevator Installation — Full Multi-Floor ADA Compliance	$700,000 – $900,000
Long-Term Priority Subtotal	**$700,000 – $900,000**
TOTAL ESTIMATED REMEDIATION COST (All Deficiencies)	**$1,255,000 – $1,925,000**
Soft Costs Adder (est. 20% — Design, Permitting, ARB Review)	$251,000 – $385,000
Total All-In Estimated Project Cost	**$1,506,000 – $2,310,000**
REFERENCE: As-Is Appraised Market Value (May 2025)	$1,420,000

Cost vs. Value: Key Finding

The total estimated all-in rehabilitation cost ($1,506,000–$2,310,000) exceeds the building's current as-is appraised market value of $1,420,000 in all but the most optimistic scenario. Even the construction-only estimate (excluding soft costs) for the full scope ranges from $1,255,000 to $1,925,000 — approaching or exceeding market value at the midpoint. This relationship is a critical consideration in evaluating whether further capital investment in the property is economically justified relative to alternative disposition or relocation strategies.

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:	Main Street Improvements Update
Requested Action:	Project Update
Department / Agency Lead:	Public Works
Staff Lead:	Michael Wharton, Senior Project Manager

EXECUTIVE SUMMARY

Currently, the project is approximately one week ahead of schedule. The section from Court Street Culpeper Street was completed on April 8, 2026. The concrete work and brick layers will continue to work from Culpeper Street to 5th Street. The Town has scheduled a Town Hall for April 22nd to provide an update to the project. At that time, staff will discuss upcoming closures to side streets and Main Street.

One issue has arisen regarding the crosswalk locations at Culpeper Street/ Main Street and 2nd Street/ Main Street intersection.

- Culpeper Street/ Main Street-During the concept phase of design. There was a concern raised with the location of the crosswalk at Culpeper Street/ Main Street. This involved the removal of two parking spaces in front of Town Hall and safety issues with the crosswalk in the turning radius of Culpeper Street. The Town proposed moving the crosswalk to 1st Street/ Main Street. This change was on display at the October 2025 Council Meeting and at both Town Hall meetings held in October and December of 2025.

- 2nd Street/ Main Street- In the early concepts. The crosswalk at 2nd Street was to relocate from in front of Molly's to other side of the street. During construction a utility conflict was discovered. To avoid a delay the Twon has two options; to eliminate the crosswalk or move to the previous location. After listening to the concerns regarding on-street dining from EOTW. Town Staff have elected to eliminate the crosswalk at 2nd Street/ Main Street.

- Town Staff would like to propose reversing the flow of traffic on Culpeper Street between Lee Street and Main Street. This would reduce the congestion at the intersection during evening hours, improve safety by reducing the conflict points, and eliminate tractor trailers from using Culpeper Street as a cut thru.

Project is still on track to finish construction by first week in September 2026.

BACKGROUND

On August 10, 2019, the Town Council approved a Resolution for Staff to apply for a VDOT Revenue Share project on Main Street. Town Staff applied for the project on October 1, 2019. In May 2020, VDOT awarded the Town with the funds to construct the Main Street Improvement project. The original scope was from Courthouse Square to Calhoun Street. With the increase in construction costs the limits of the project scope/limits had to be revised. On July 3, 2024, Town Staff and VDOT came to an agreement on the scope and cost estimate. On July 31, 2024, VDOT sent Town Staff with an agreement to sign.

The Town held three informational meetings on March 19, 2025, October 27, 2025, and December 10, 2025. In the meetings Town Staff described the work pertaining to the proposed work and the benefits to pedestrian safety. In the March meeting, everyone in attendance voted and accepted concept B as the right direction. This design would expand the sidewalk area from Culpeper Street to 2nd Street. VDOT approved the plans on February 19, 2026. This gives the Town permission to proceed with the bid and construction phase of the project. The Town approved all Purchase Order pertaining to the project on February 26, 2026. The contractor plans to move equipment, materials, and install traffic control devices to start the first phase. The contractor plans to start on March 2, 2026. The project will improve pedestrian safety, replace all existing bricks, install conduits to upgrade the streetlights, install new crosswalks, and pave the existing roadway. The working hours will be 3pm to 11pm. This is to avoid disruptions to the Court services and minimize the impact to business owners. The first phase of construction will begin from Court Street to 2nd Street (Southside). After this section is completed, the contractor will continue block by block from 2nd Street to 5th Street (Southside). Then switch to the northside working from 5th Street to Court Street to complete the sidewalk/curb replacement. Below is an estimated timeframe construction.

- Third Street Drainage: 3/26 - 4/21
- Court Street to Second Street (South): 3/2 - 4/14
- Second Street to Third Street (South): 4/16 - 5/6
- Third Street to Fourth Street (South): 4/27 - 5/21
- Fourth Street to Fifth Street (South): 5/6 - 6/1
- Court Street to First Street (North): 6/23 - 7/15
- First Street to Third Street (North): 5/15 - 6/10
- Third Street to Fourth Street (North): 5/28 - 6/25
- Fourth Street to Fifth Street (North): 6/10 - 7/8
- Main Street Crosswalks: 7/16 - 7/29
- Paving Main Street: 7/30 - 9/4

STAFF RECOMMENDATION

Town Staff would request any feedback on the Main Street Safety Improvements and proposed reversing flow on Culpeper Street from Lee Street to Main Street.

Service Level/Collaborative Impact

The projects will add features of traffic calming and improve pedestrian safety

Policy Direction/Warrenton Plan 2040

The project is listed is listed as a safety project in the 2040 Comprehensive Transportation Plan.

Fiscal Impact

VDOT will contribute $735,563 and the Town portion will be $1,084,307

Legal Impact

The IFB was reviewed by Town Attorney prior to bidding this project.

ATTACHMENTS

1.
2.
3.

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.

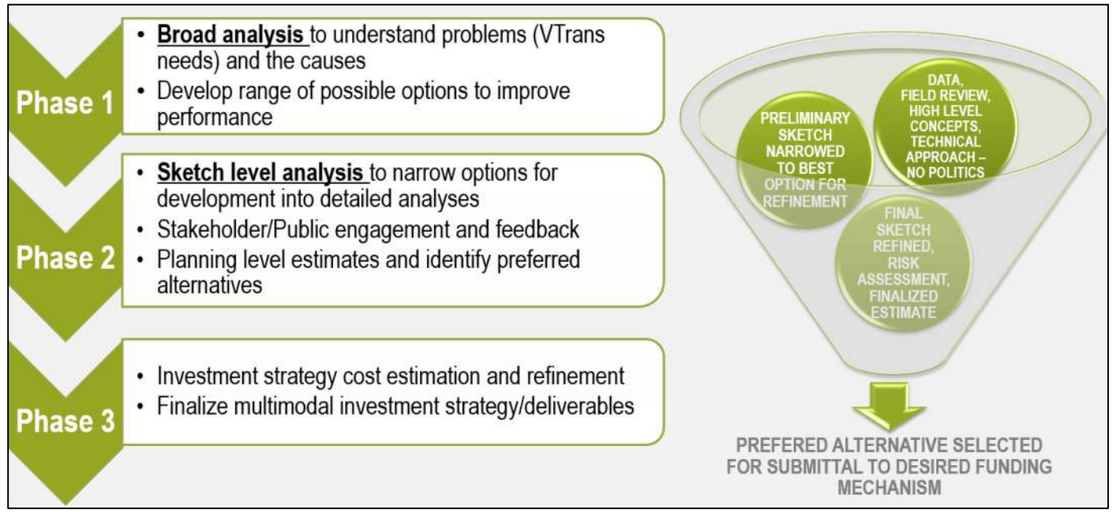
Table 1-1: List of VTrans Needs

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.

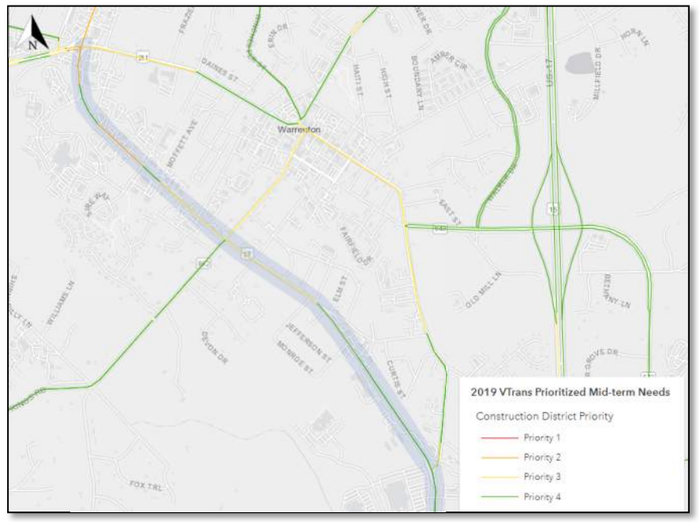
The mid-term needs, as identified in VTrans for the US Route 17 Business study corridor, were identified as 'Very High' for Congestion Mitigation and Transit Access for Equity Emphasis Areas; 'High' for Bicycle Access, Safety Improvement, and Transportation Demand Management; and 'Medium' for Pedestrian 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.

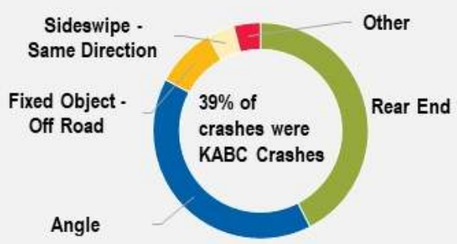
Figure 1-5: 2019 VTrans Prioritized Mid-term Needs in the Study Area



[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





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 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.

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

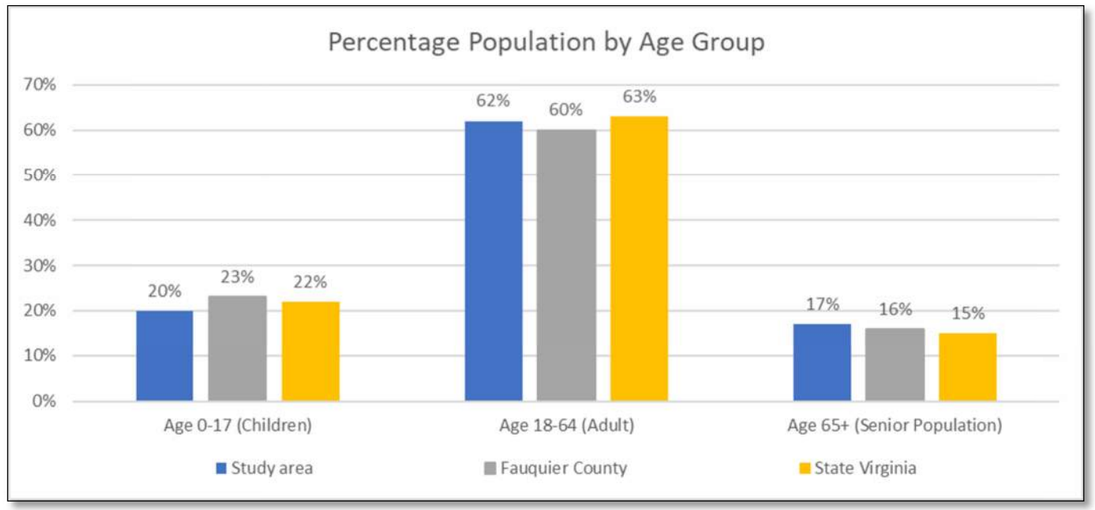


Figure 1-8: STEAP Tool Analysis Vehicle Ownership

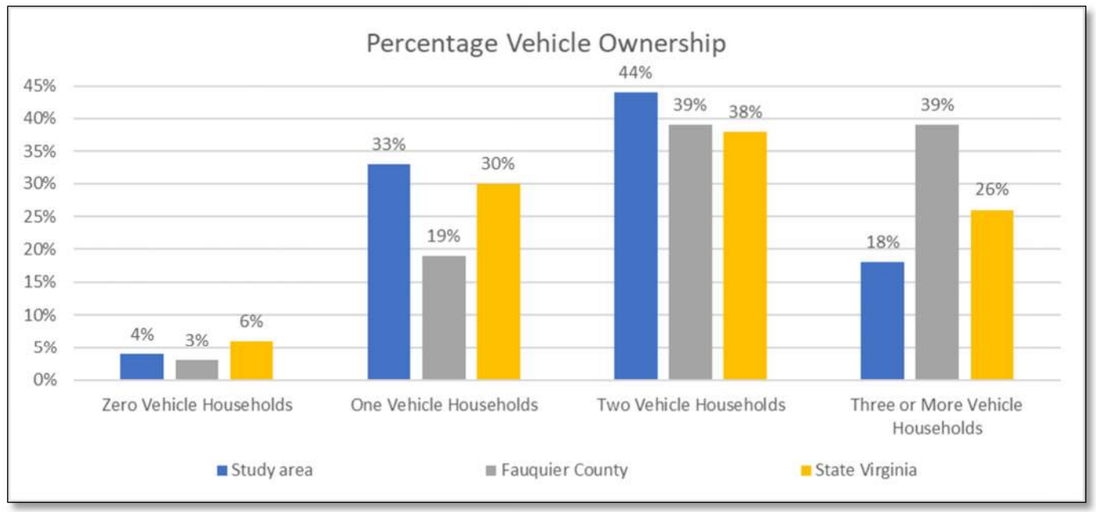


Figure 1-9: STEAP Tool Analysis Non-English at Home

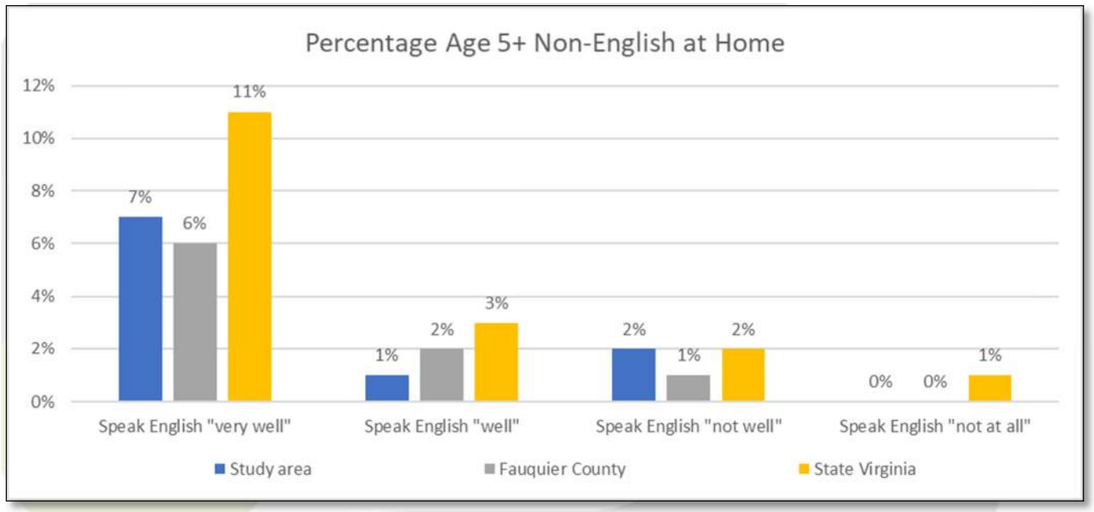


Figure 1-10: STEAP Tool Analysis Vulnerable Populations

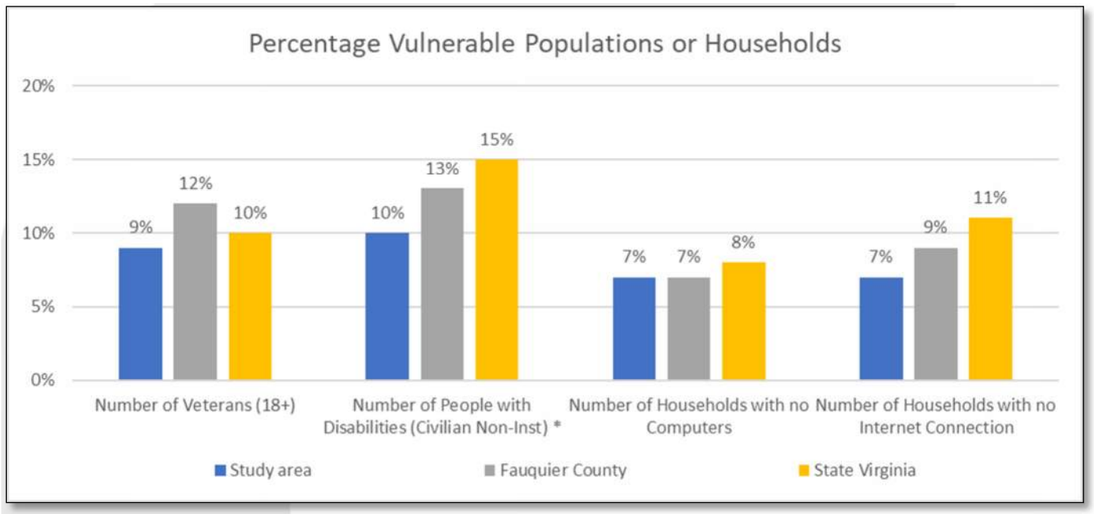
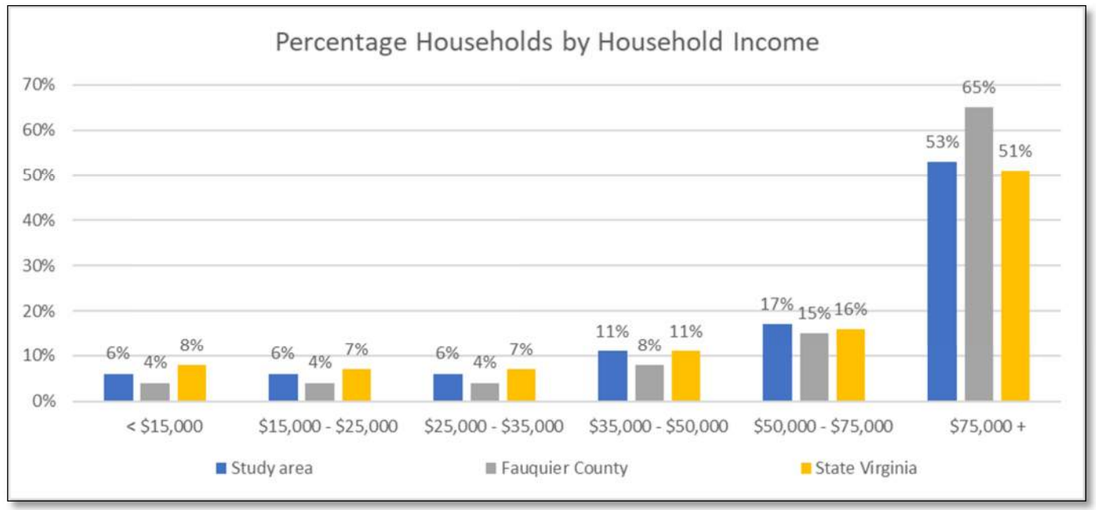


Figure 1-11: STEAP Tool Analysis Household Income



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

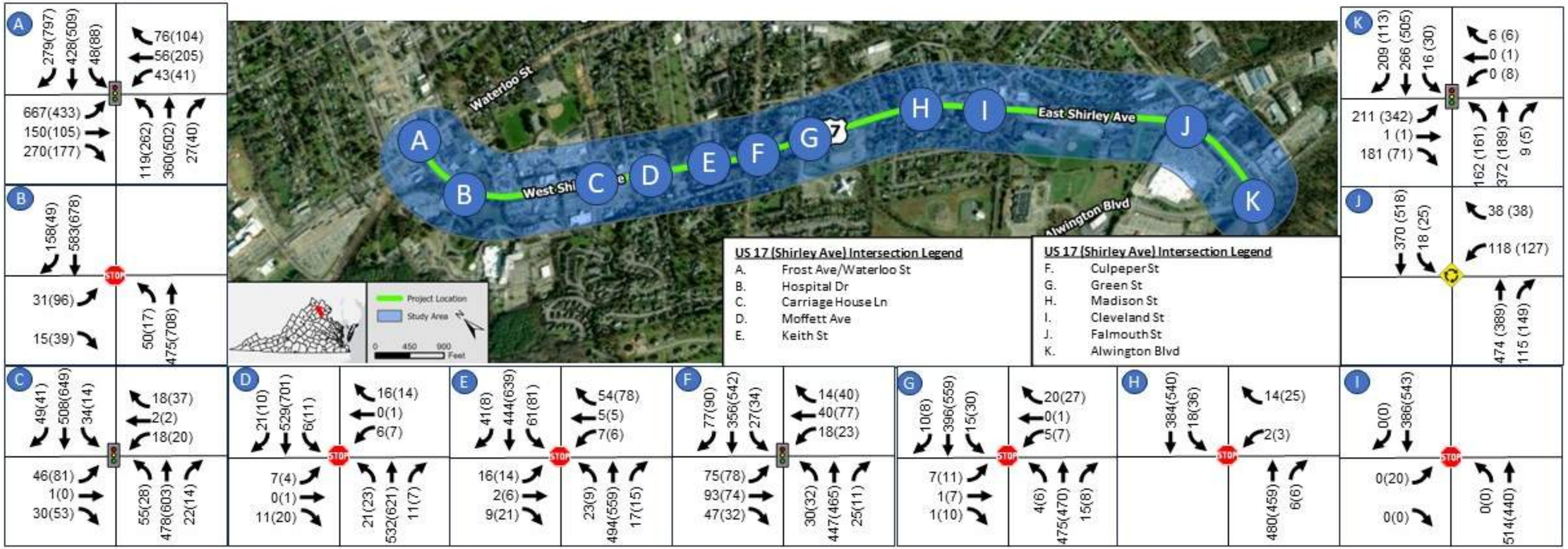
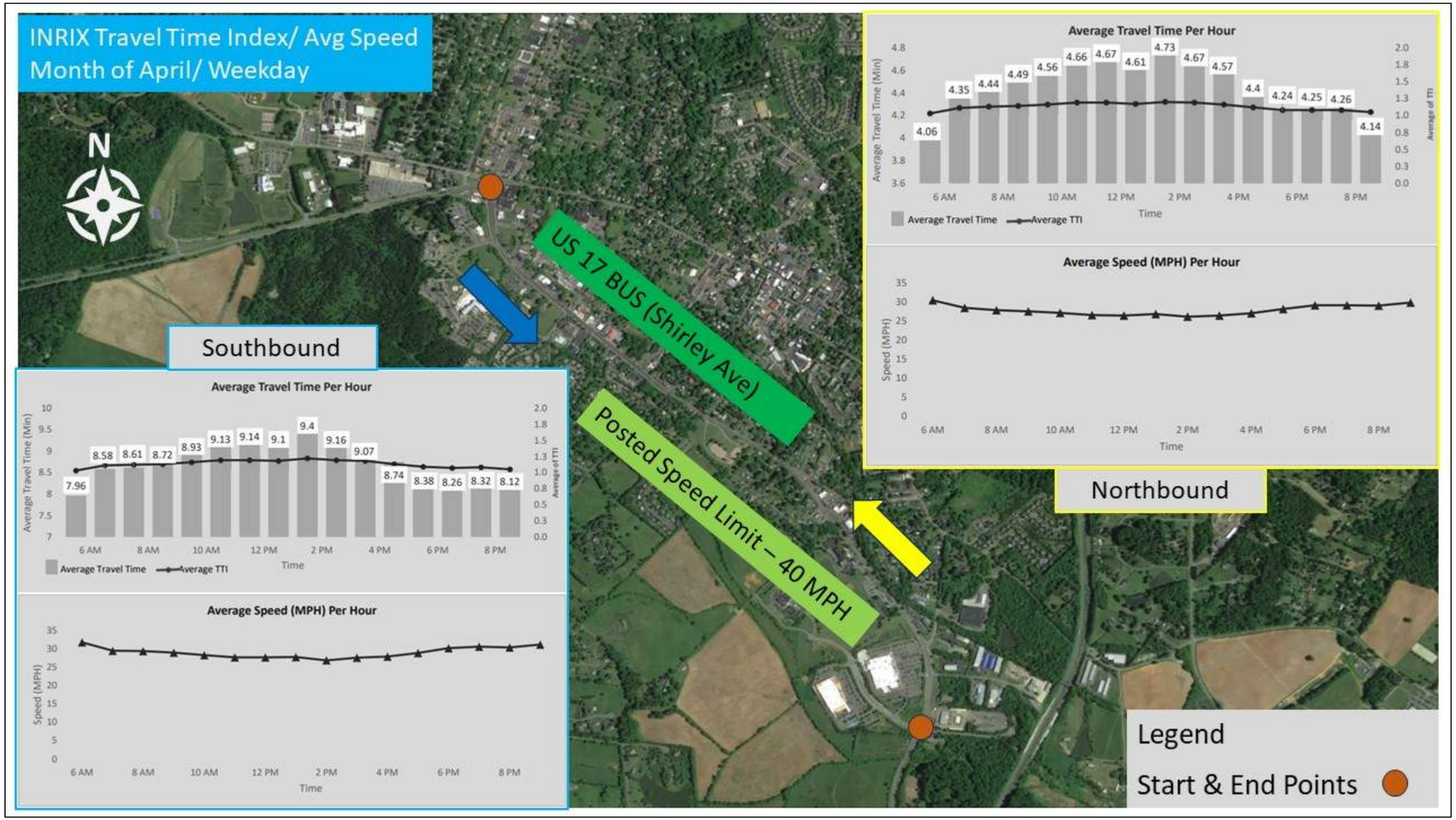


Figure 1-13: INRIX Travel Time Index and Average Speed



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.

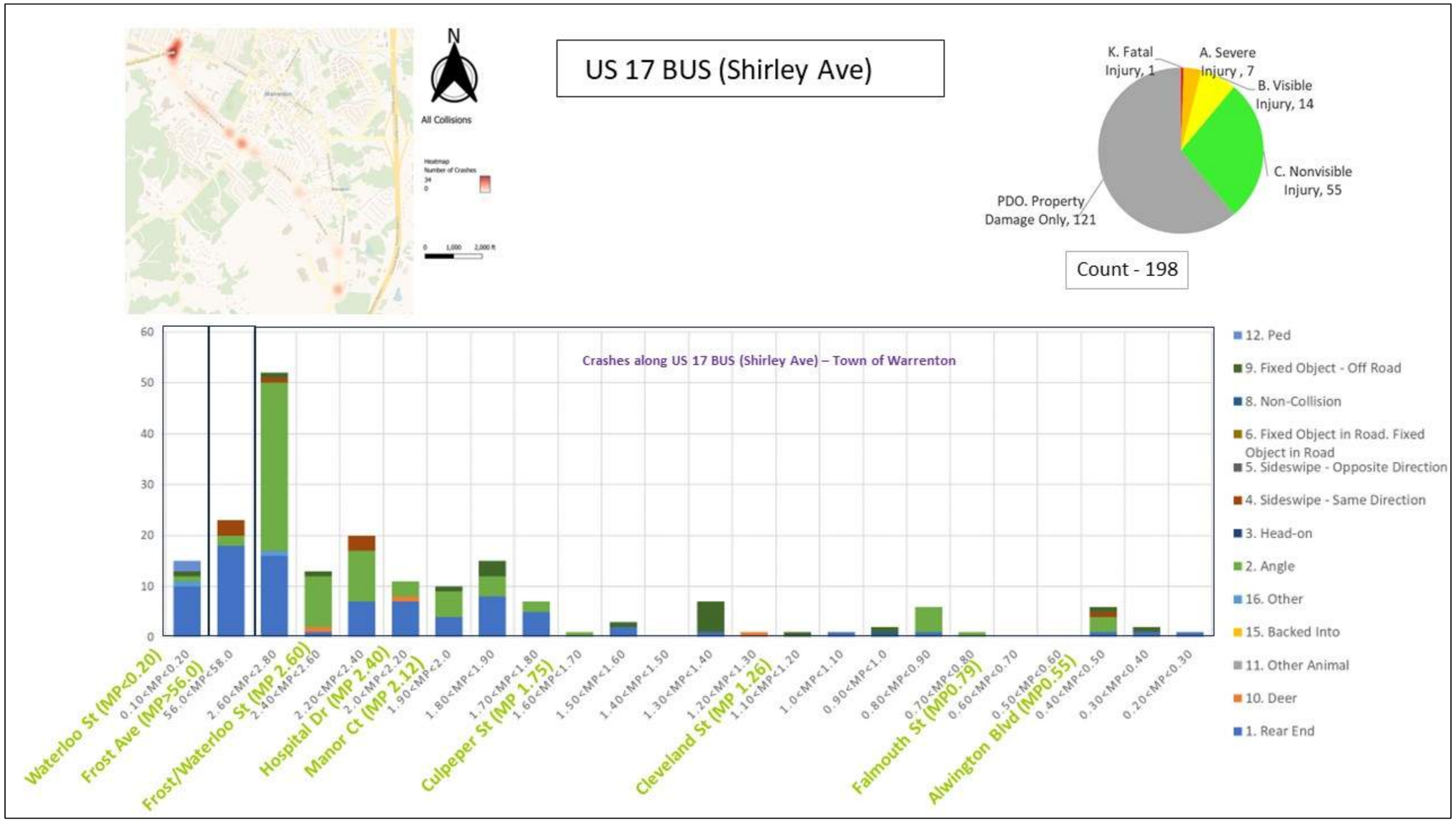
Table 1-6: Study Area Crash Severity by Type

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

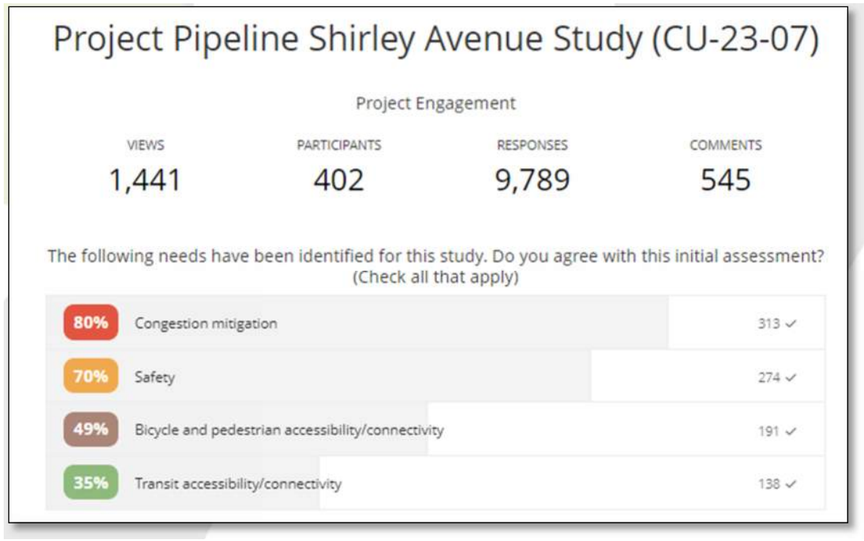
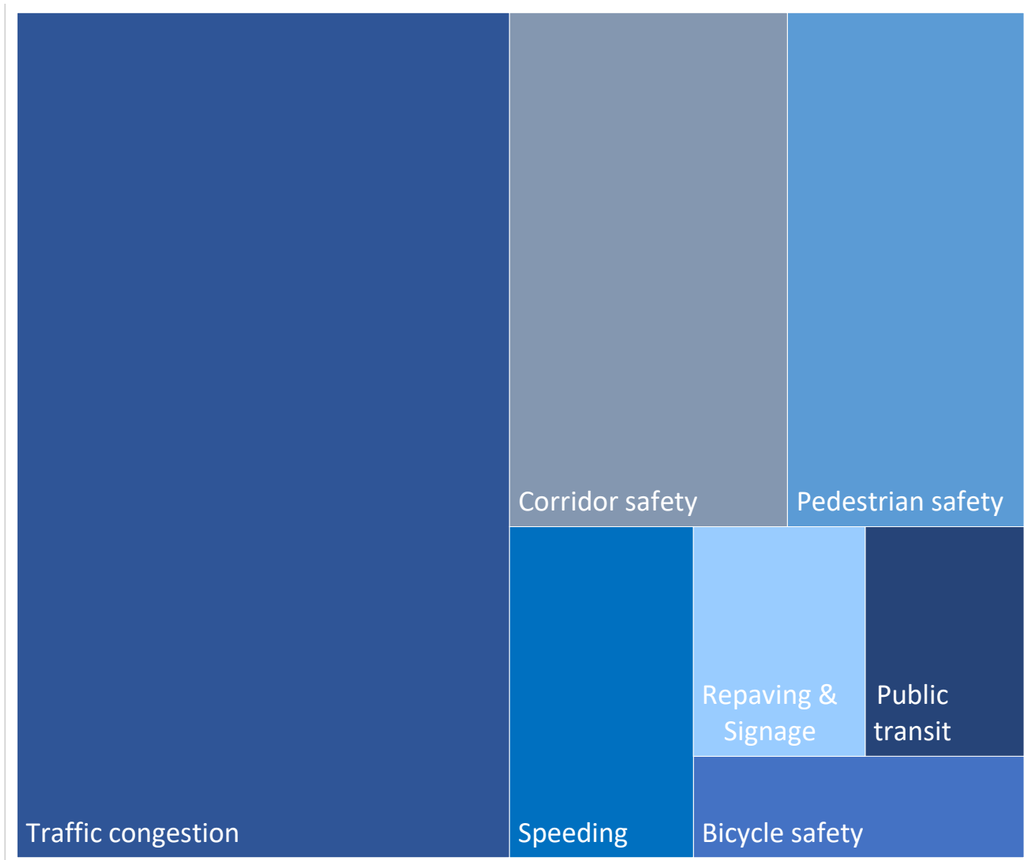


Figure 1-16 shows the issues along the corridor that the respondents noted as need to be addressed. **Figure 1-17** shows the major issues along the corridor which includes traffic congestion, lack of sidewalks, speeding, pedestrian safety and accessibility, sudden stopping, lack of turn lanes, poor 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.

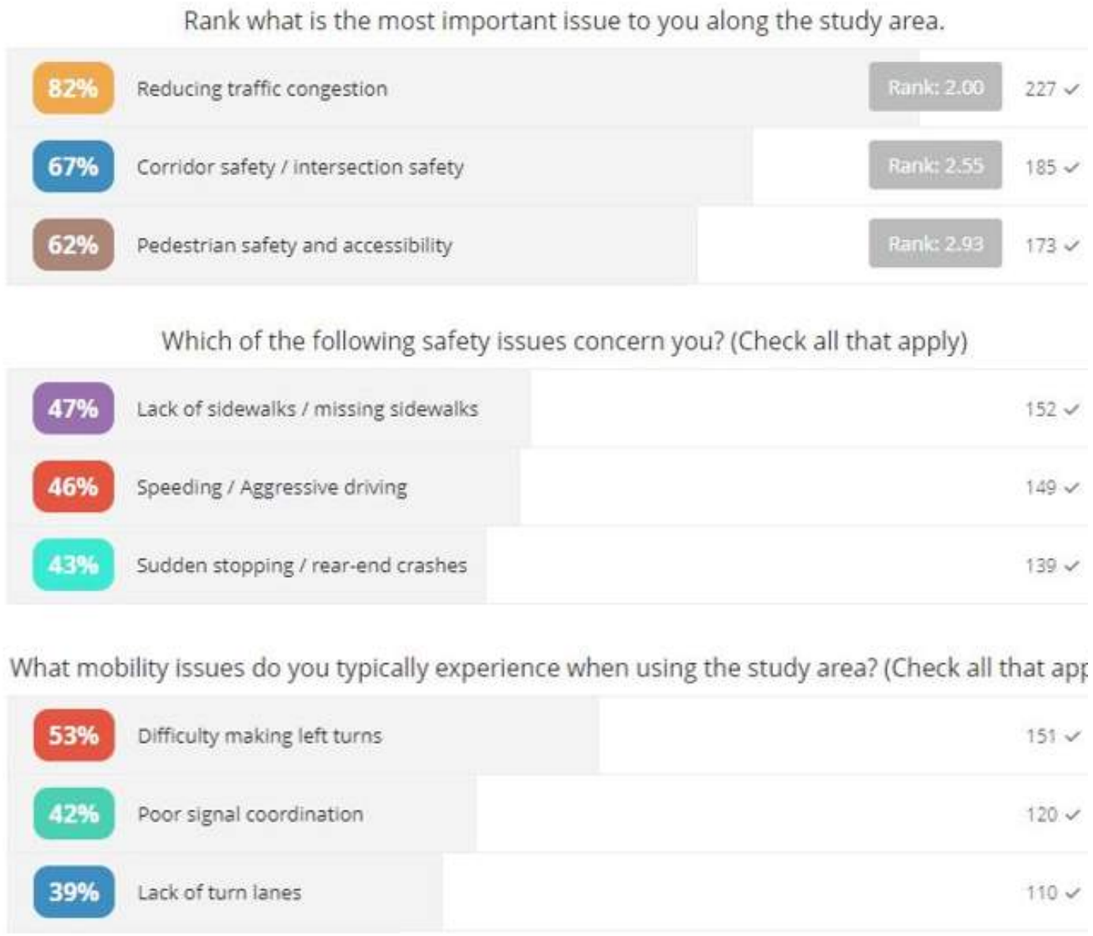
Figure 1-16: Issues Identified along the Study Corridor



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

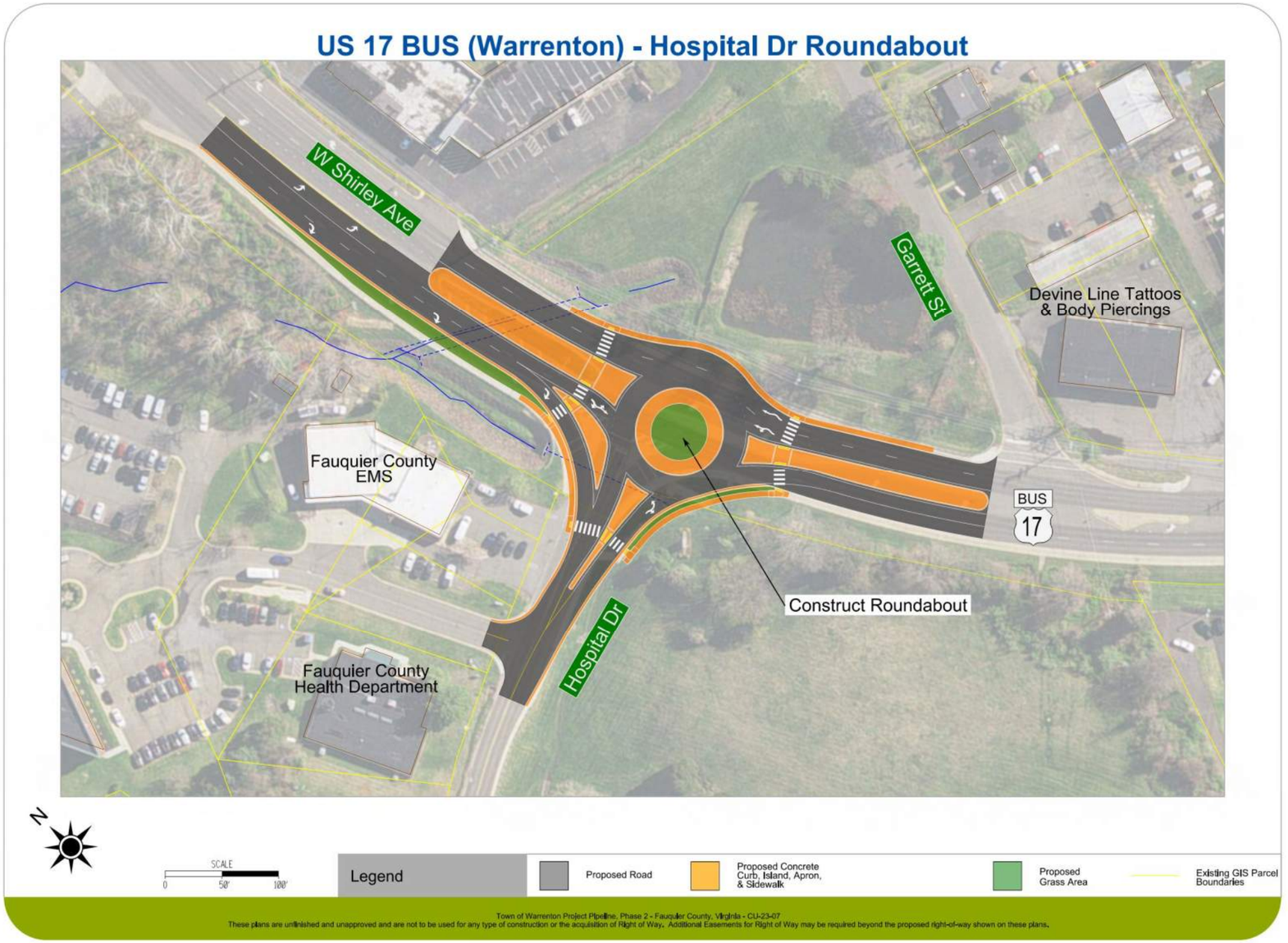


Figure 2-2: Garrett Street Right-In Right-Out Layout

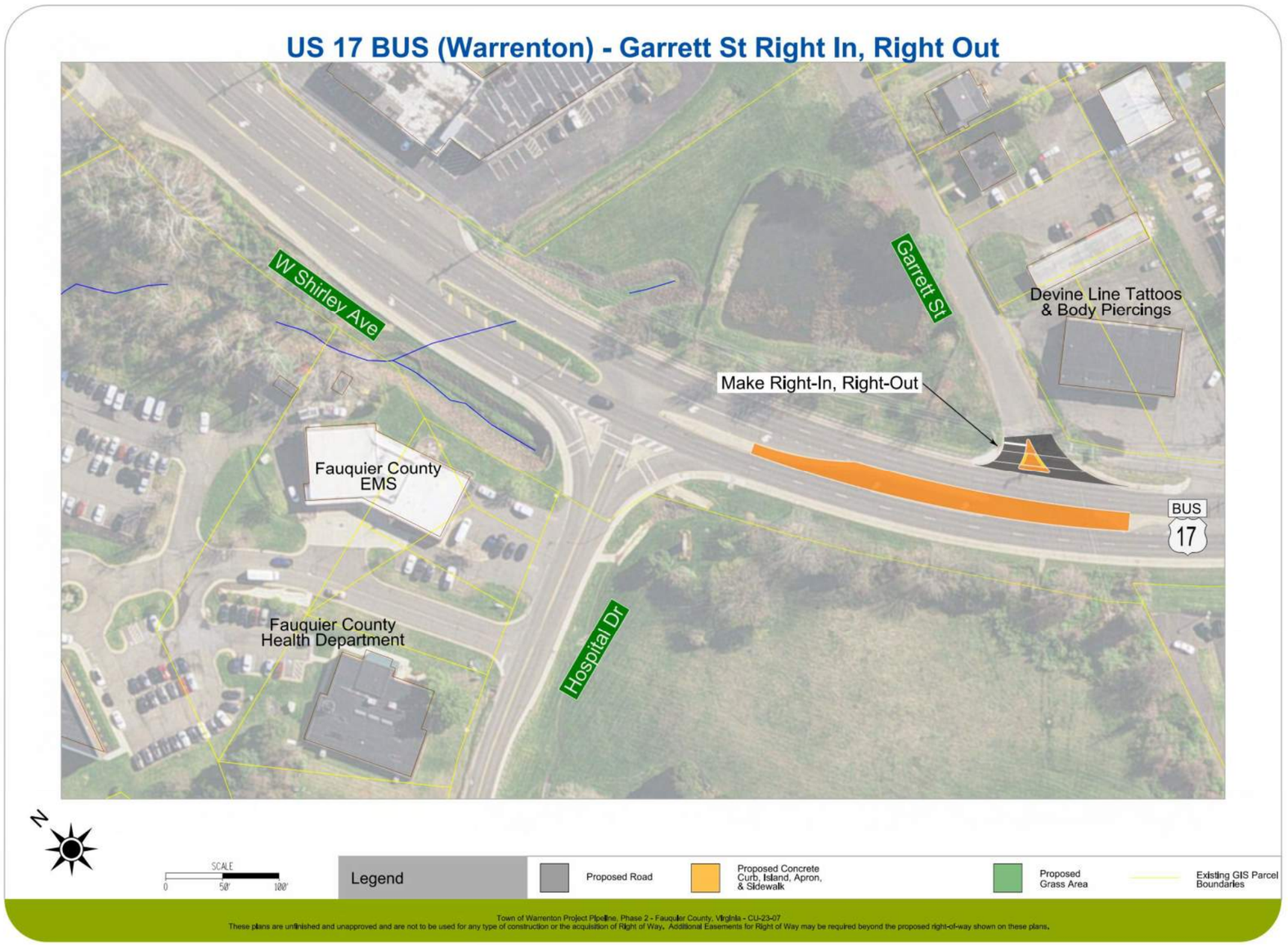


Figure 2-3: Carriage House Lane Roundabout

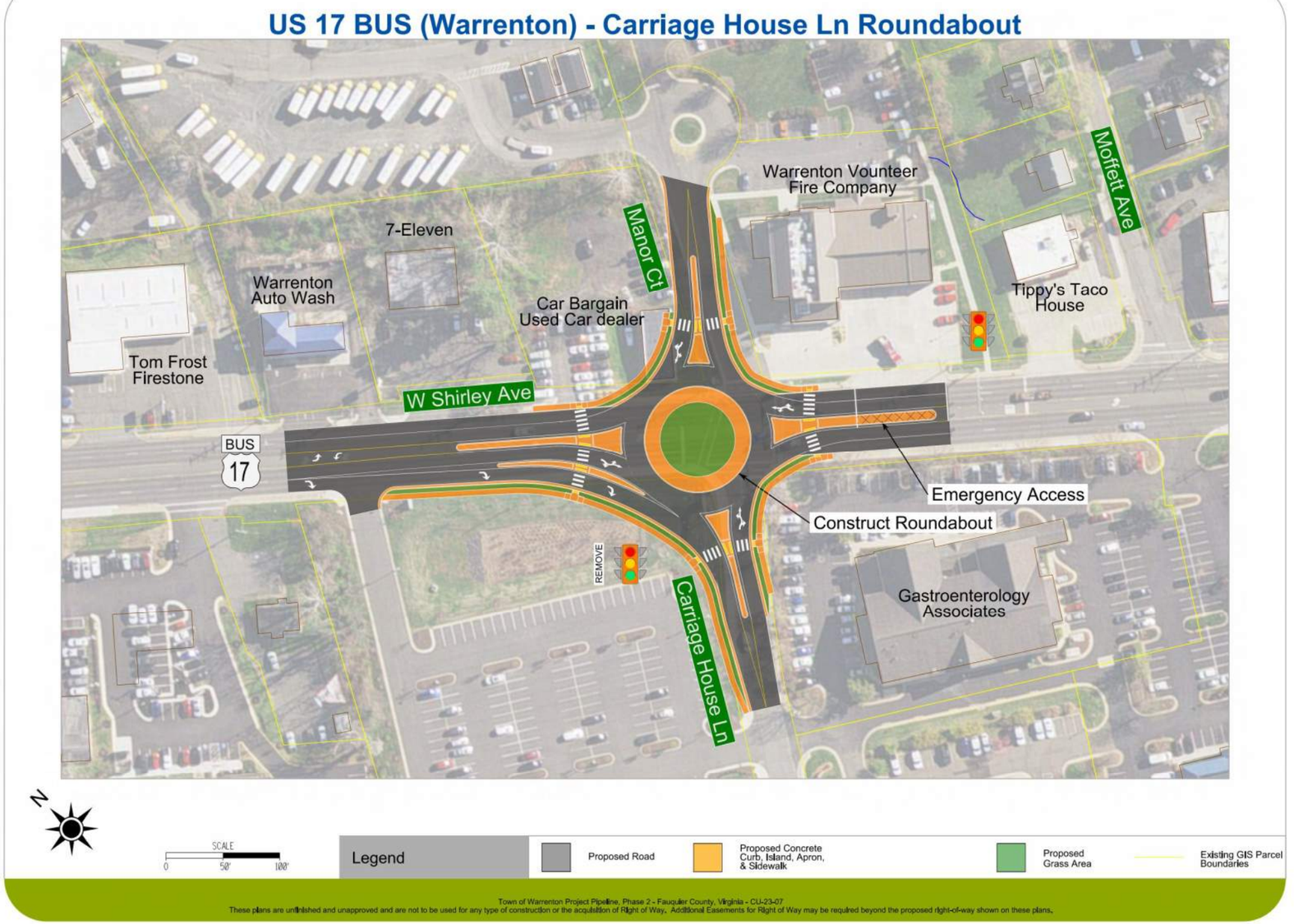


Figure 2-4: Carriage House Lane Restriping

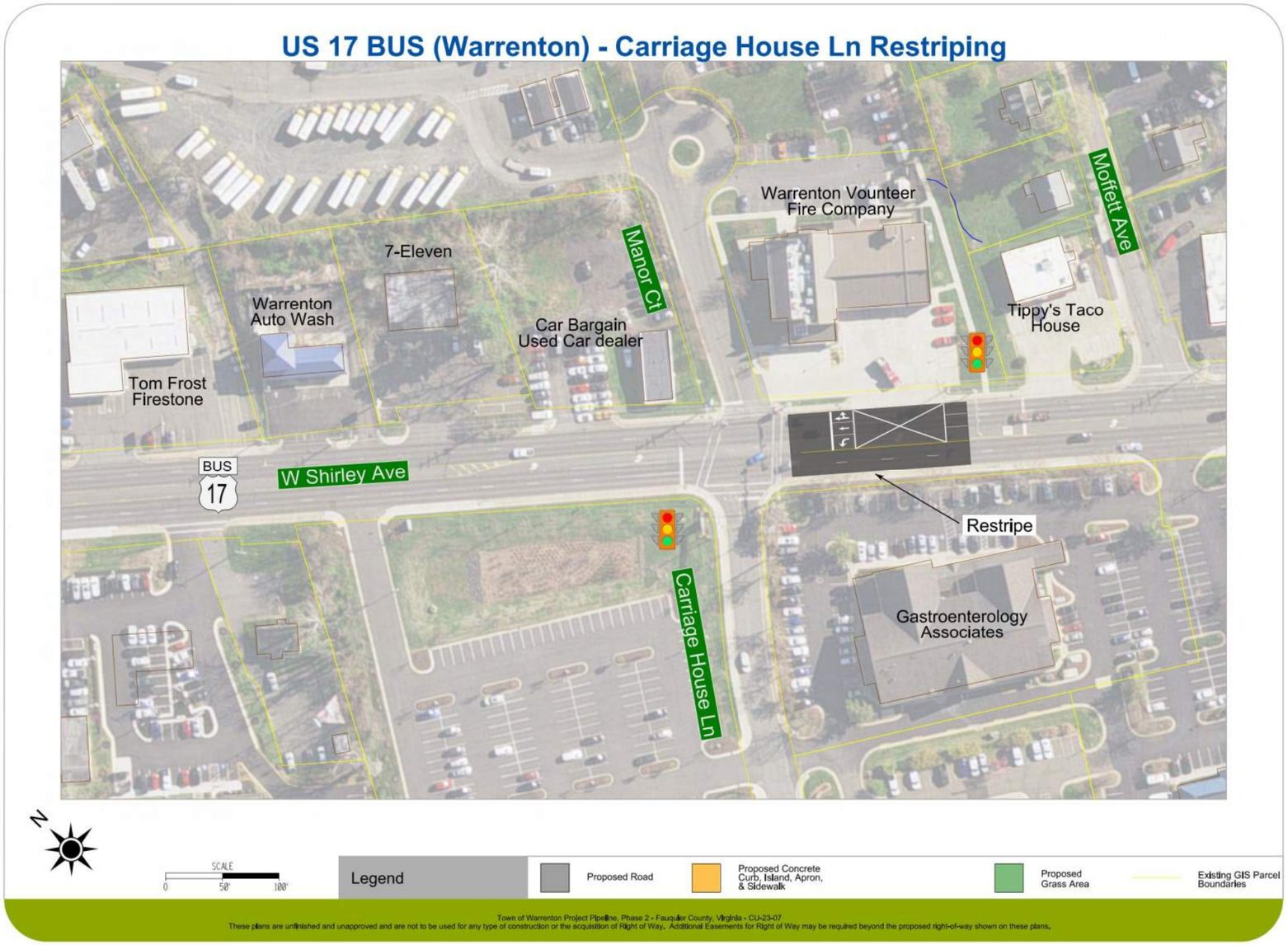


Figure 2-5: Keith Street Right-In, Right-Out Layout

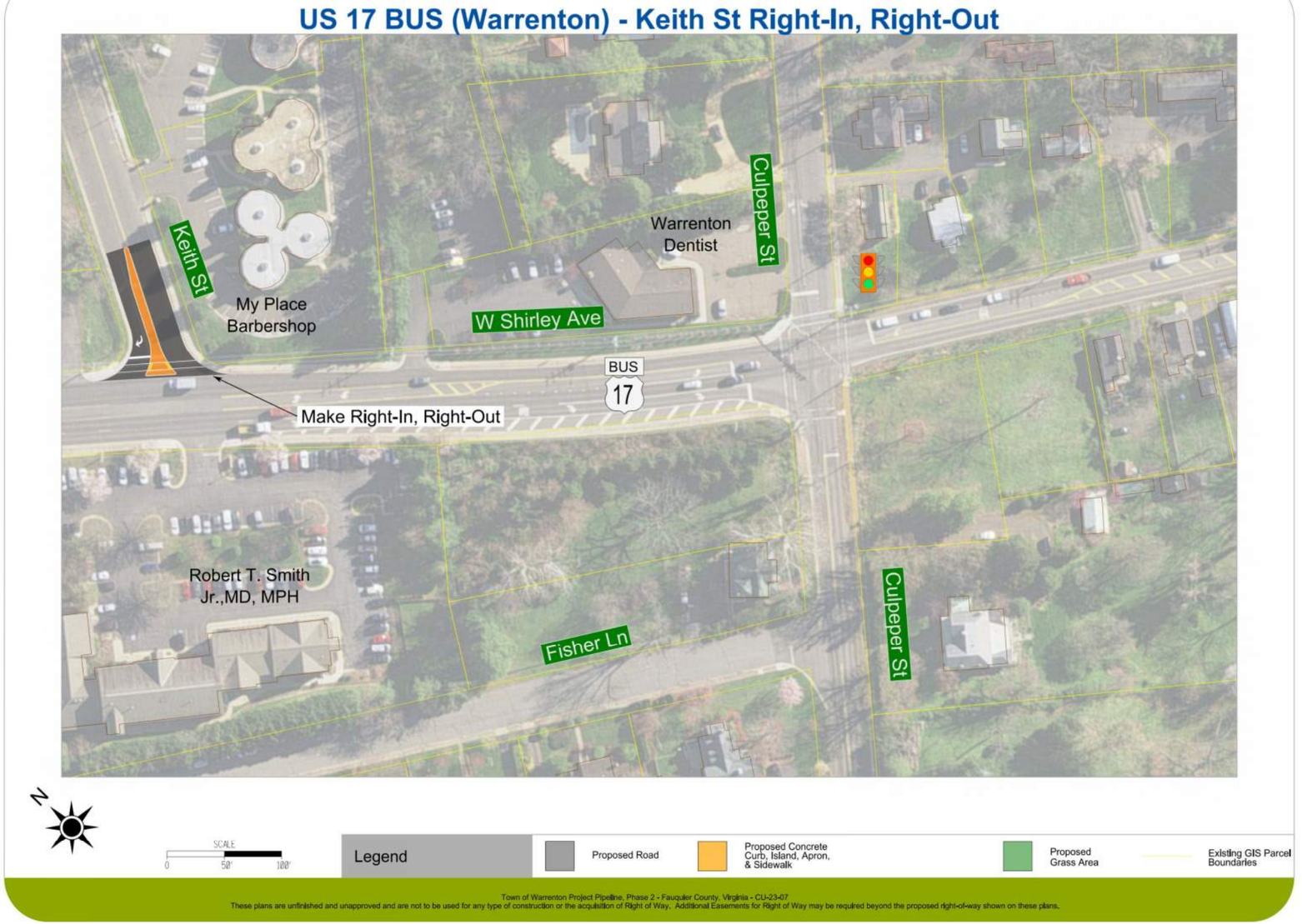


Figure 2-6: Culpeper Street Roundabout Layout

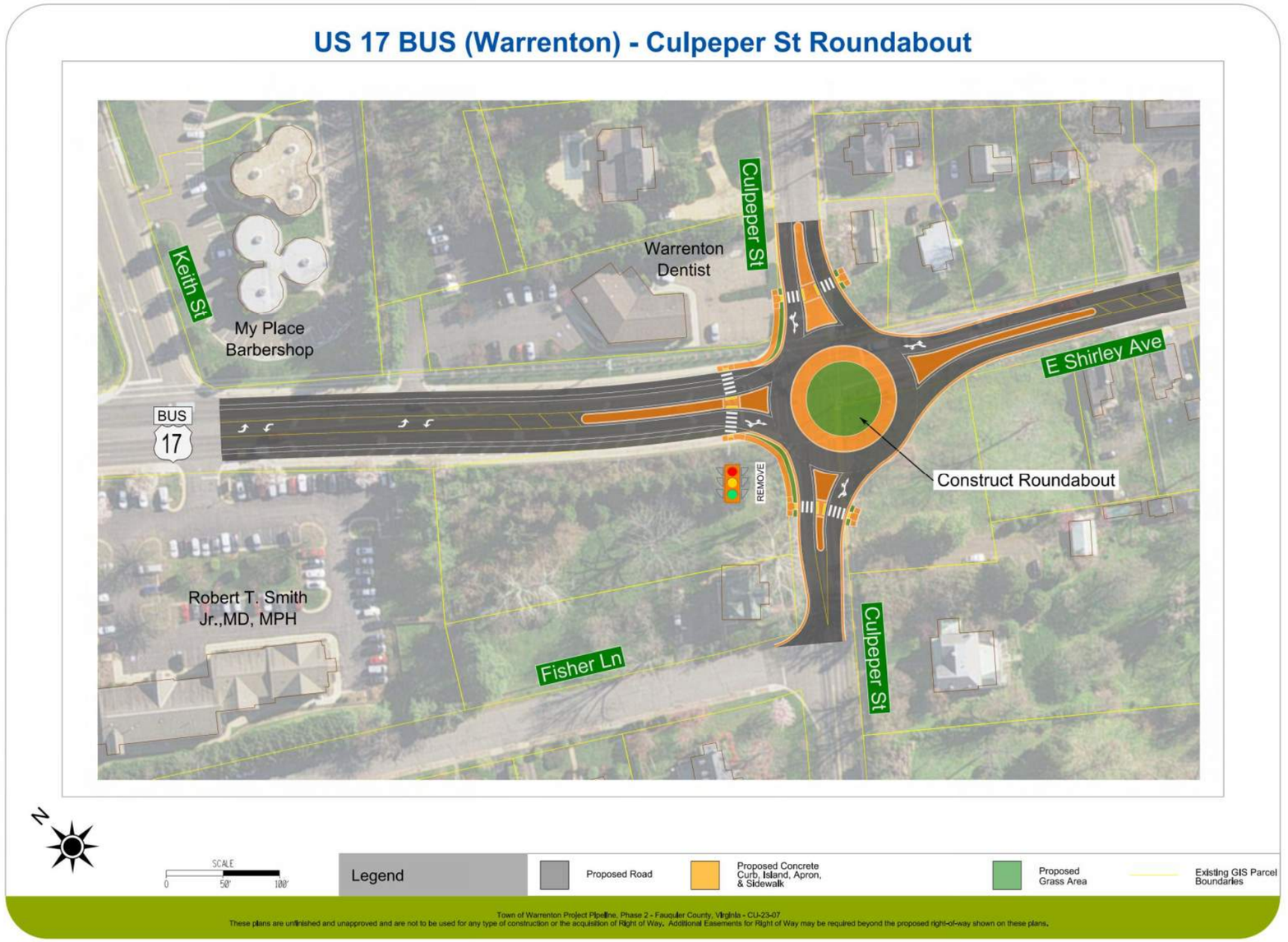


Figure 2-7: Madison Street and Elm Street Mini-Roundabout Layout

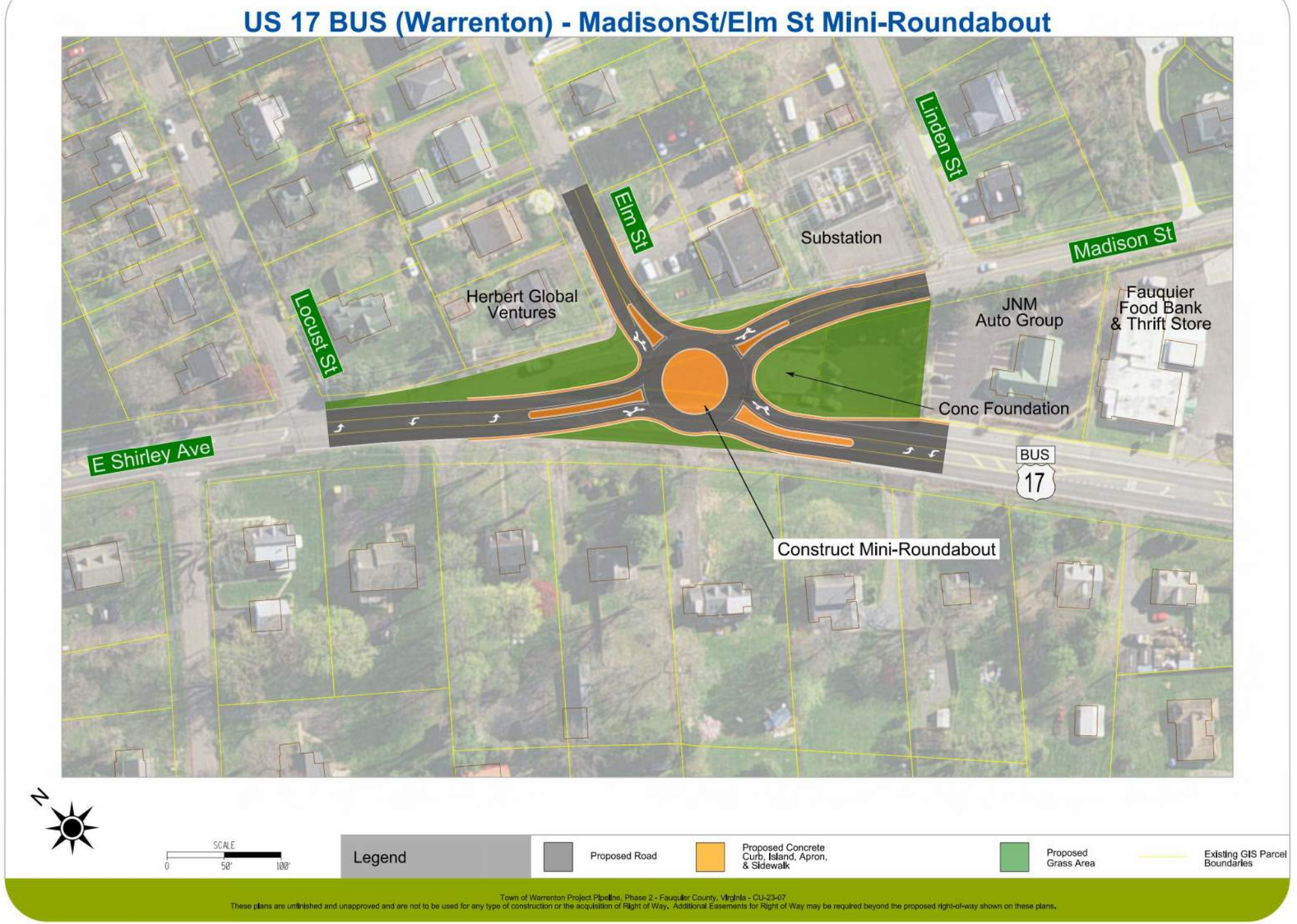
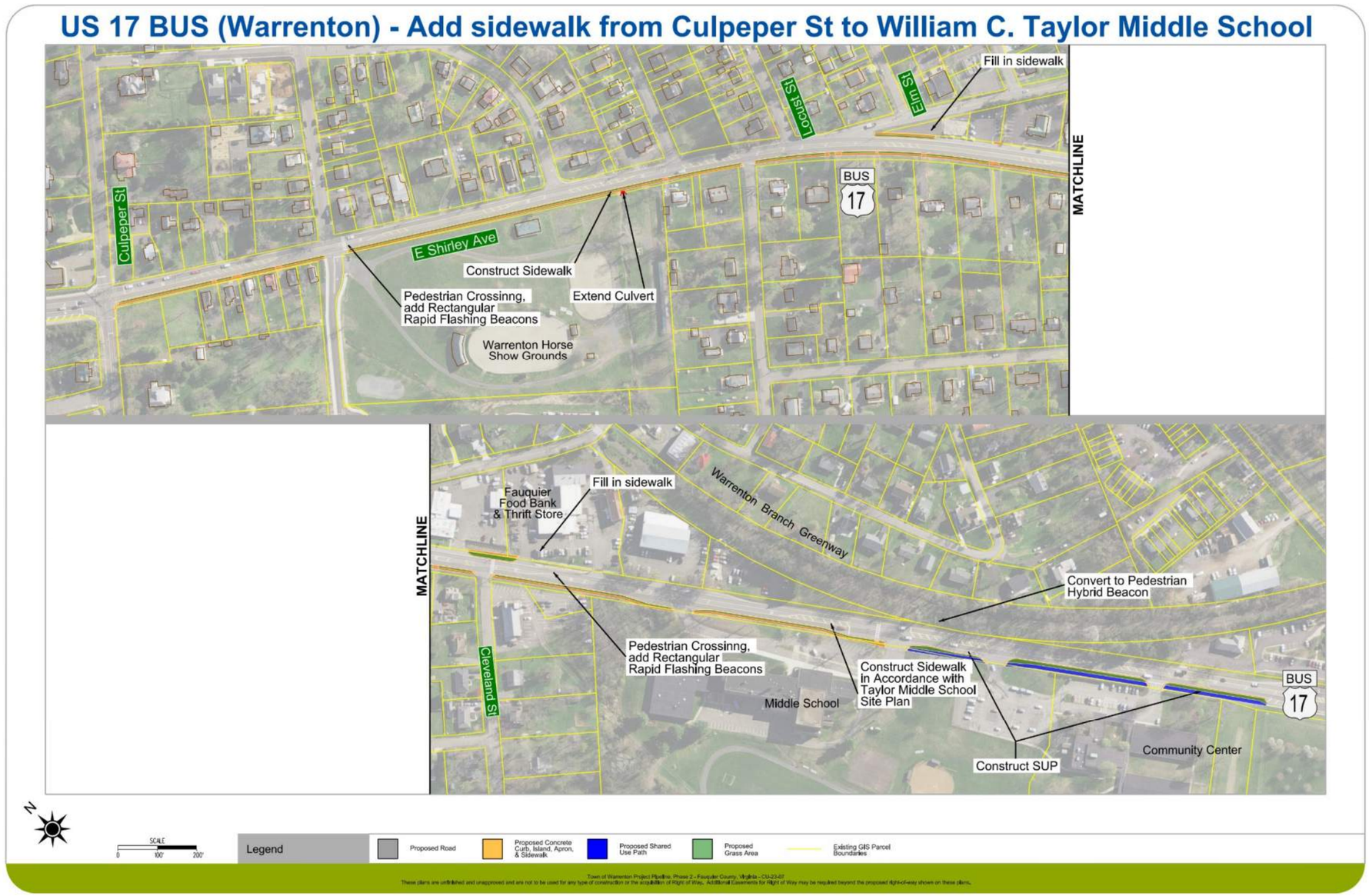


Figure 2-8: Madison Street and Elm Street Intersection Reconfiguration Layout



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

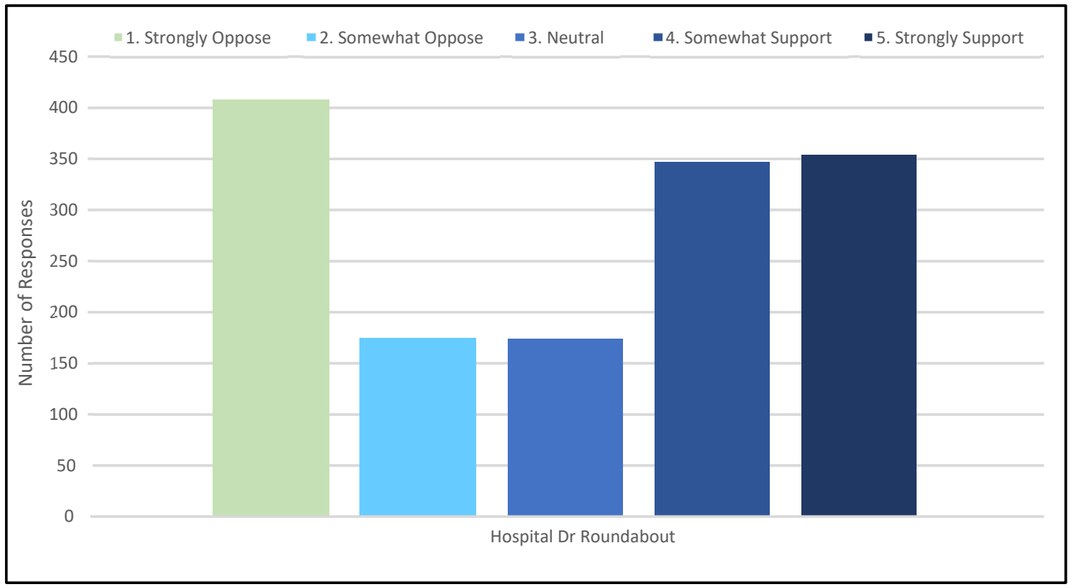


Figure 3-2 shows the survey results for a right-in right-out at the intersection of US Route 17 Business (Shirley Ave) and Garrett Street. The proposed concept received an approximate average rating of 3.09, indicating neutral support for this improvement.

Figure 3-2: Survey Results - Garrett Street Right-In Right-Out

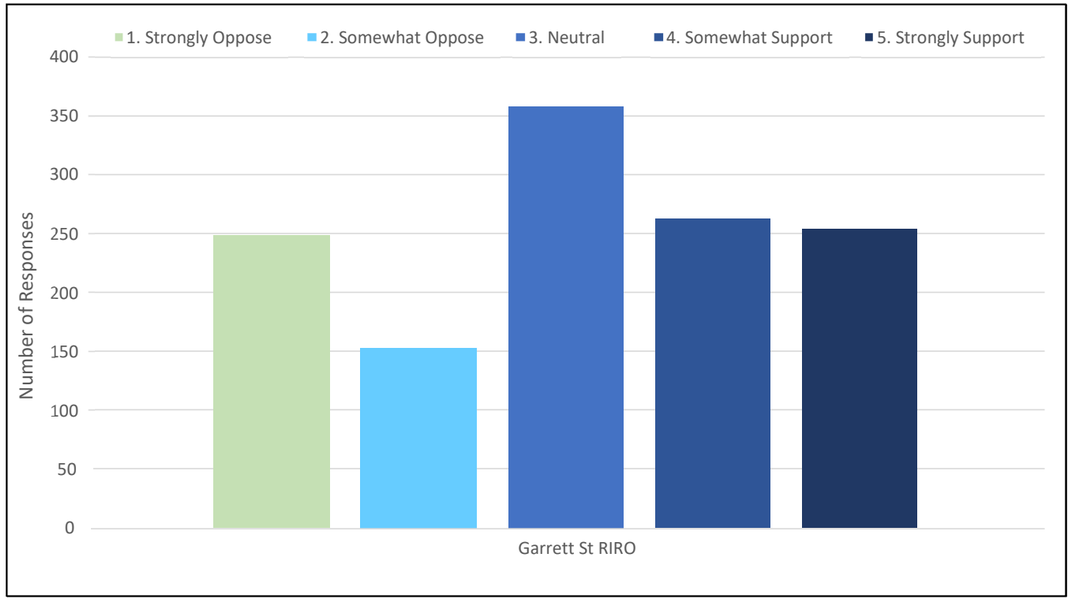


Figure 3-3 shows the survey results for the proposed roundabout at Carriage House Lane.The proposed roundabout received an approximate average rating of 2.86, indicating mild opposition to this alternative.

Figure 3-3: Survey Results – Carriage House Lane Roundabout

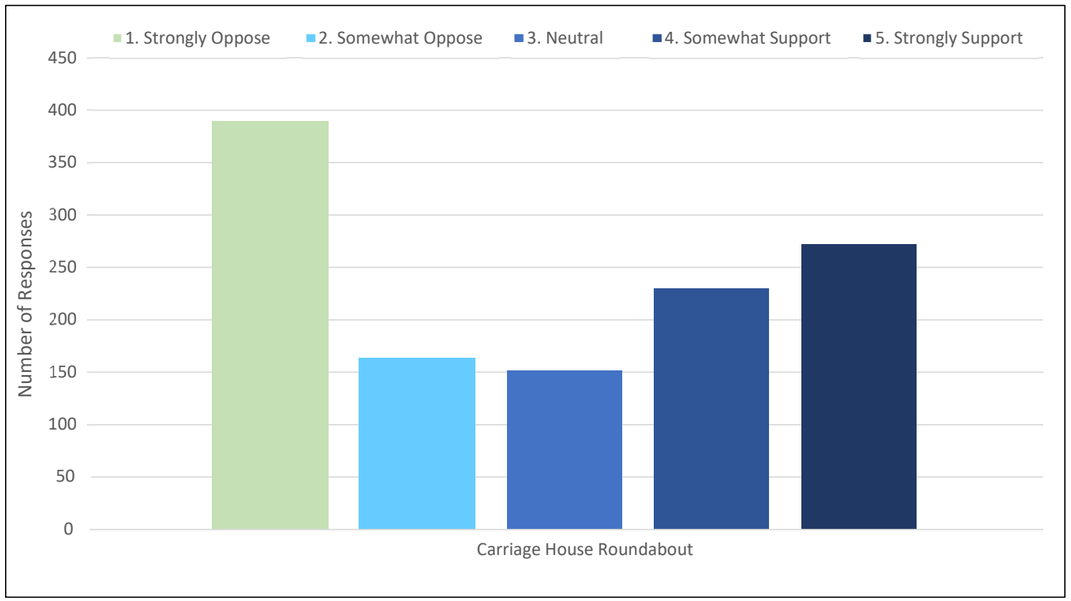


Figure 3-4 shows the survey results for the proposed restriping at Carriage House Lane. The proposed restriping concept received an approximate average rating of 3.95, indicating support for this alternative.

Figure 3-4: Survey Results - Carriage House Lane Restriping

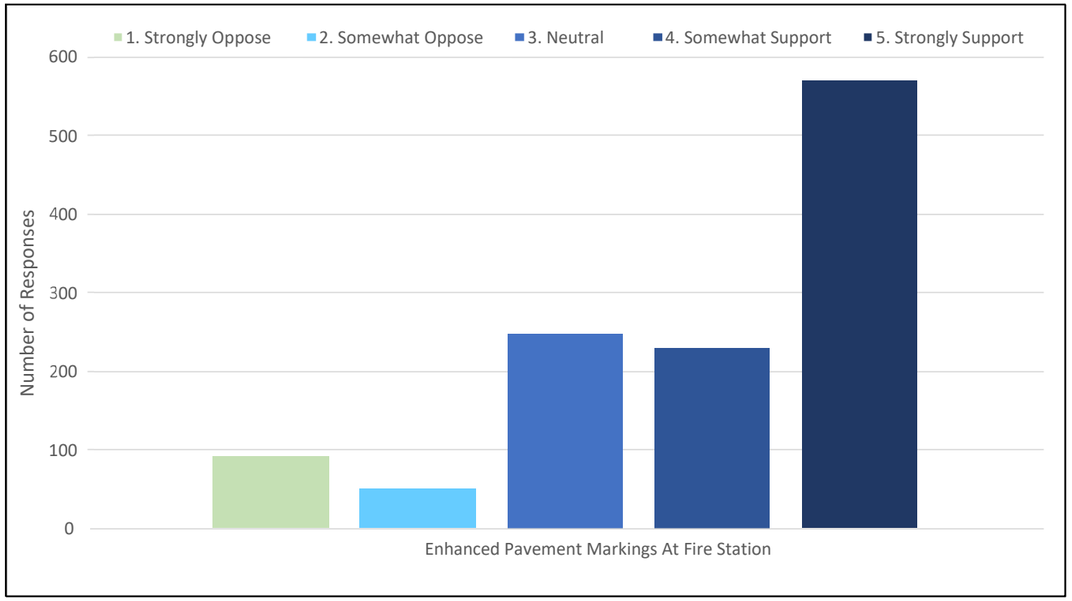


Figure 3-5 shows the survey results for the proposed right-in, right-out at Keith Street. The proposed concept received an approximate average rating of 3.04, indicating neutral support for this improvement.

Figure 3-5: Survey Results – Keith Street Channelizing Island

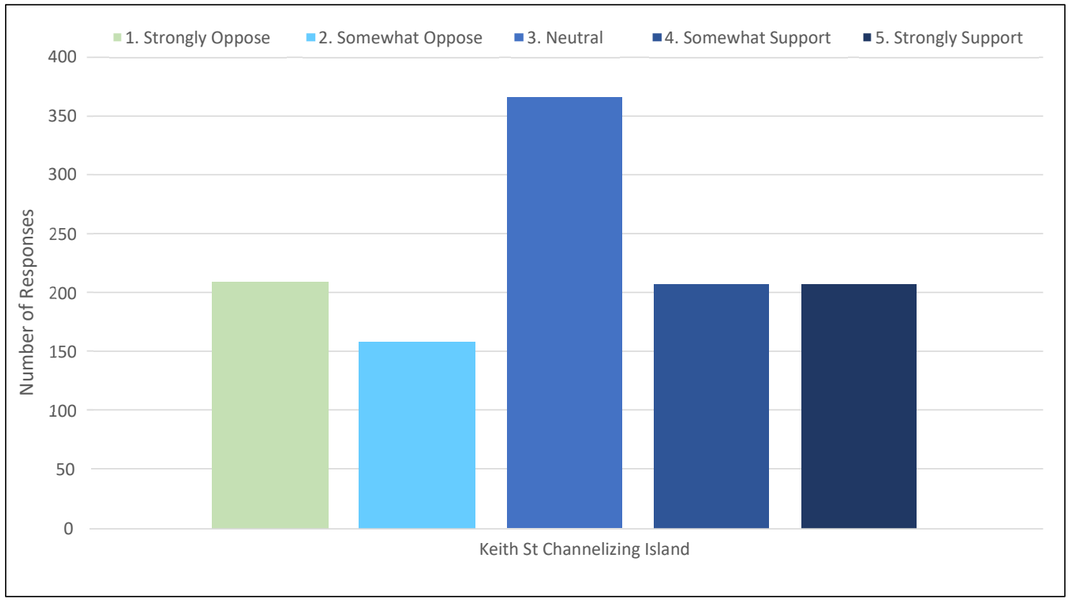


Figure 3-6 shows the survey results for the proposed roundabout at Culpeper Street. The proposed roundabout received an approximate average rating of 3.18, indicating slight support for this improvement.

Figure 3-6: Survey Results – Culpeper Street Roundabout

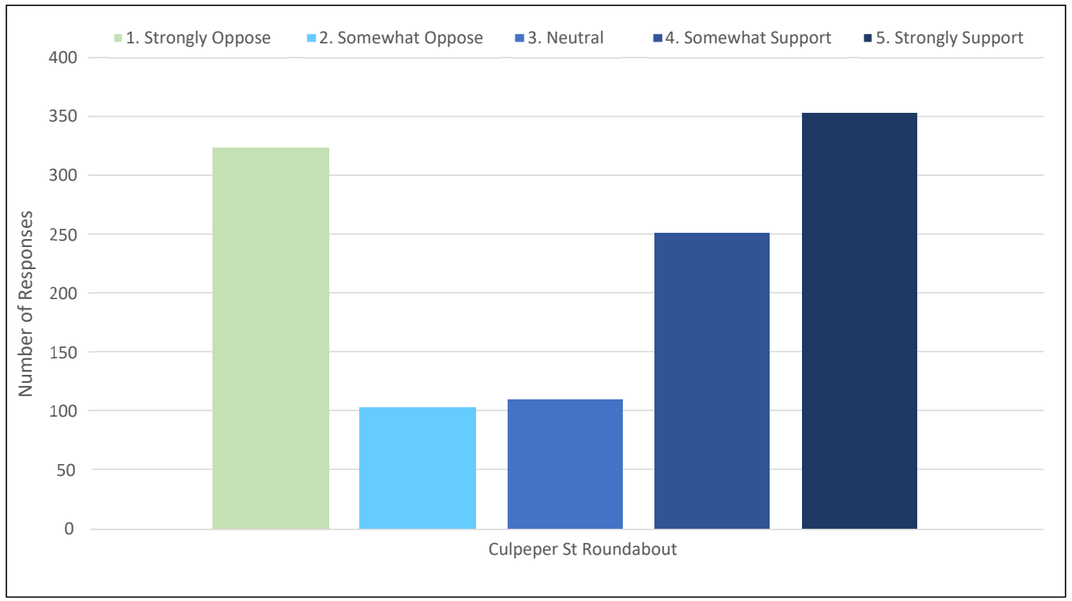


Figure 3-7 shows the survey results for the proposed mini-roundabout at Madison Street. The proposed roundabout received an approximate average rating of 2.52, indicating that there is opposition to this improvement.

Figure 3-7: Survey Results – Madison Street Mini Roundabout

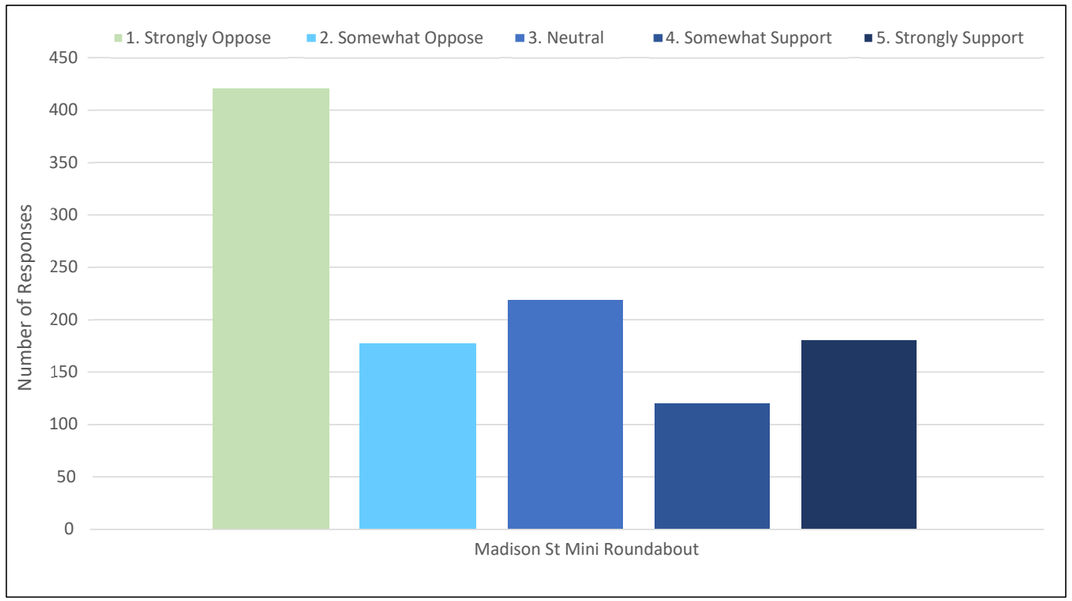


Figure 3-8 shows the survey results for the proposed roadway reconfiguration at Madison Street. The proposed roundabout received an approximate average rating of 3.43, indicating that there is more interest in the roadway reconfiguration than the mini-roundabout at this intersection.

Figure 3-8: Survey Results – Madison Street Roadway Reconfiguration

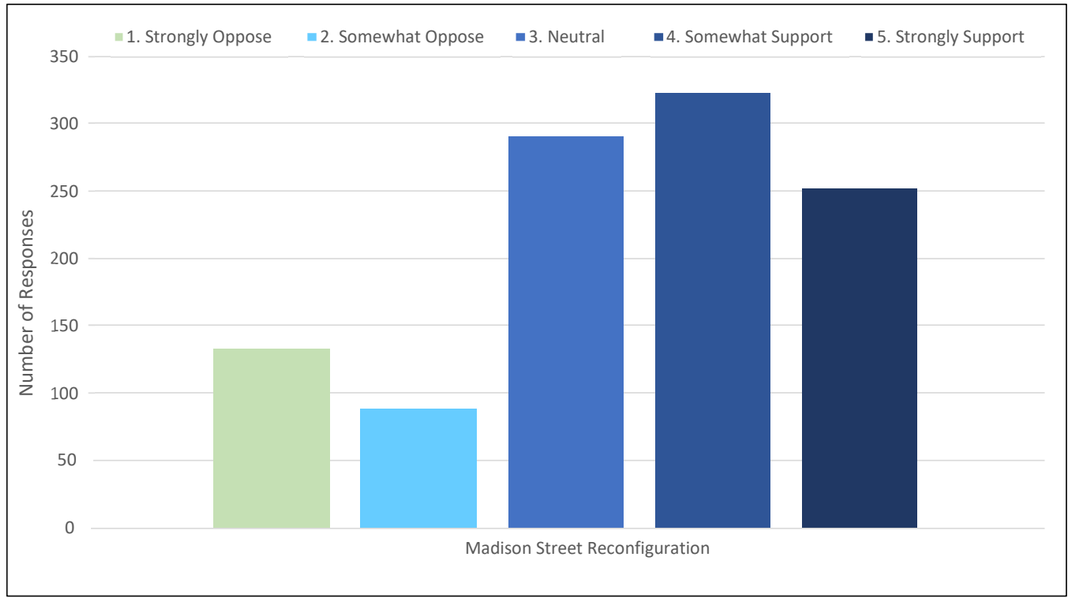
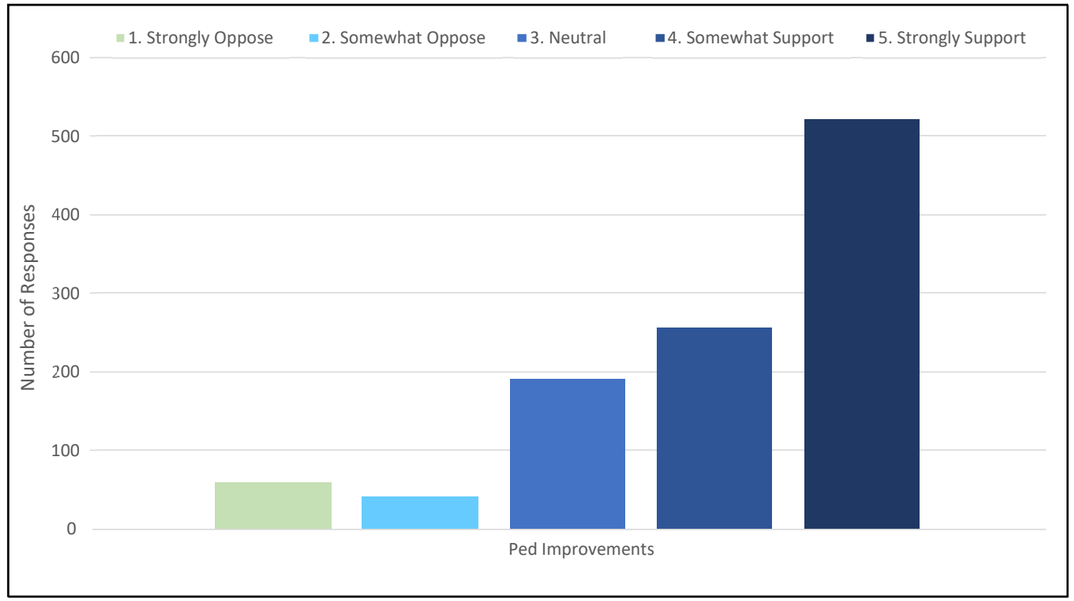


Figure 3-9 shows the survey results for the proposed pedestrian improvements along the corridor. The proposed pedestrian improvements received an approximate average rating of 4.07, indicating that it is the most desirable concept of the alternatives shown.

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.

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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

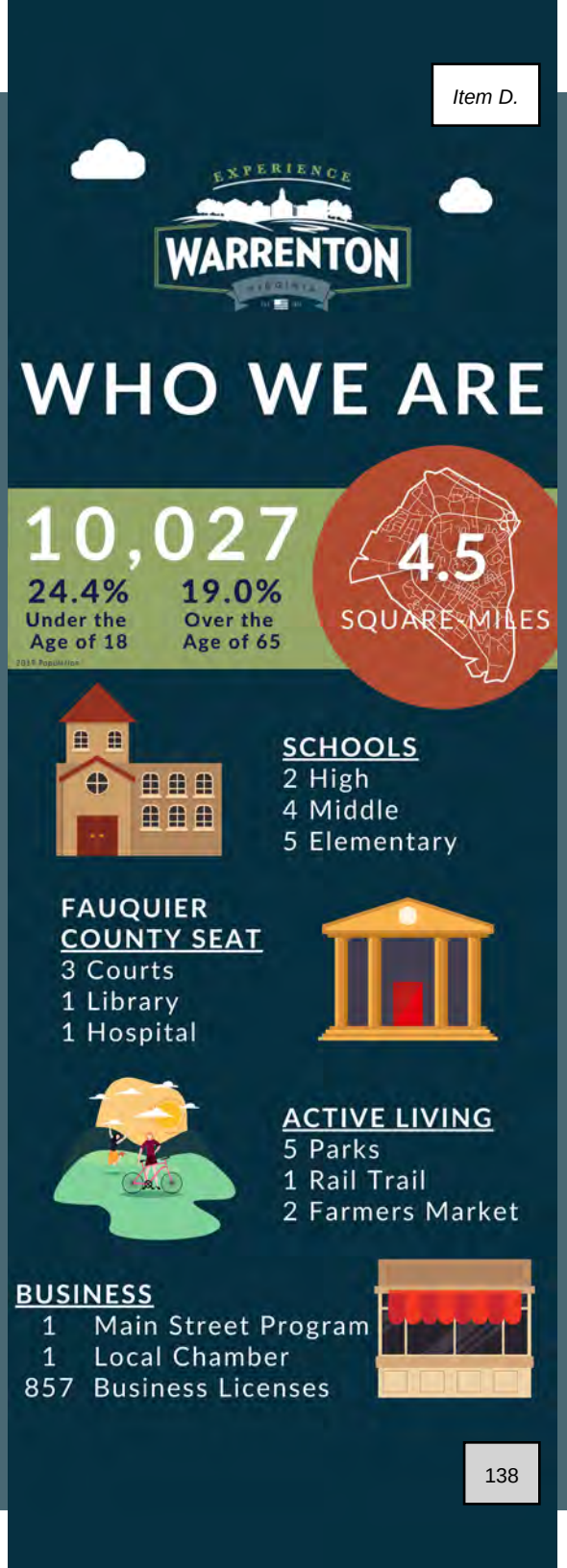
Introduction

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.

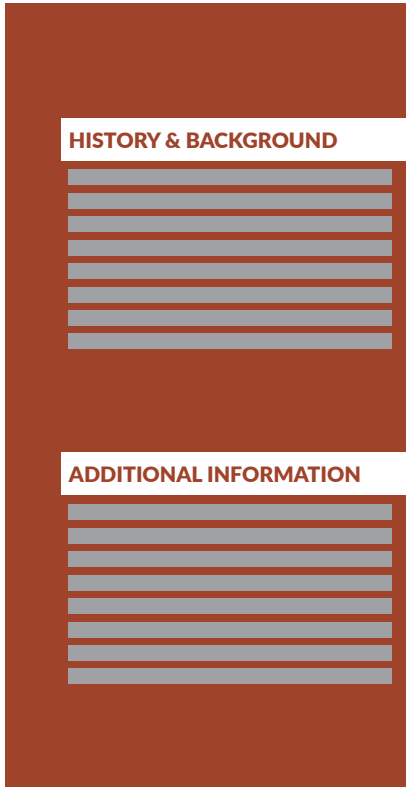
ADOPTION BY REFERENCE

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

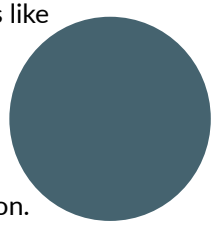
METRICS

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

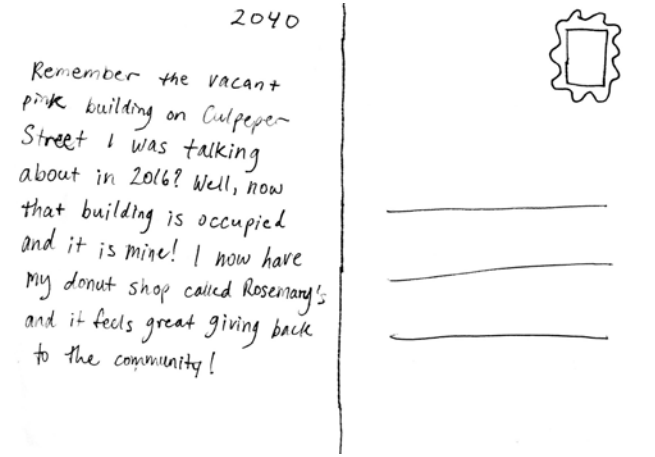
Students of Warrenton schools were asked to draw the Town now and what they hoped it would look like in 2040. Throughout the document there will be some of these "postcards" of Warrenton with insight on what our youngest residents find important.



















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.

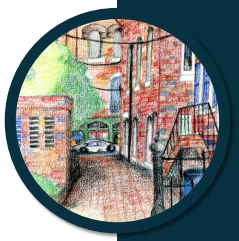
We are thriving as the county seat of Fauquier, where we have a clustering of jobs in government services, healthcare, education, tourism, non-profits, high-tech and specialty trades. We attract visitors to our Town that enjoy authentic experiences derived from our historic resources, recreational and 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.

22

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.

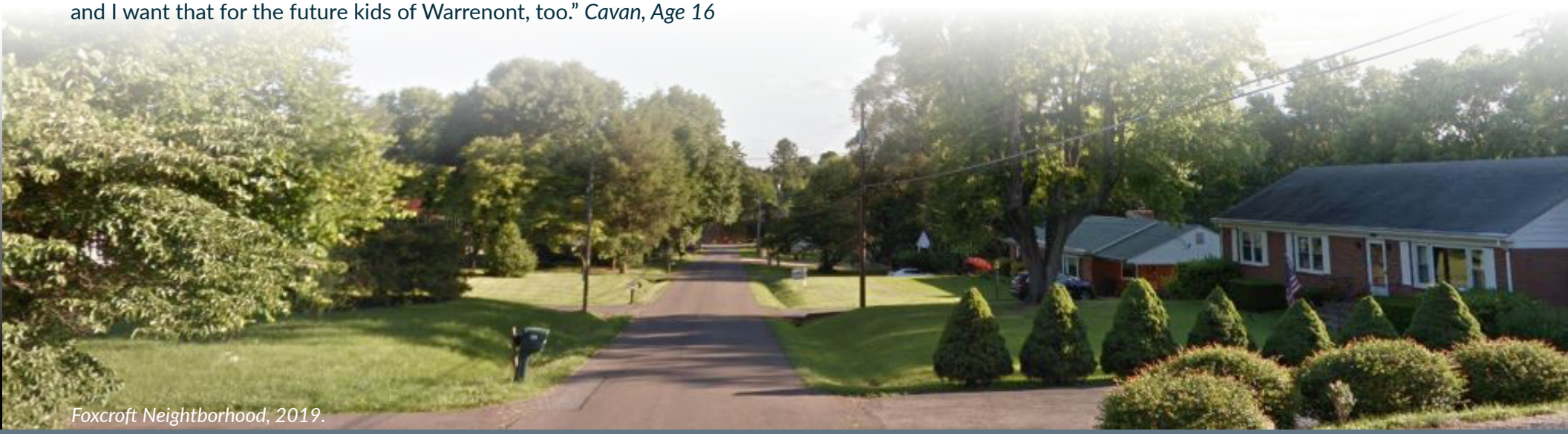
12. Implementation of Green Infrastructure and Facilities program.

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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

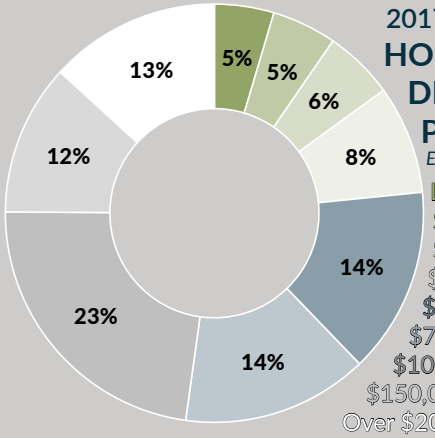
WARRENTON

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

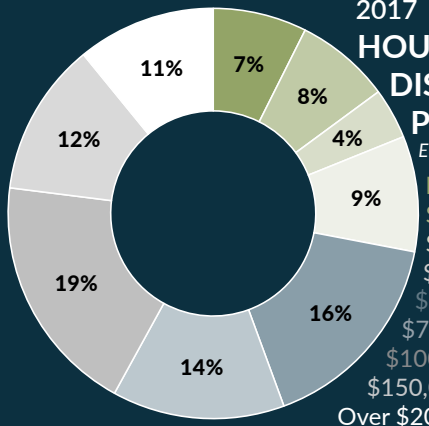
4.1
average new housing permits
per 1,000 population in Virginia
(*based on 2019 US Census data*)

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.

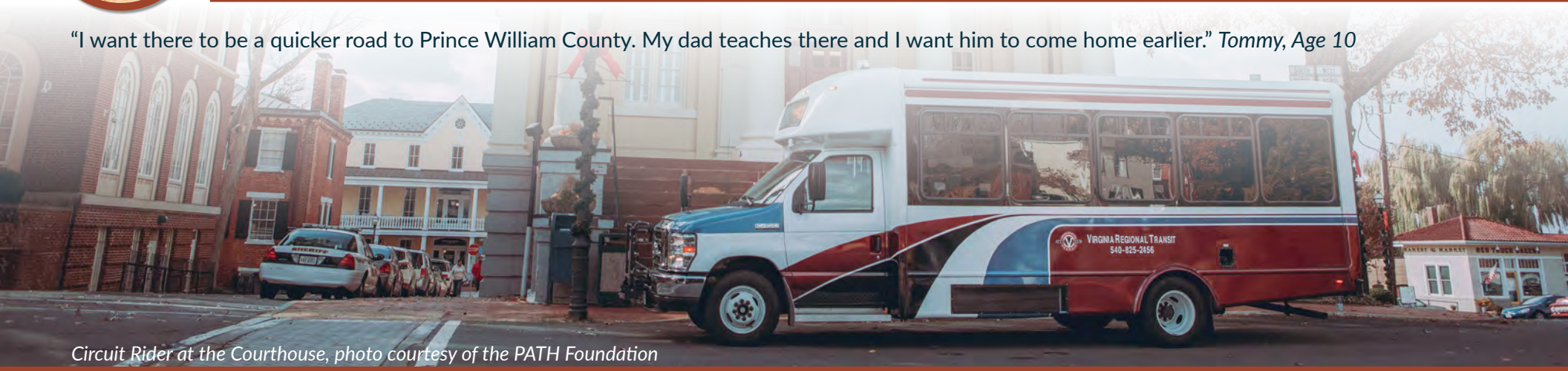
METRICS

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.

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**

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.

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

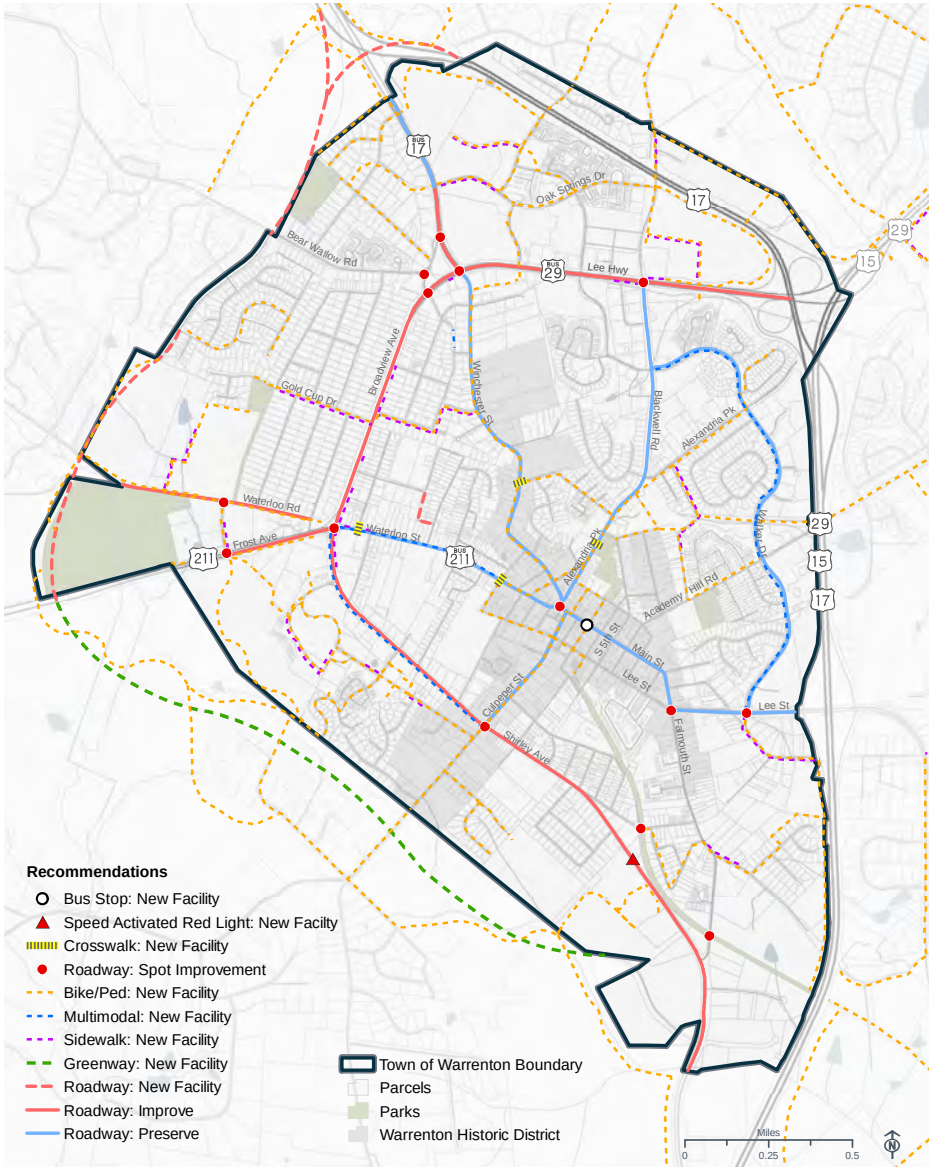


Figure 5-1: Town of Warrenton Transportation Plan map.

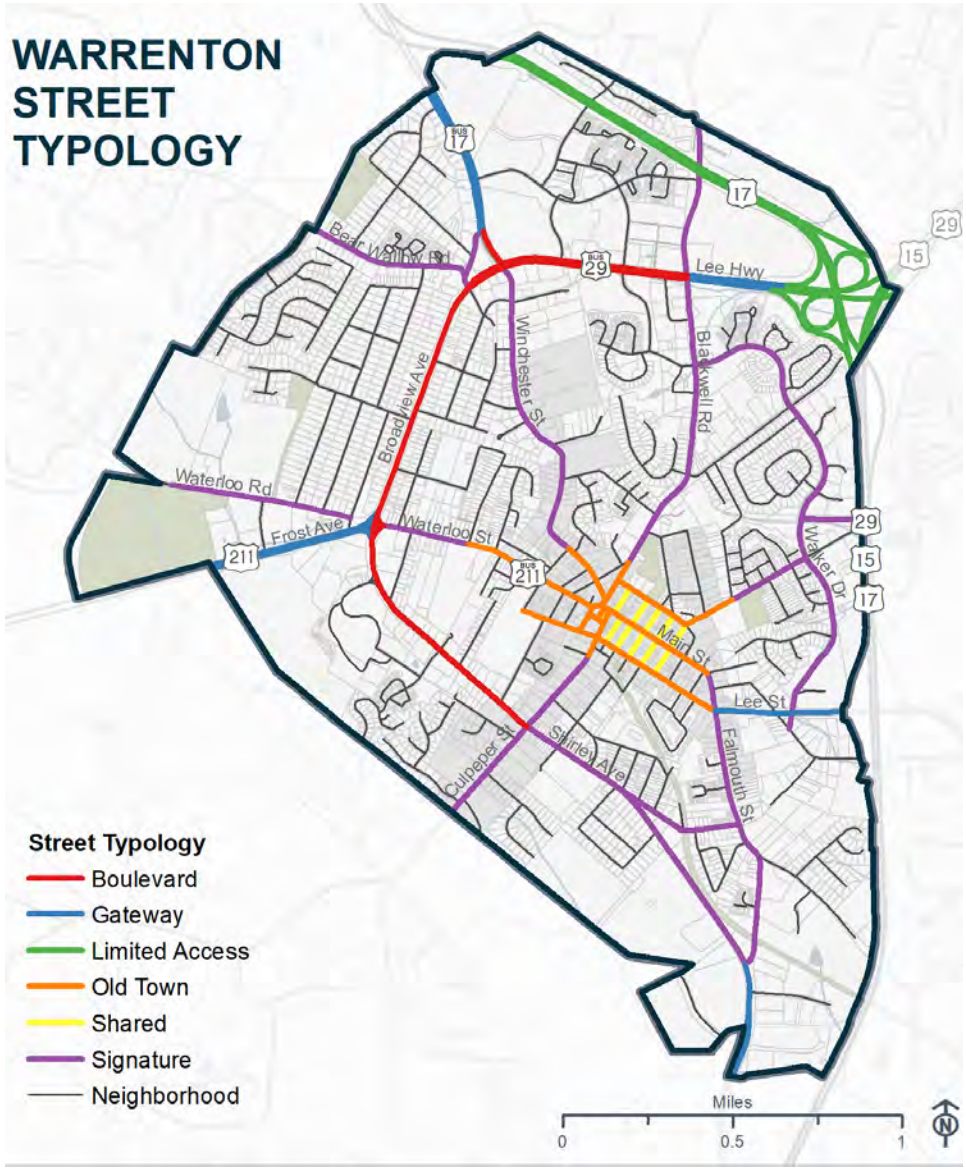


Figure 5-2: Warrenton Street Typology map; a part of the Complete Streets Classification System.

GOALS

T-1: Improve Multimodal Capacity and Safety that Encourages trips by walking, bicycling, and transit.

POLICIES & STRATEGIES

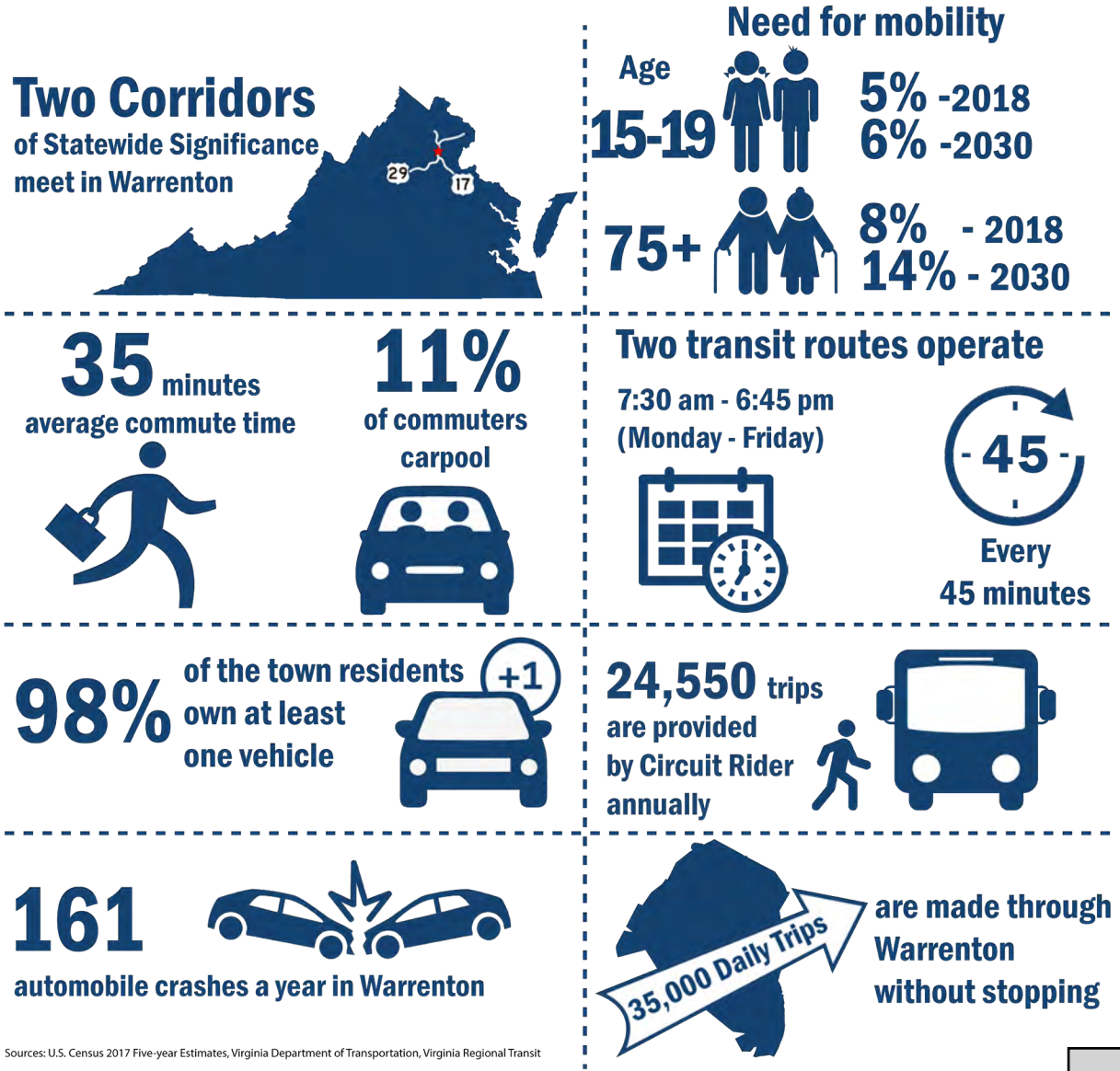
T-1.1: Promote a balanced and multimodal transportation system that serves the mobility needs of all segments of the population. Maximize the capacity of existing streets by investing in Smart Mobility technology.

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.



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.

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.

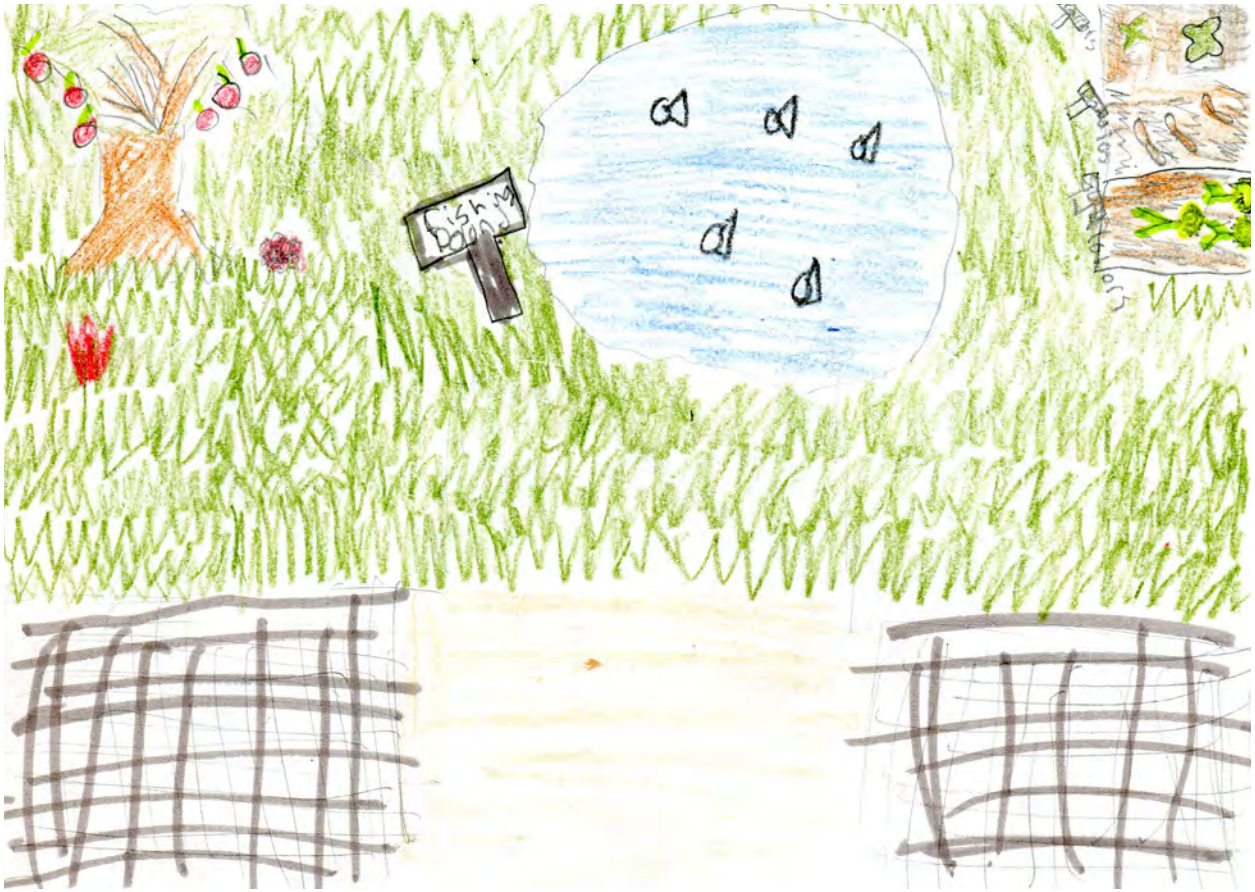
T-4.7: Identify future multimodal connections by either restoring severed connections or incorporating multimodal features with emergency access lanes.

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.

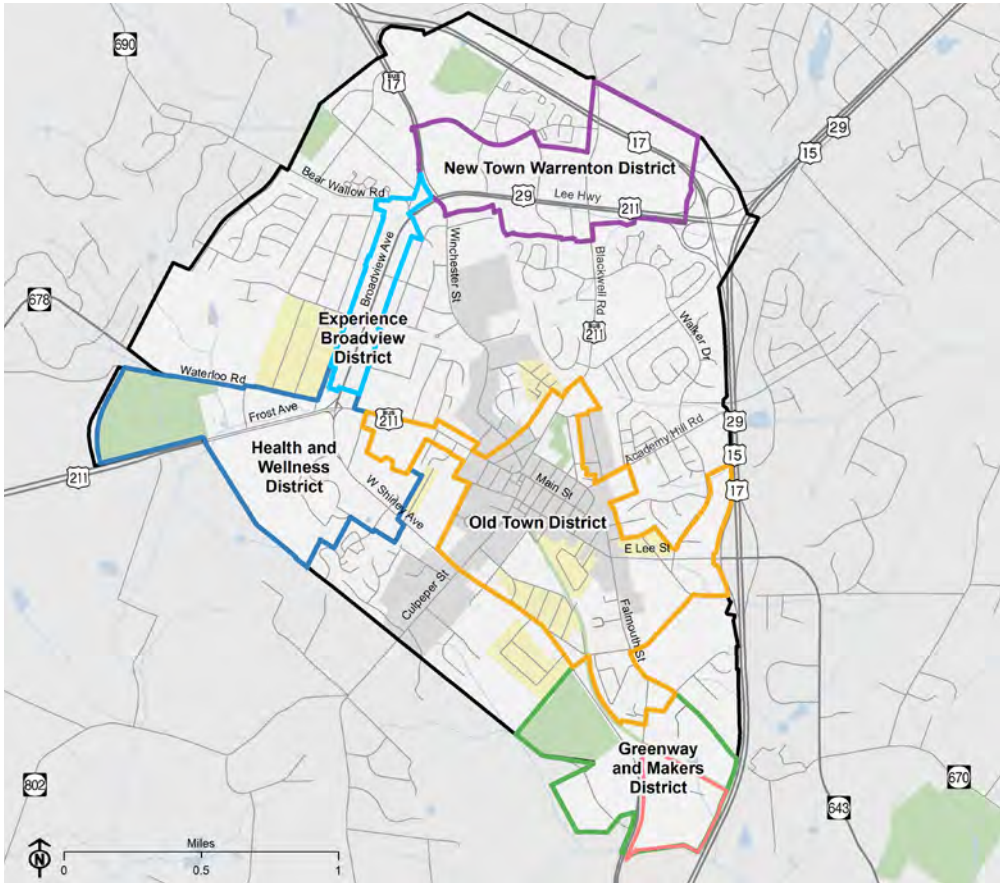


Figure 5-3: Character Districts map.

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.

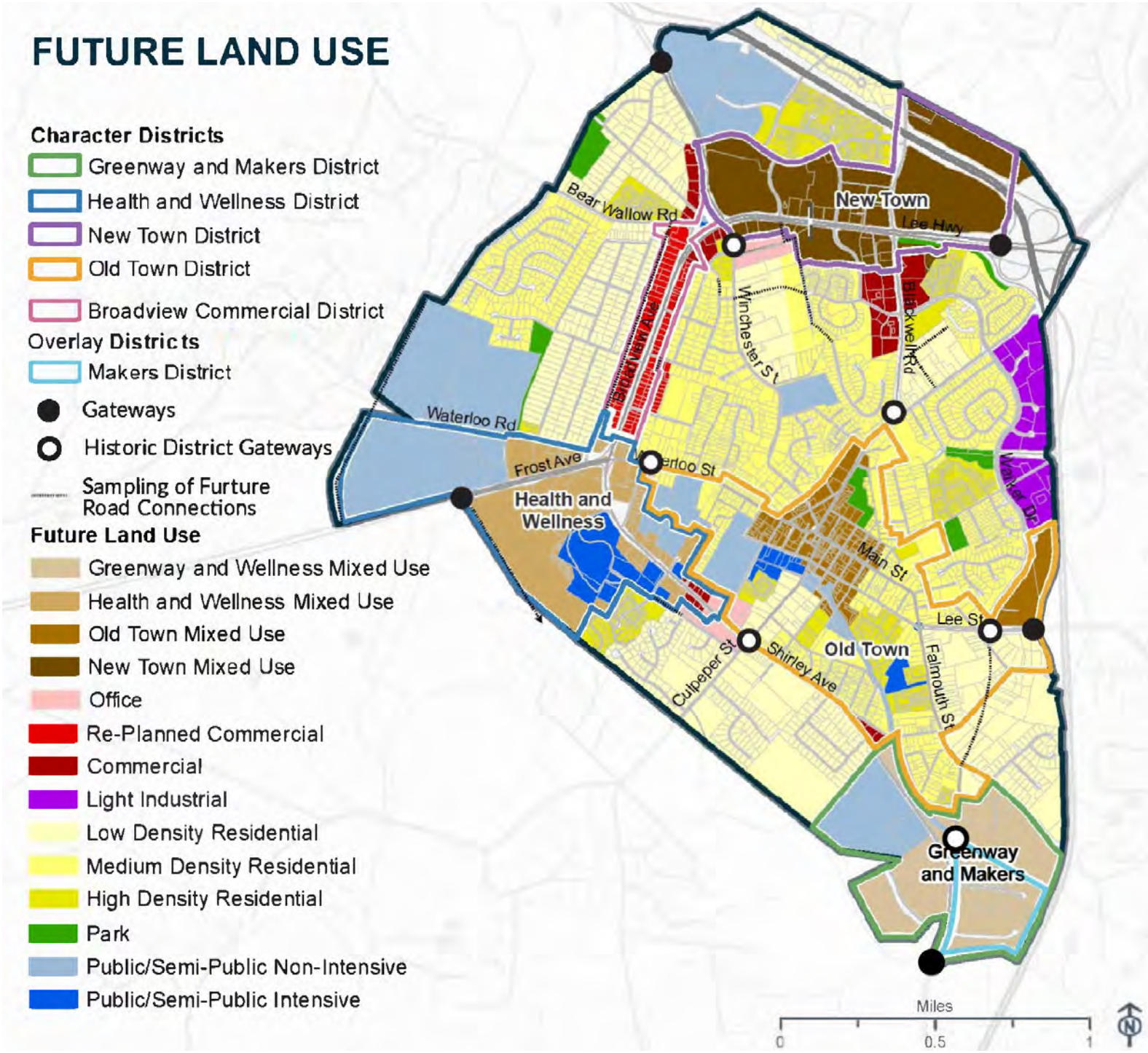
Makers District:

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.



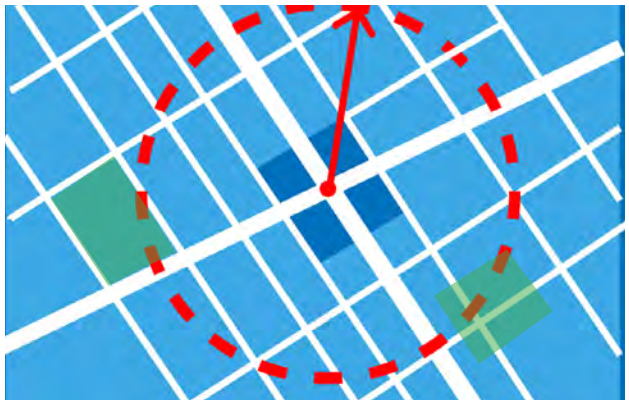
4. Parking placed behind buildings and away from street frontages. Interior access roads to services and parking are designed into the site plan.



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 achiev 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 shou 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.

Office of the Town Manager
Christopher 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 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.**

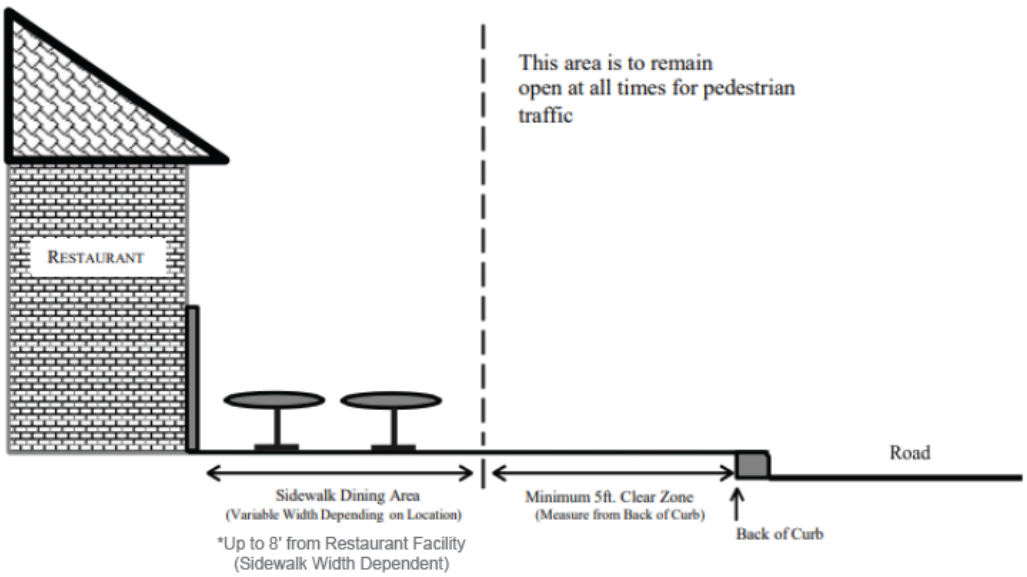
Note: Where existing sidewalk width does not accommodate both the maximum 8-foot encroachment and the required 5-foot pedestrian clear zone, the pedestrian clear zone requirement shall take precedence and the permitted café area shall be reduced accordingly. The Town Manager or designee may impose additional 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



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. 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

cafe will be based partly on the width of the sidewalk upon which it is located and the space available for pedestrian passage.

• 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.

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.

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 cafe operator shall maintain the cafe 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 cafe area shall be left free of debris, waste, and any evidence of cafe activity at the conclusion of each use. Failure to maintain the cafe 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(b) of this ordinance.

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.

(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. 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.

(Code 1981, § 14-8; Ord. No. 1998-15, 10-13-98)

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: _____

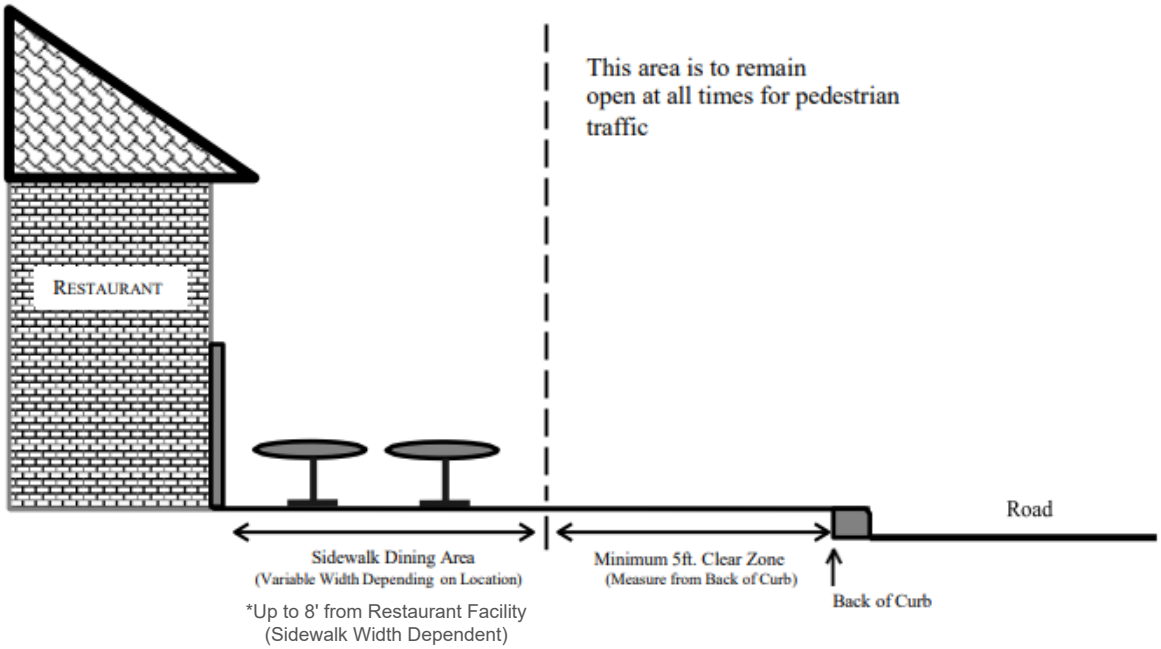
Permit Valid From: _____

Permit Expires: _____

Submit completed application and all attachments to: *Town of Warrenton, Department of Public Works · 360 Falmouth Street, Warrenton, Virginia 20186 · 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



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

cafe will be based partly on the width of the sidewalk upon which it is located and the space available for pedestrian passage.

• 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.

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.

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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 cafe operator shall maintain the cafe 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 cafe area shall be left free of debris, waste, and any evidence of cafe activity at the conclusion of each use. Failure to maintain the cafe 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(b) of this ordinance.

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).

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)

TOWN OF WARRENTON
36 Main Street



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 5 230 Feet

TOWN OF WARRENTON
78, 79, & 80 Main Street

Item E.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries
- Treee Location

April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 25 Feet

TOWN OF WARRENTON
108 Main Street

Item E.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

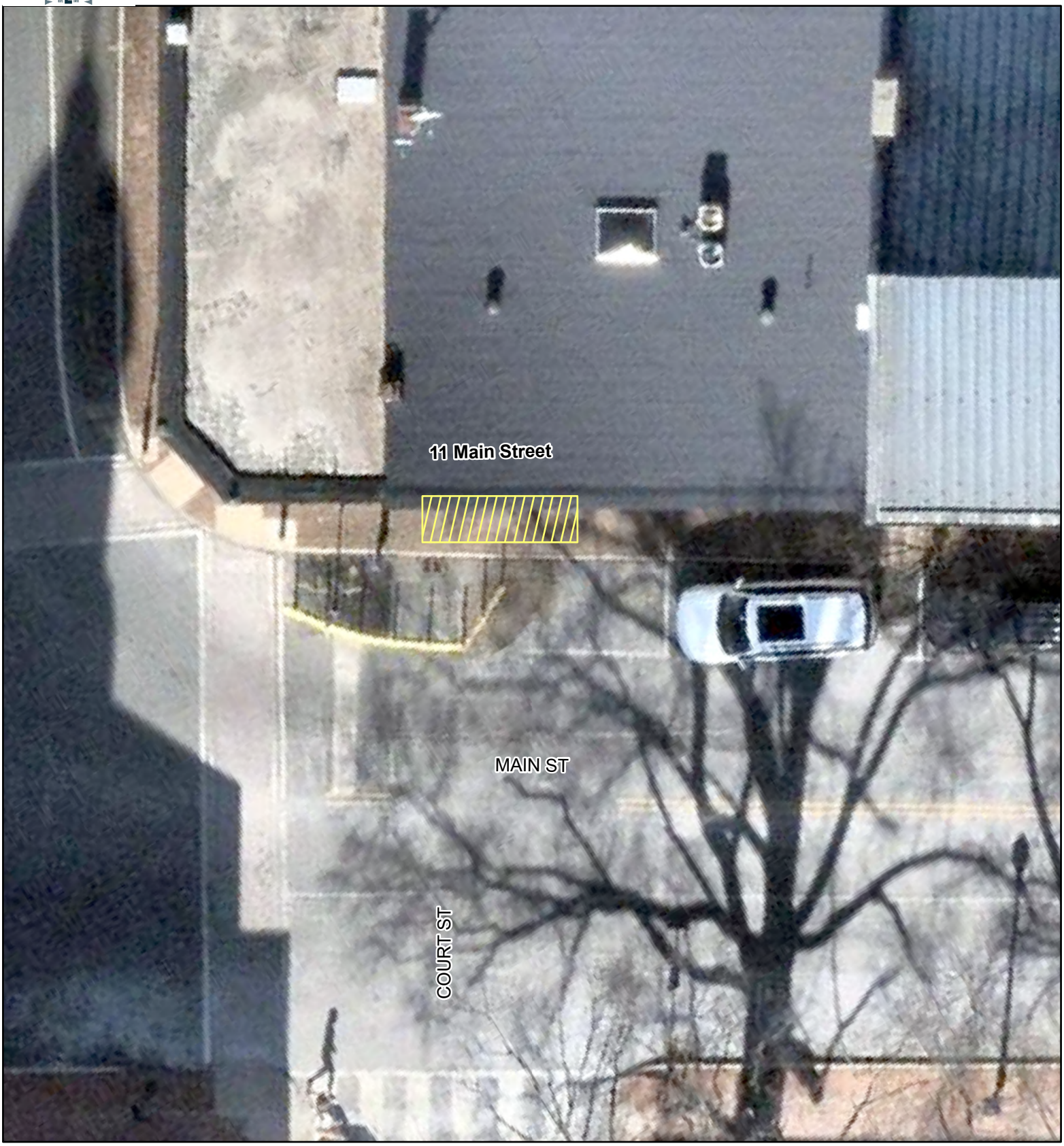
April 13, 2026

Sources: Town of Warrenton, NearMap,

0 10 232 Feet

TOWN OF WARRENTON
11 Main Street

Item E.



Legend

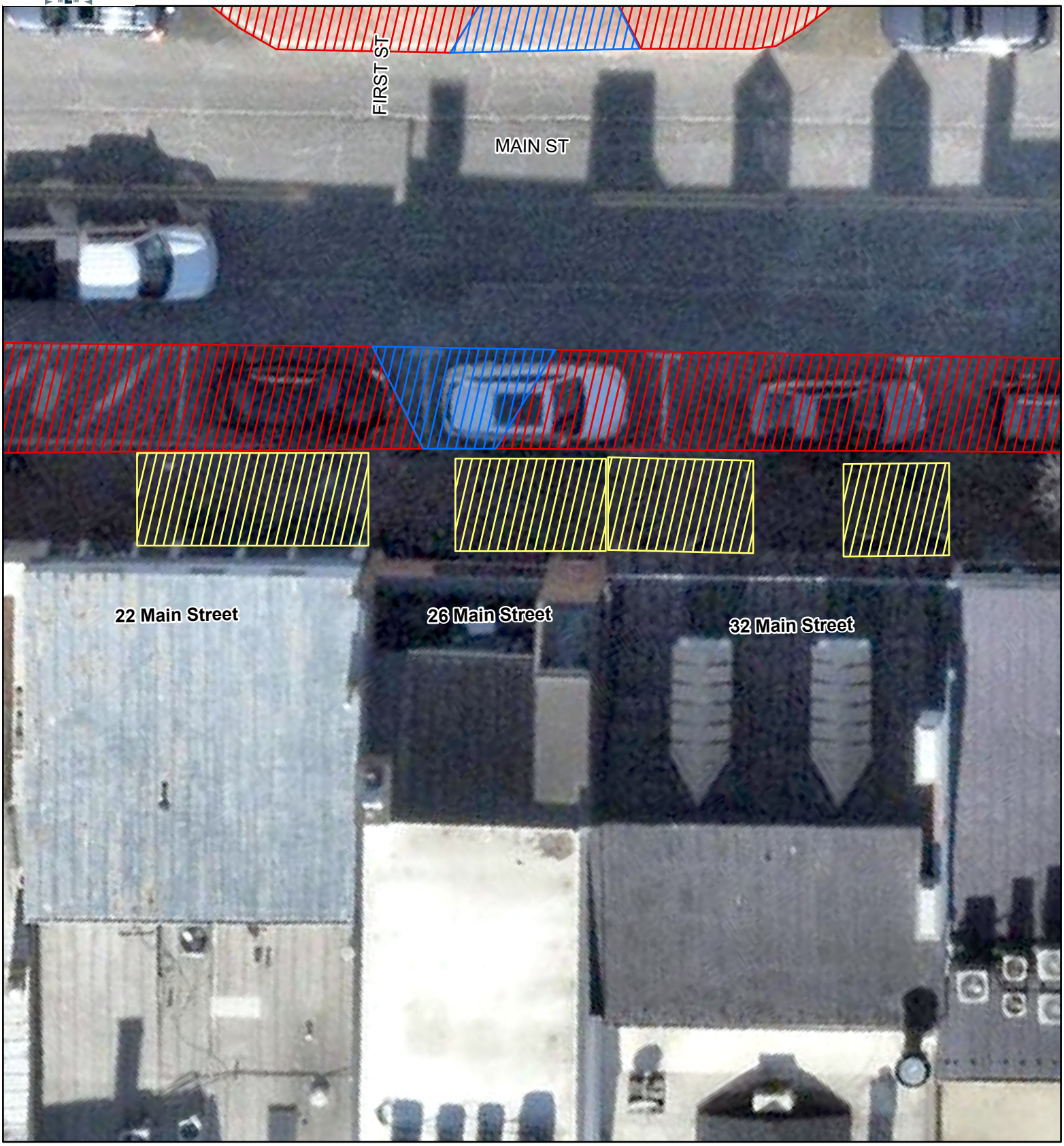
Cafe Boundaries

April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 10 233 Feet

TOWN OF WARRENTON
22, 26, & 32 Main Street



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

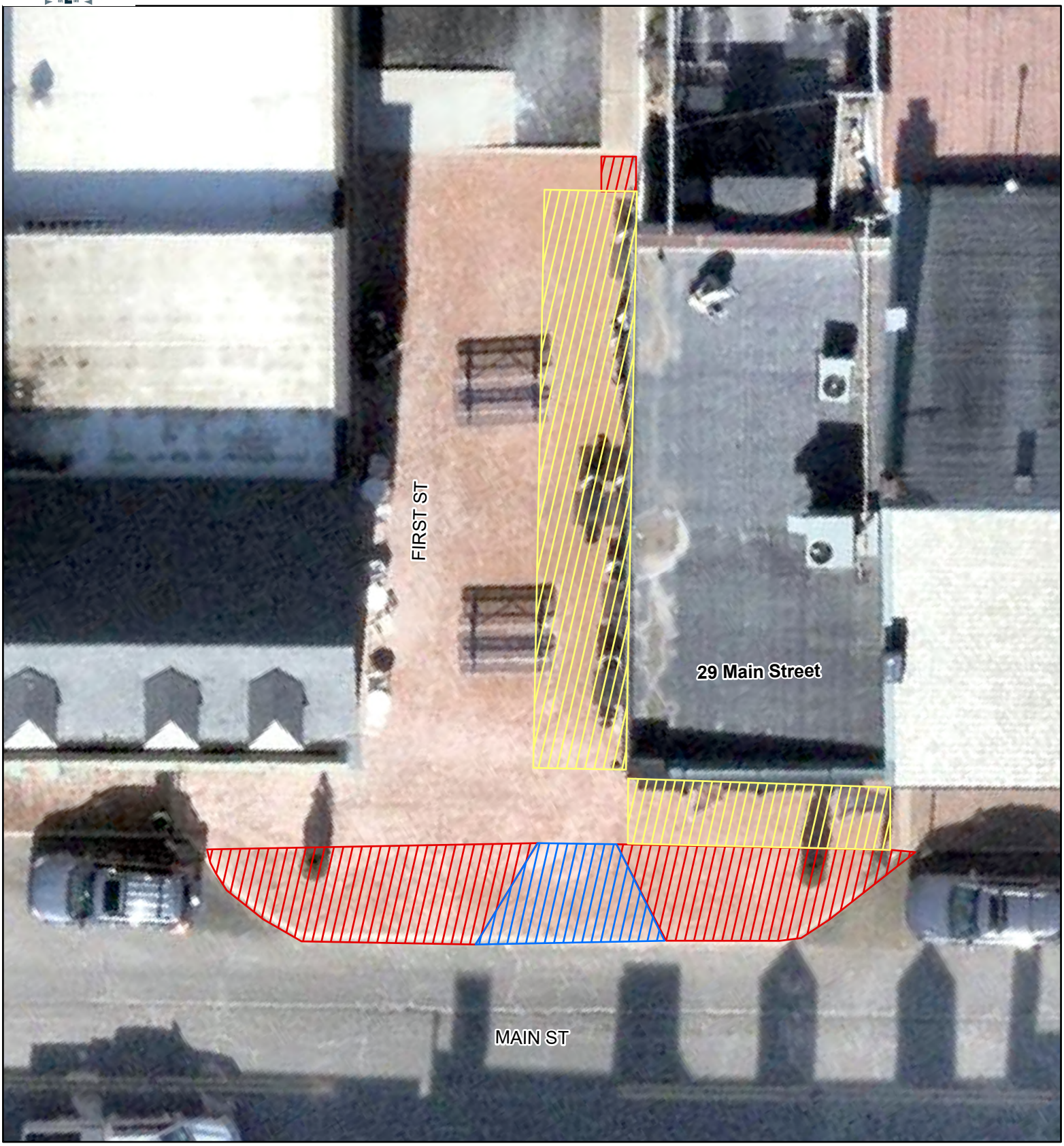
April 13, 2026

Sources: Town of Warrenton, NearMap, [illegible]rn

0 10 [illegible] Feet

TOWN OF WARRENTON
29 Main Street

Item E.



Legend

- ADA Ramp
- Pedestrian Walkway
- Cafe Boundaries

April 13, 2026

Sources: Town of Warrenton, NearMap, ...rn

0 10 235 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.

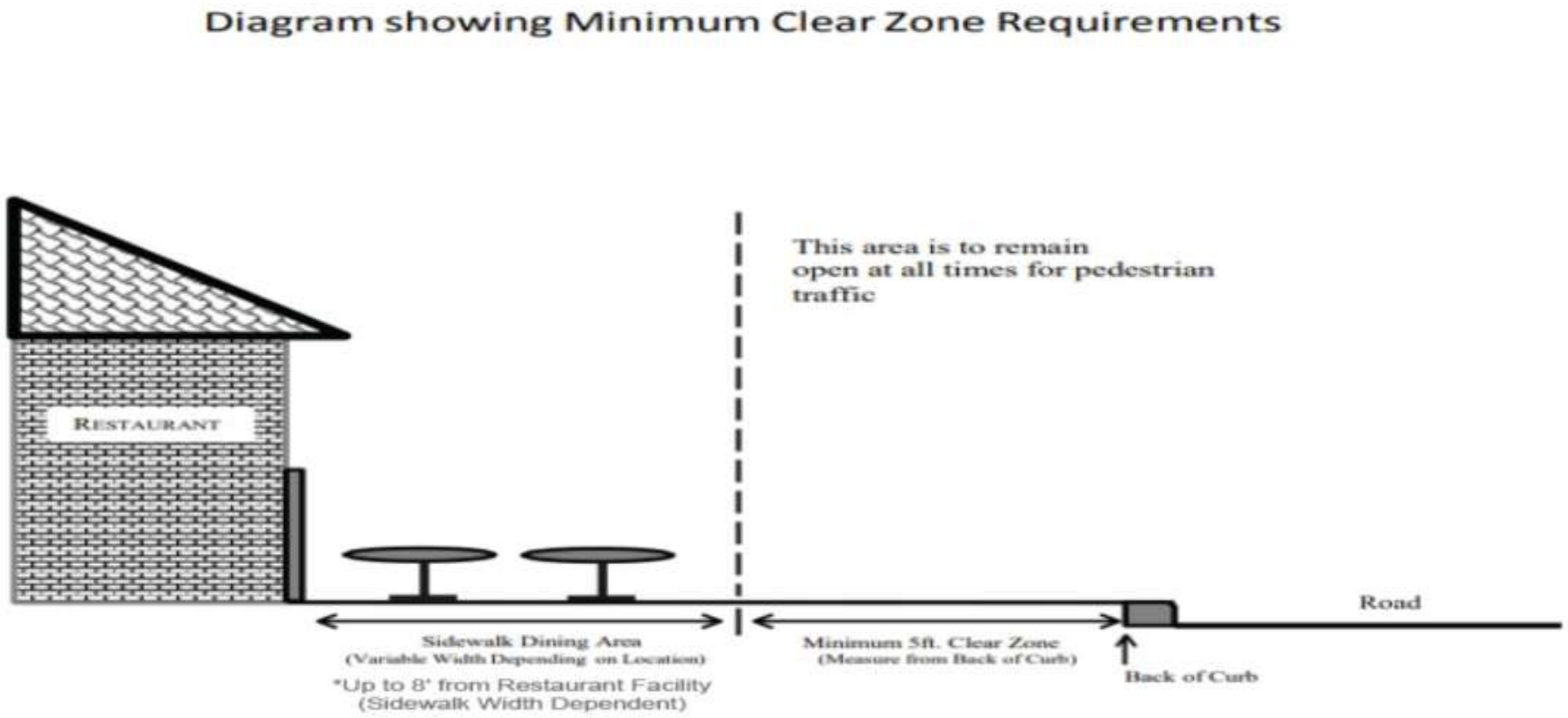


Minimum Pedestrian Clear Zone

- 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.

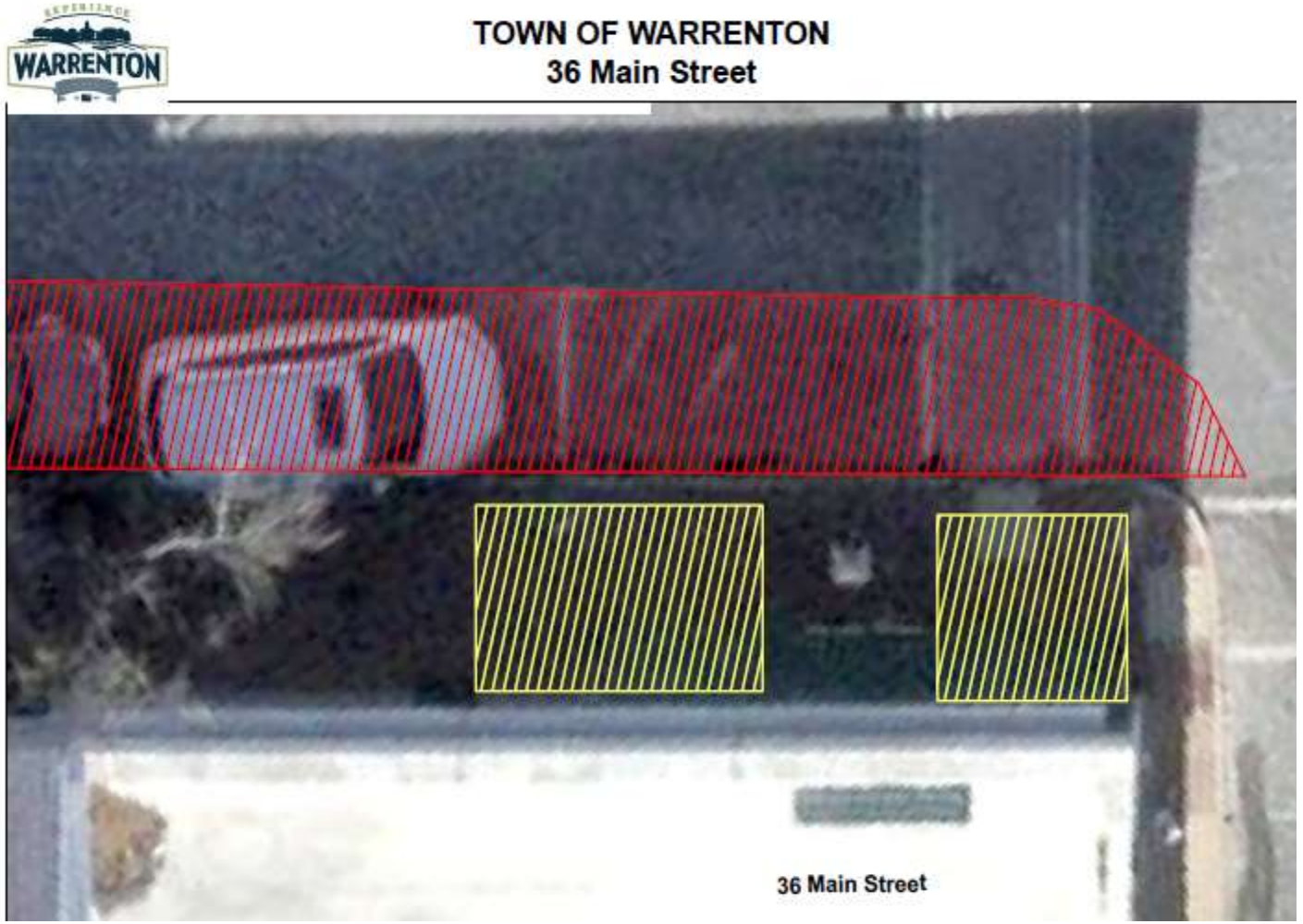
Disqualification (New Provision)

- 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.

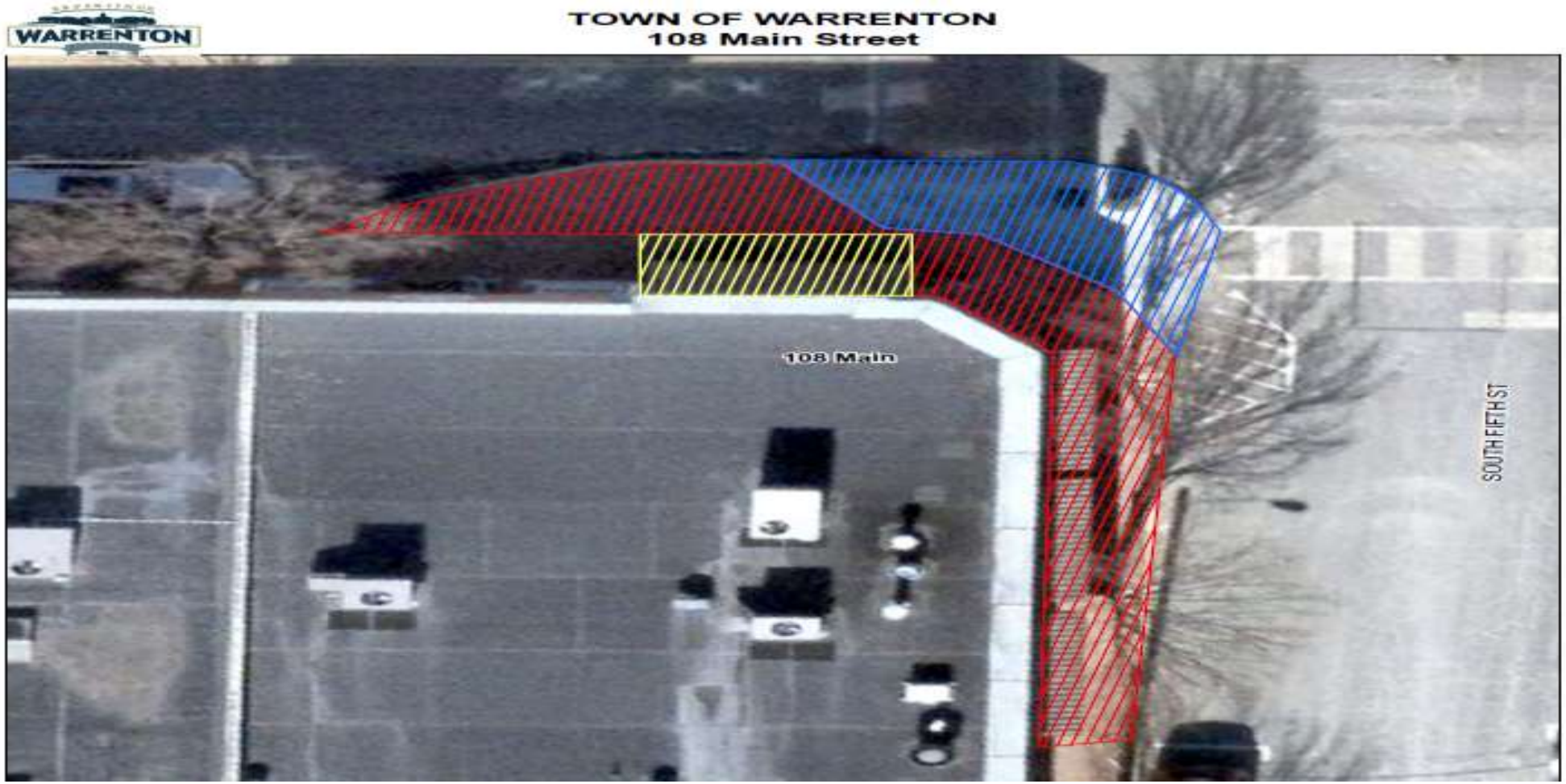
Café Zone Examples



Café Zone Examples



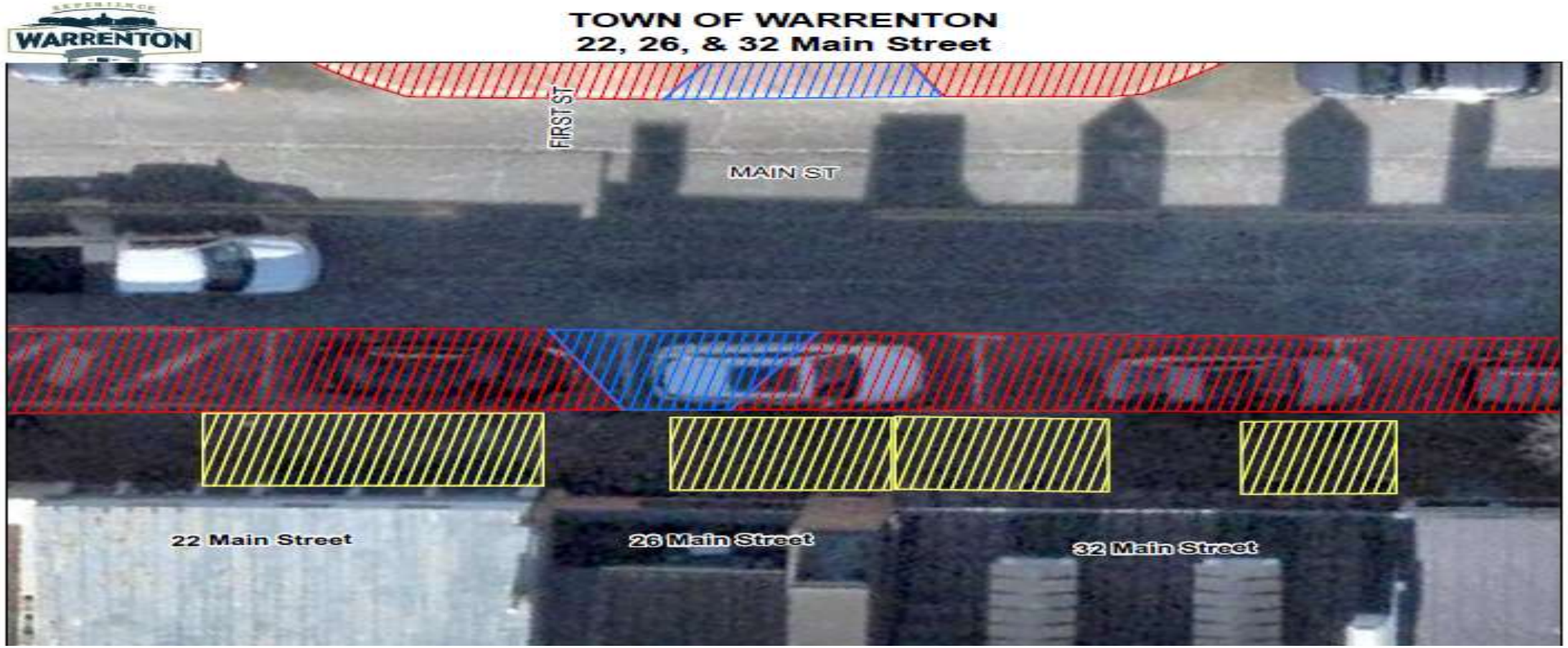
Café Zone Examples



Café Zone Examples



Café Zone Examples



Café Zone Examples





Questions?

MELISA G. MICHELSEN

DIRECT DIAL
(540) 437-3052

EMAIL
mgm@littensipe.com

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

FIRM TELEPHONE
(540) 434-5353

FAX
(540) 434-6069

WEB
www.littensipe.com

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
410 Neff Avenue
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

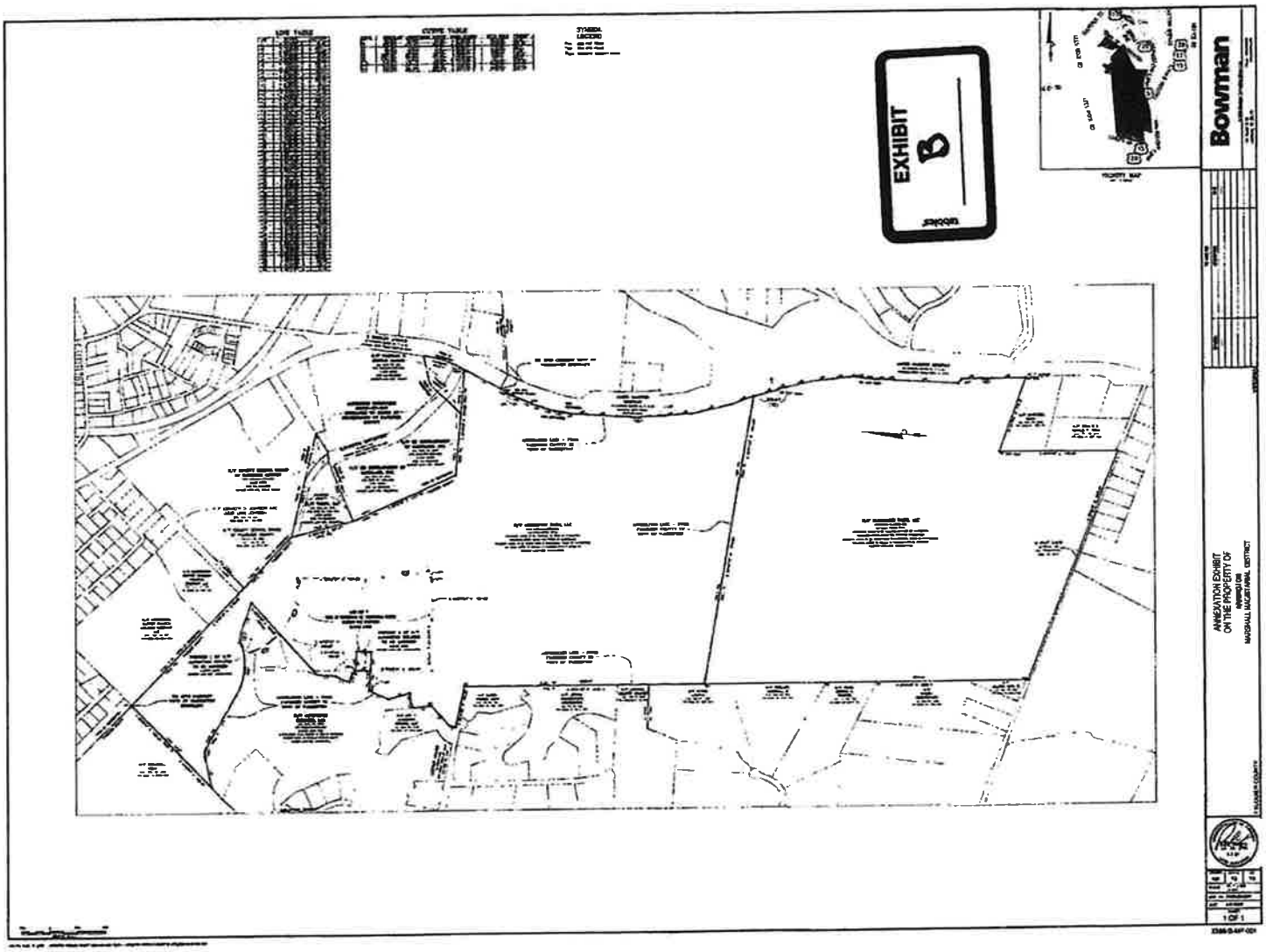
WE ASK FOR THIS:

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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: _____

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;



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.

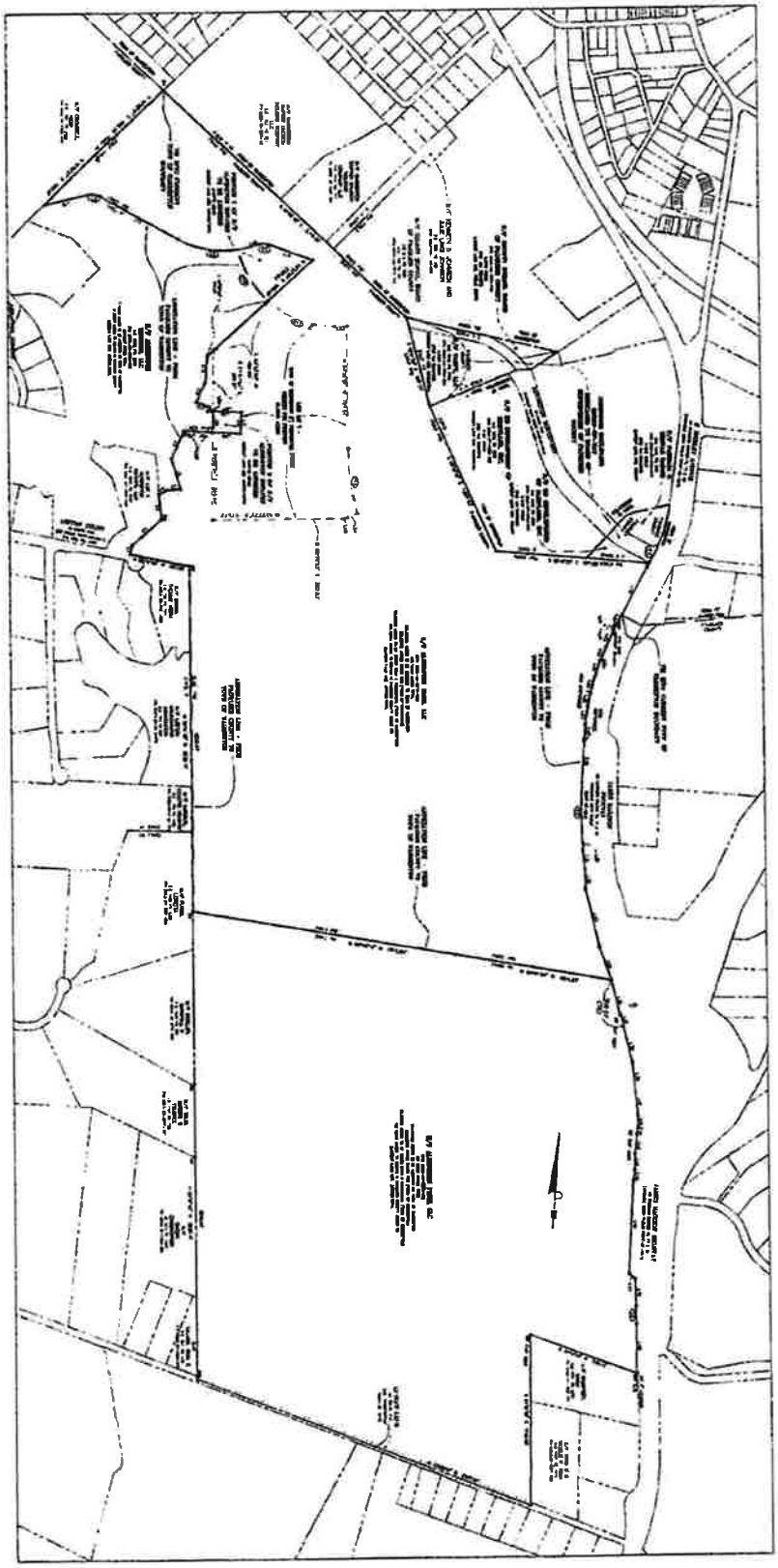


EXHIBIT
B

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
ALLINGTON FARM LLC
4894 GARLETT ROAD
GARLETT, VA 22910

APPLICANTS
ALLINGTON FARM DEVELOPERS, L L C
1669 GROVE ROAD
CHARLOTTESVILLE, VA 22902

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

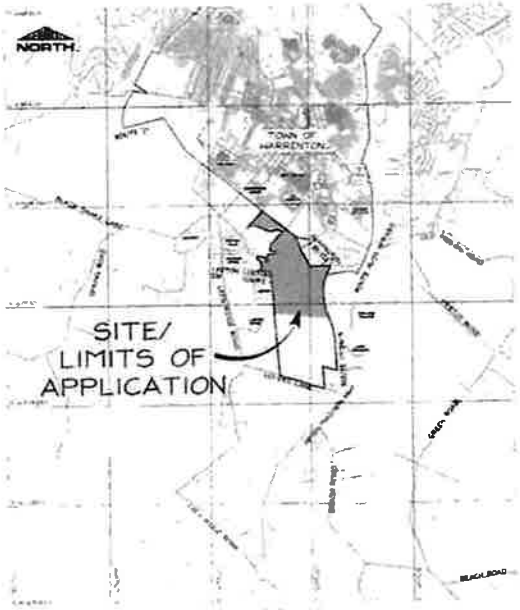
1. MODIFICATION TO FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 8, SECTION 8-107.1.3 REQUIRES THE DEVELOPMENT NOT TO EXCEED 40 FEET FOR AN ADVISORY REFERENCE. WE REQUEST THE DEVELOPMENT MATCH THE HEIGHT AND SETBACKS OF THE ADJACENT TOWN OF WARRENTON R-2 ZONING DISTRICT.

2. MODIFICATION TO FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 8, SECTION 8-107.1.3 REQUIRES THE DEVELOPMENT NOT TO EXCEED 40 FEET FOR AN ADVISORY REFERENCE. WE REQUEST THE DEVELOPMENT MATCH THE HEIGHT AND SETBACKS OF THE ADJACENT TOWN OF WARRENTON R-2 ZONING DISTRICT.

3. WAIVER OF FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 7-300 TO ALLOW PUBLIC STREET DESIGN TO CONFORM TO TOWN OF WARRENTON STANDARDS. SECTION 7-101 REQUIRES PUBLIC STREETS TO BE DESIGNED TO VDOT STANDARDS UNLESS A TYPICAL EXCEPTION IS APPROVED MAKING 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 ANNEXED 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 LOTS(S) POINTS A COMMON AREA OR COMMUNITY GARTH

4. MODIFICATION TO FAUQUIER COUNTY ZONING ORDINANCE ARTICLE 8-107.1.3 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
[illegible]

TRANSPORTATION ENGINEERING
[illegible]

ENVIRONMENTAL ENGINEERING
BOWMAN CONSULTING GROUP, LTD
13461 SUNRISE VALLEY DR SUITE 500
HERNDON, VIRGINIA 20171

WASTEWATER ENGINEERING
[illegible]

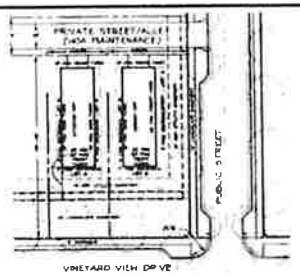
LEGAL
[illegible]

SHEET INDEX

1 COVER SHEET
2 [illegible]
3A [illegible]
4 EXISTING CONDITIONS PLAN
5 SOILS MAP
6 SOIL CHARACTERISTICS
7 OVERALL ILLUSTRATIVE PLAN
8 CONCEPT DEVELOPMENT PLAN
9A CONCEPT DEVELOPMENT PLAN (ALT A)
9B CONCEPT DEVELOPMENT PLAN (ALT B)
10 CONCEPTUAL CIRCULATION PLAN
10A [illegible]
10B [illegible]
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20 [illegible]
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24 [illegible]
25 [illegible]
26 [illegible]
27 [illegible]
28 [illegible]
29 [illegible]
30 [illegible]

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
STREET SECTIONS
DEVELOPMENT PROGRAM
EXISTING SITE TABULATIONS
PROPOSED SITE TABULATIONS
NOTES

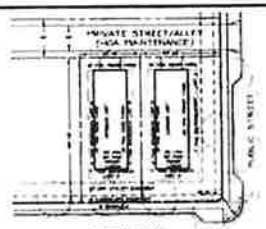
LOT STANDARDS



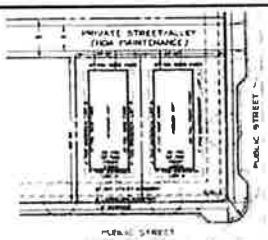
TYPICAL VILLAGE BLOCK 23 SINGLE FAMILY DETACHED (REAR-LOAD)

NOT TO SCALE

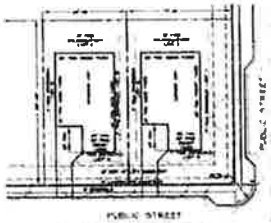
SEE LOT STANDARDS TABLE FOR BLOCK 24 FRONT LOAD REQUIREMENT



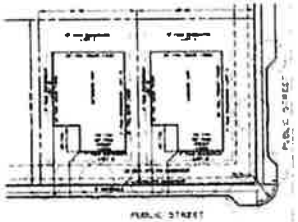
TYPICAL VILLAGE TYPE A SINGLE FAMILY DETACHED (REAR-LOAD)



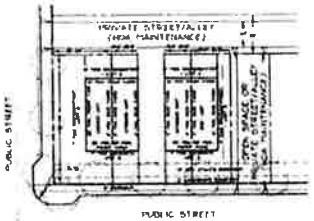
TYPICAL VILLAGE TYPE B SINGLE FAMILY DETACHED (REAR-LOAD)



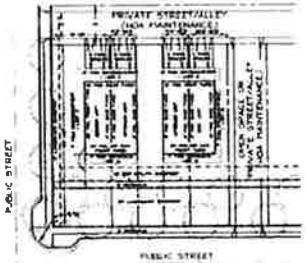
TYPICAL NEIGHBORHOOD TYPE A SINGLE FAMILY DETACHED (FRONT-LOAD)



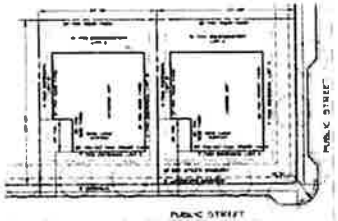
TYPICAL NEIGHBORHOOD TYPE B SINGLE FAMILY DETACHED (FRONT-LOAD)



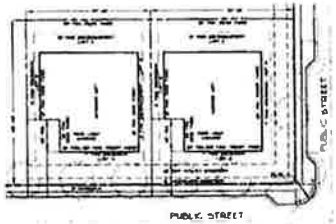
TYPICAL TOWNHOUSE (REAR-LOAD)



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
12/7/22	
5/5/23	
6/7/23	
7/7/23	
8/7/23	

DRAWN BY	CHECKED BY

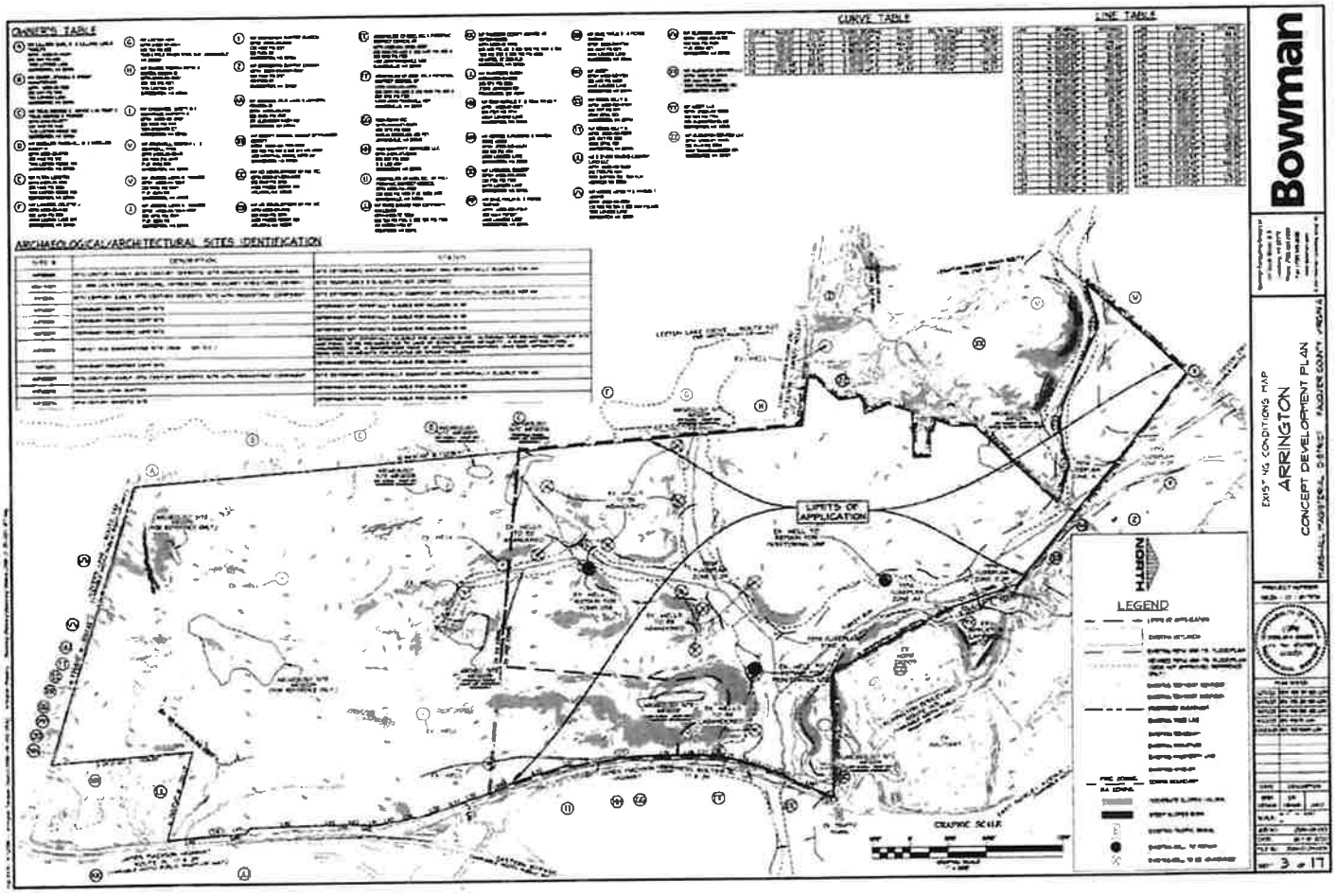
SCALE: AS SHOWN

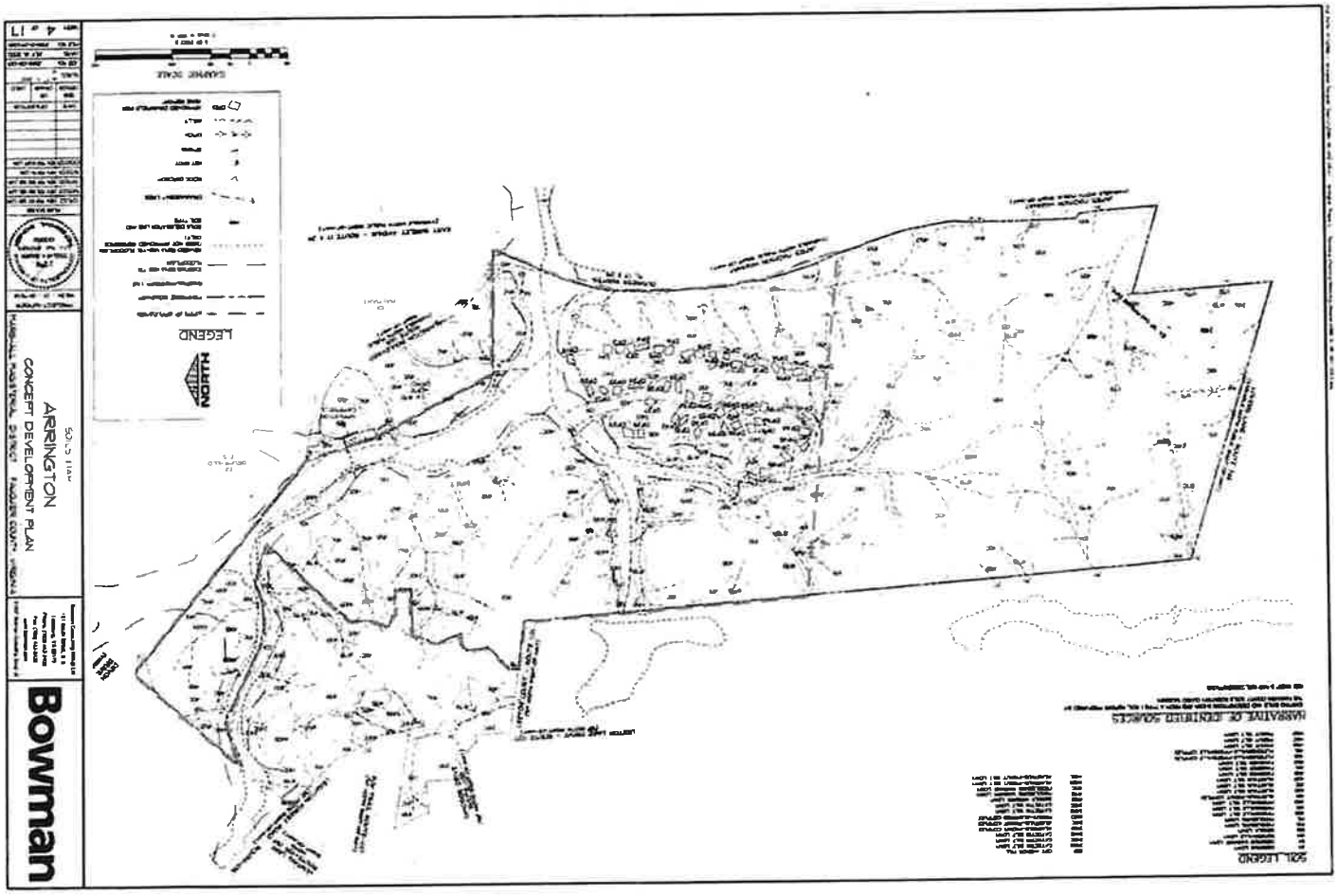
JOB NO. 2018-07-00

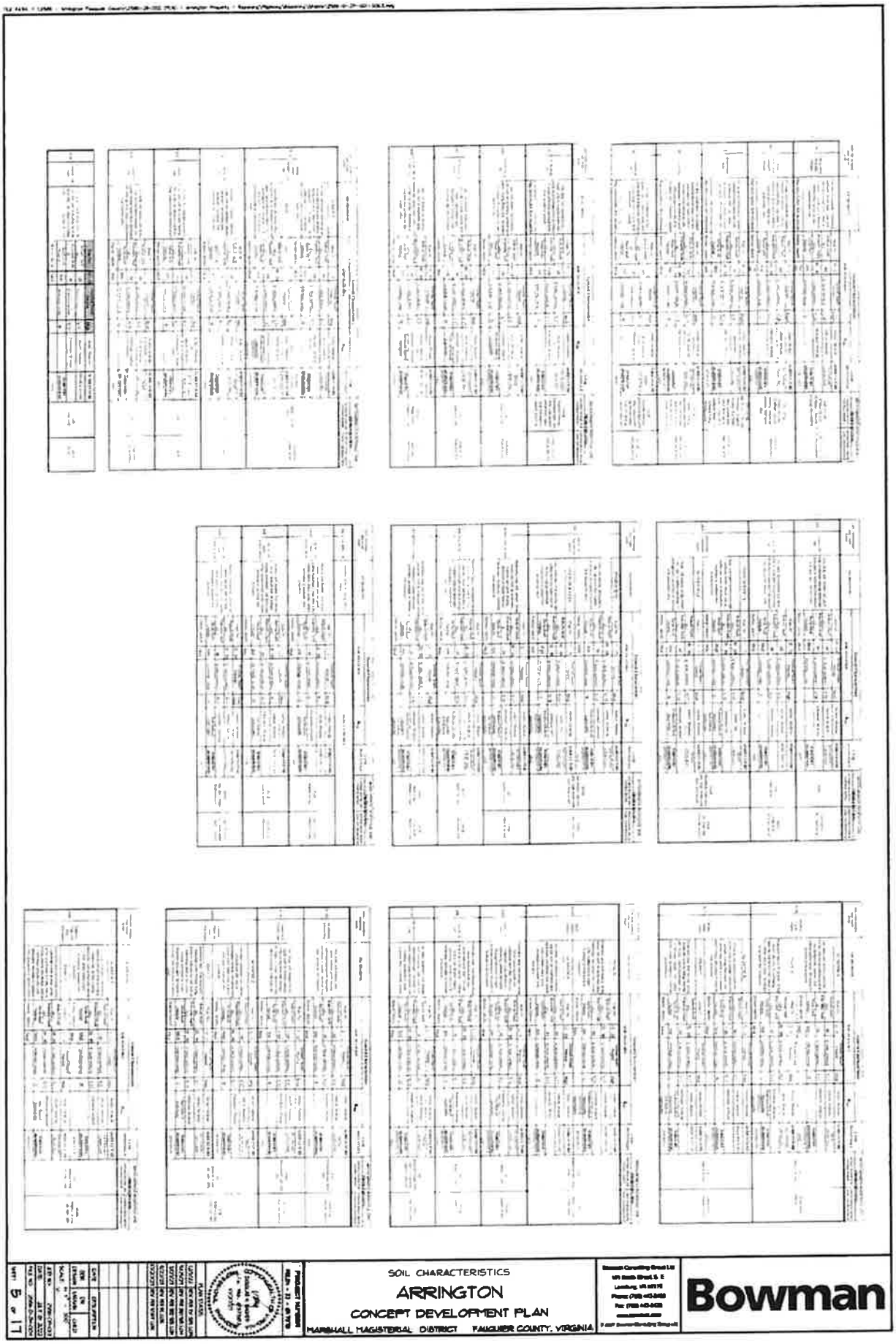
DATE 8/7/2023

FILE NO. 2018-07-CP-01

SHEET 2A of 17


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


Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
LEGEND
NORTH
SOIL LEGEND



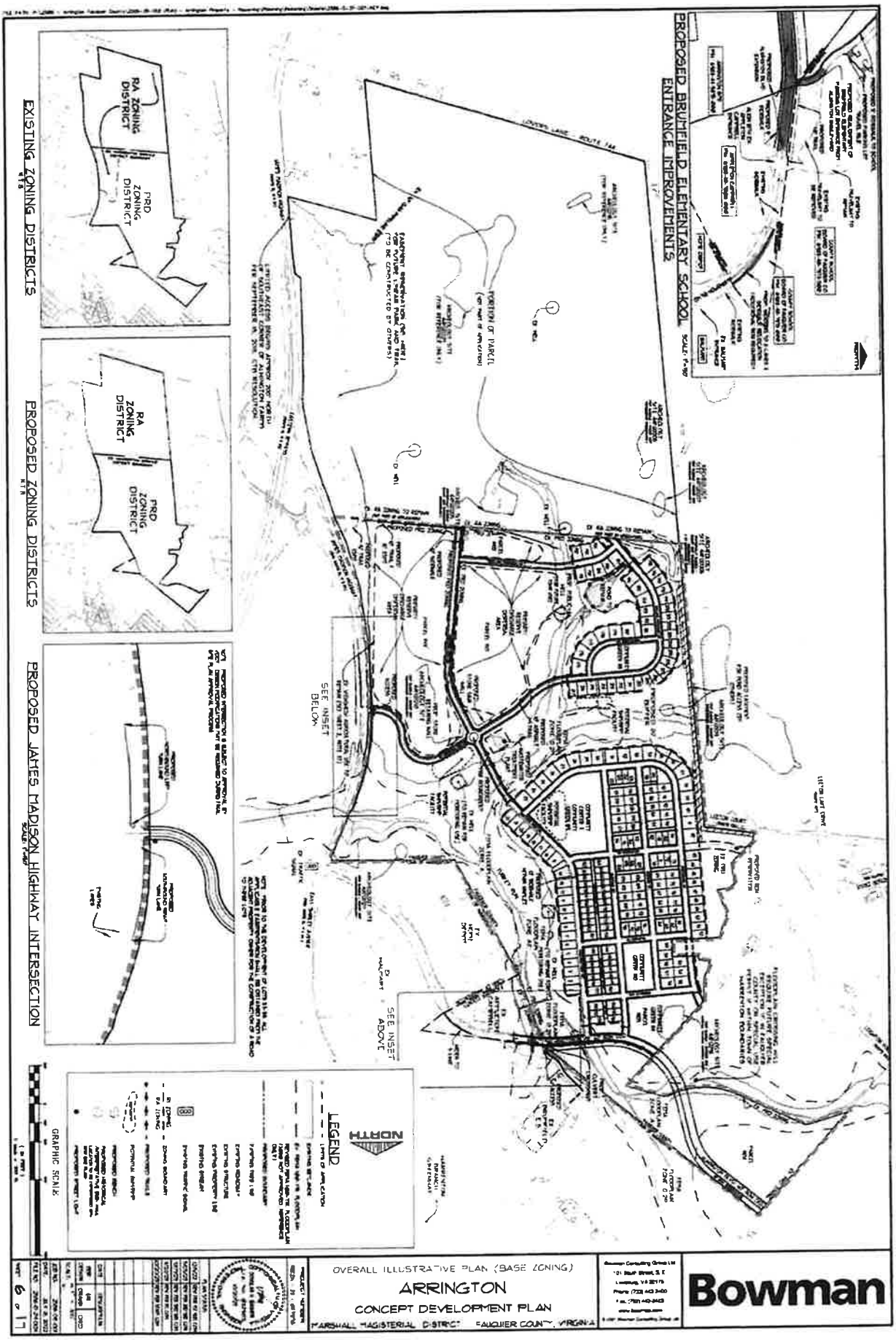
SOIL CHARACTERISTICS

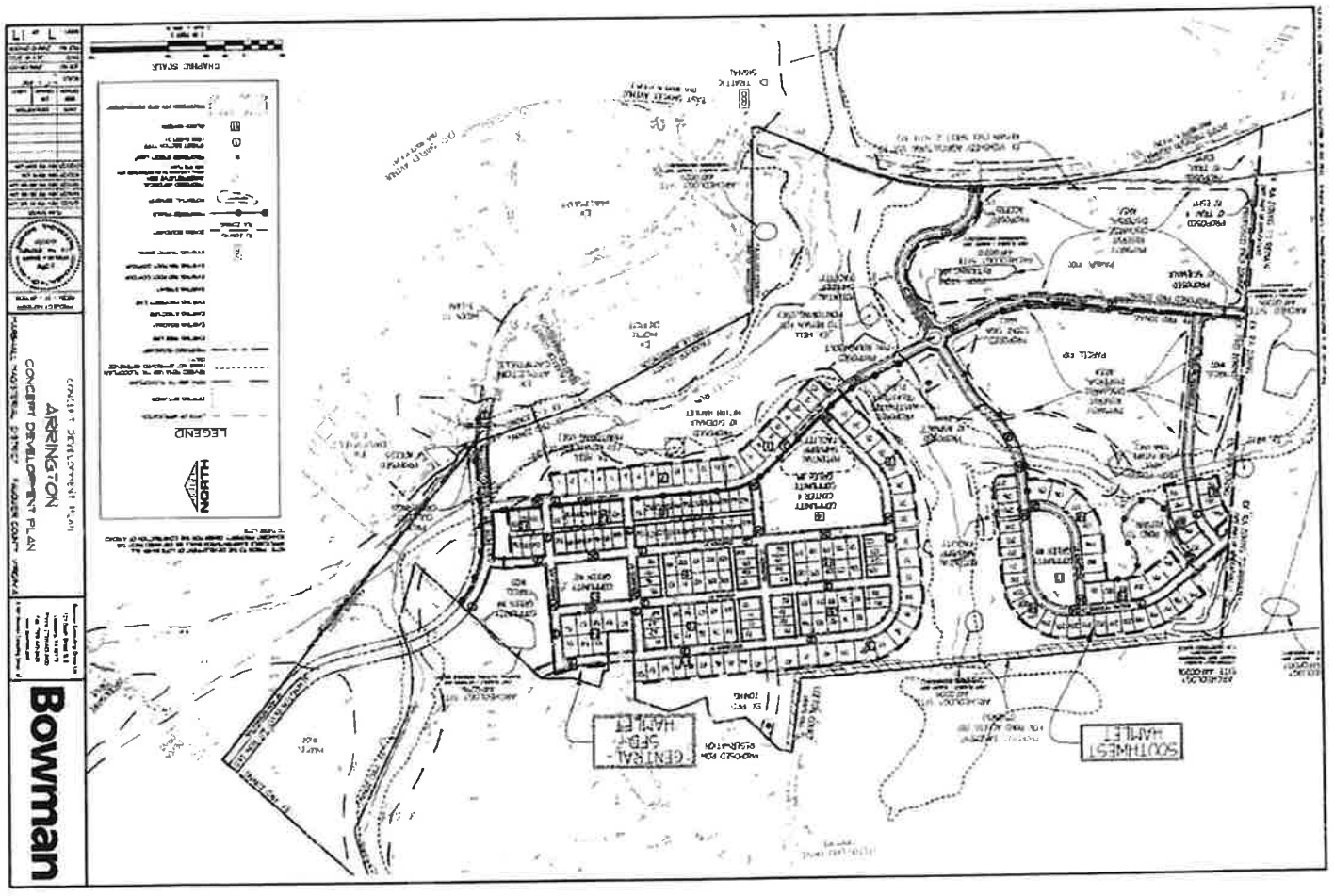
ARRINGTON

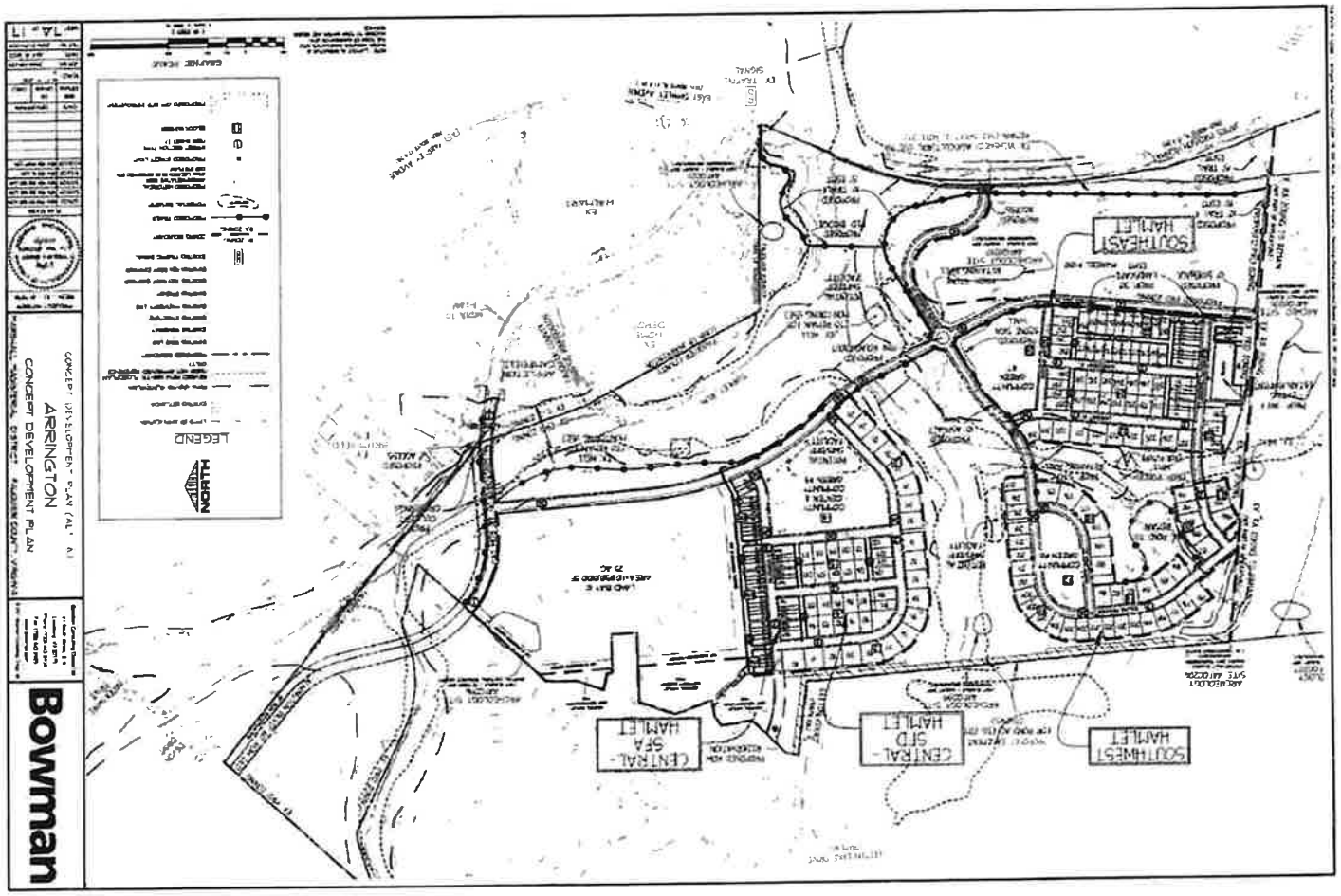
CONCEPT DEVELOPMENT PLAN

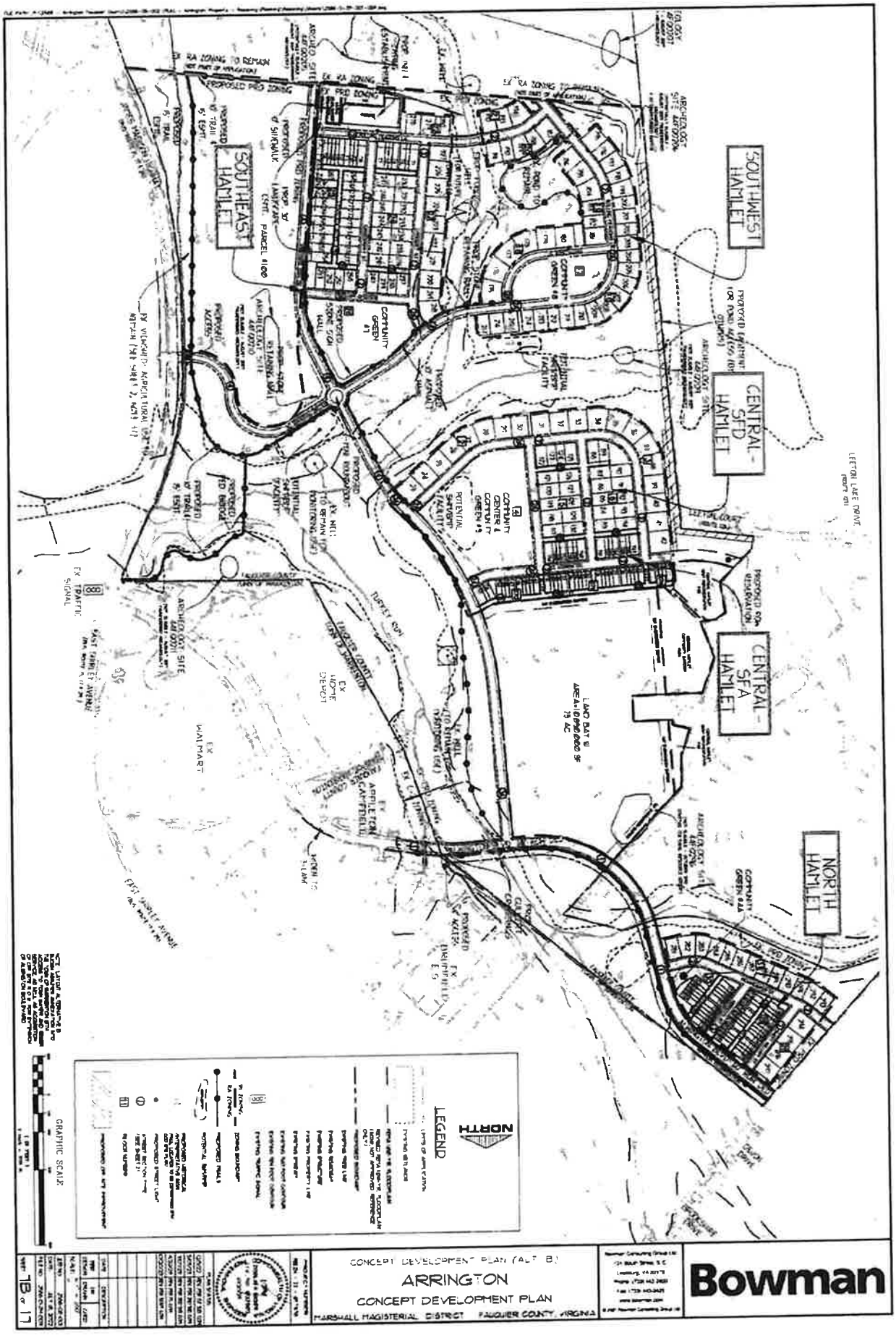
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA

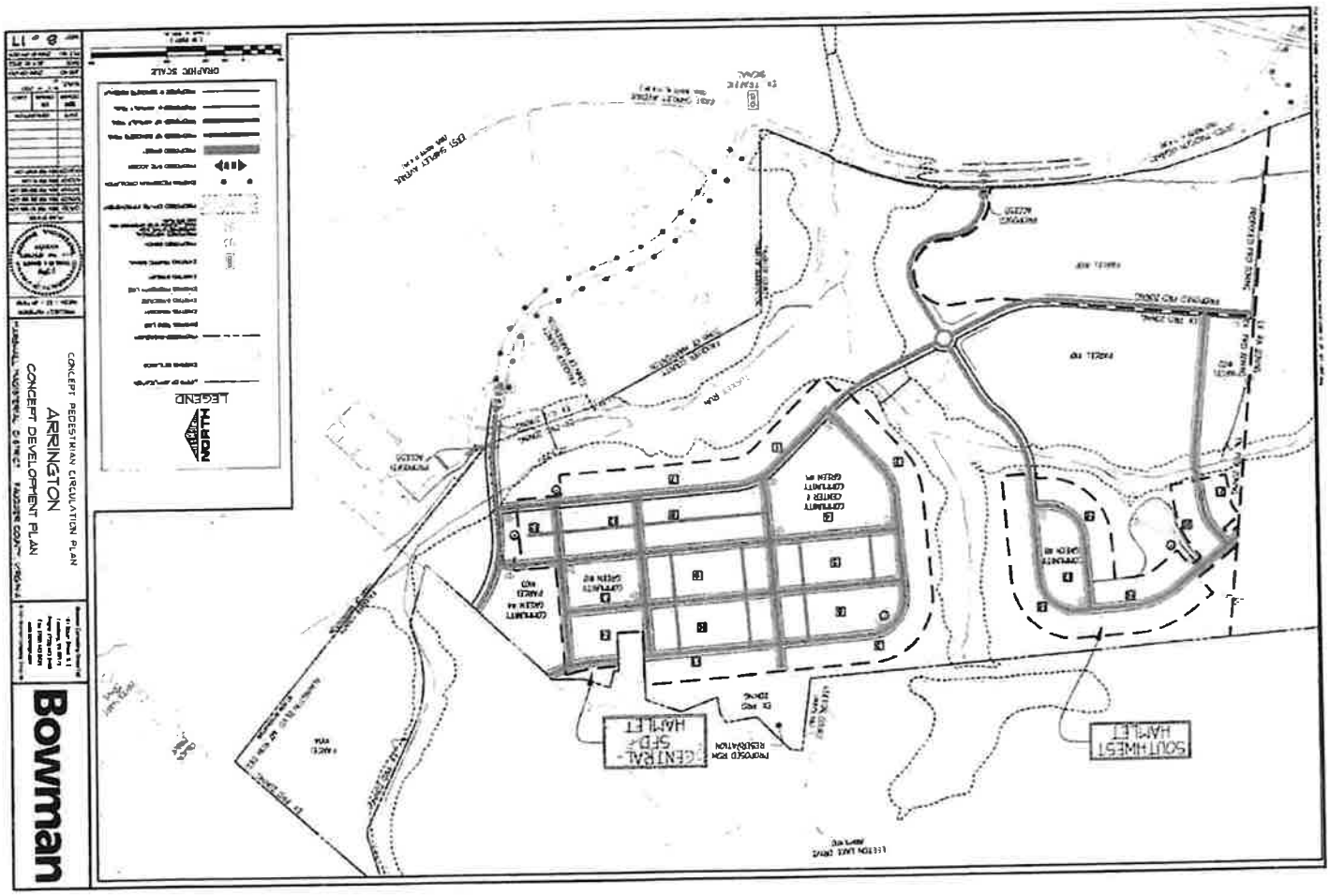
Bowman

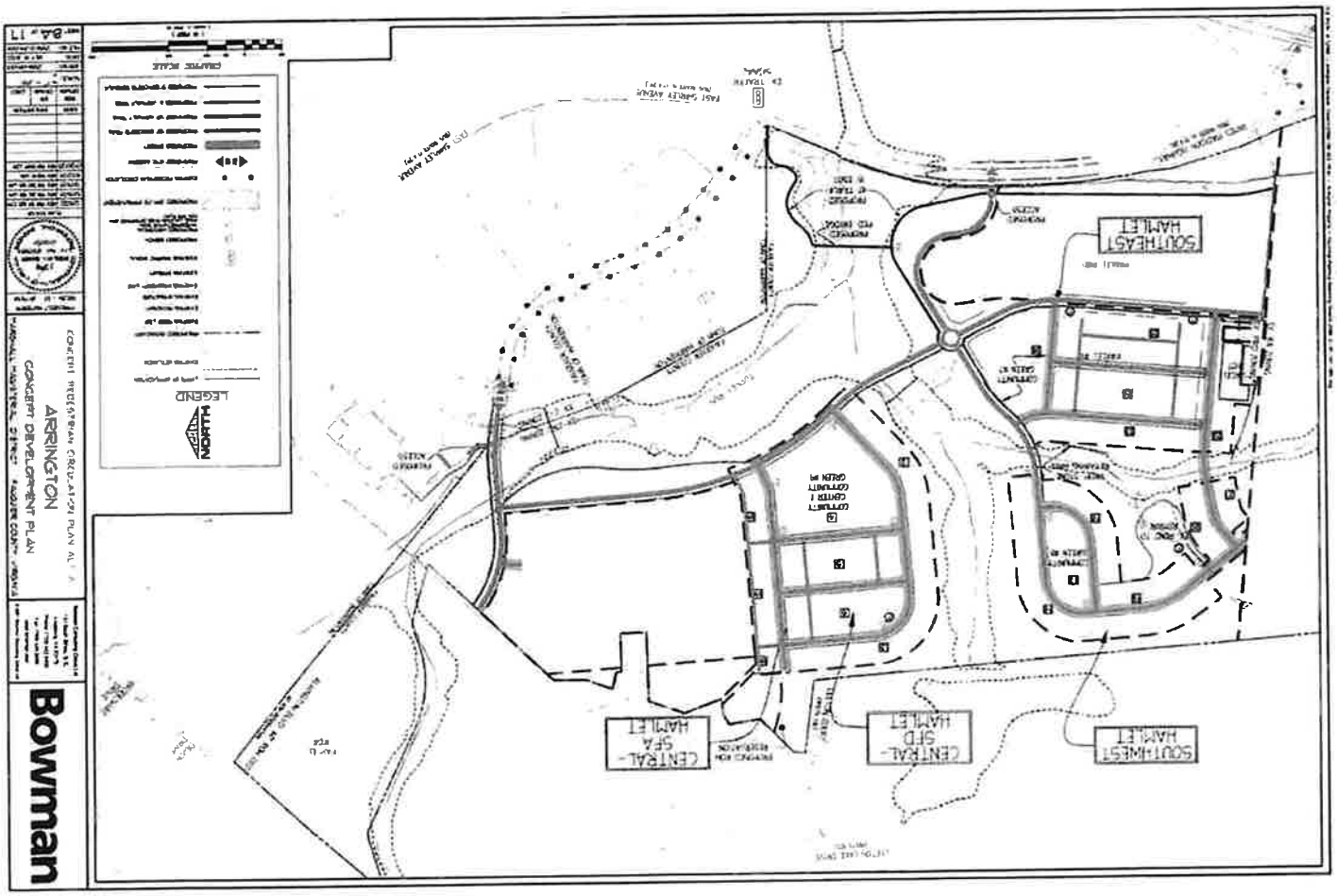

EXISTING ZONING DISTRICTS
RA ZONING DISTRICT
PRD ZONING DISTRICT
PROPOSED ZONING DISTRICTS
RA ZONING DISTRICT
PRD ZONING DISTRICT
PROPOSED JAMES MADISON HIGHWAY INTERSECTION
PROPOSED BRUMFIELD ELEMENTARY SCHOOL ENTRANCE IMPROVEMENTS
SEE INSET BELOW
SEE INSET ABOVE
LEGEND
NORTH
GRAPHIC SCALE
OVERALL ILLUSTRATIVE PLAN (BASE ZONING)
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA
Bowman


ARRINGTON
CONCEPT DEVELOPMENT PLAN
Bowman
LEGEND
HILTON
SOUTHWEST
HAMLET
GENERAL
HAMLET

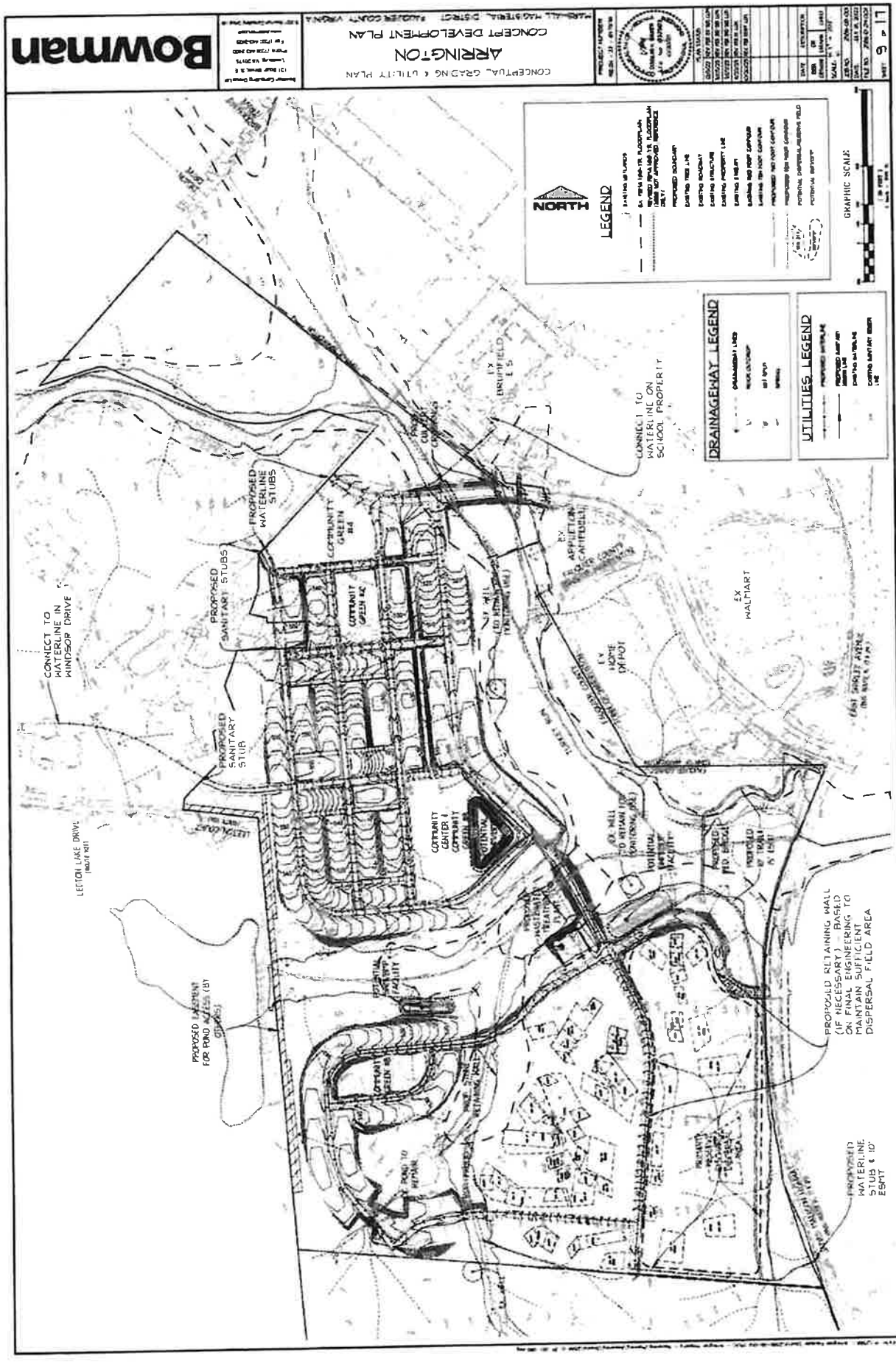

ARRINGTON
CONCEPT DEVELOPMENT PLAN
Bowman
LEGEND
NORTH
SOUTHEAST HAMLET
CENTRAL-SFD HAMLET
CENTRAL-SFA HAMLET
SOUTHWEST HAMLET

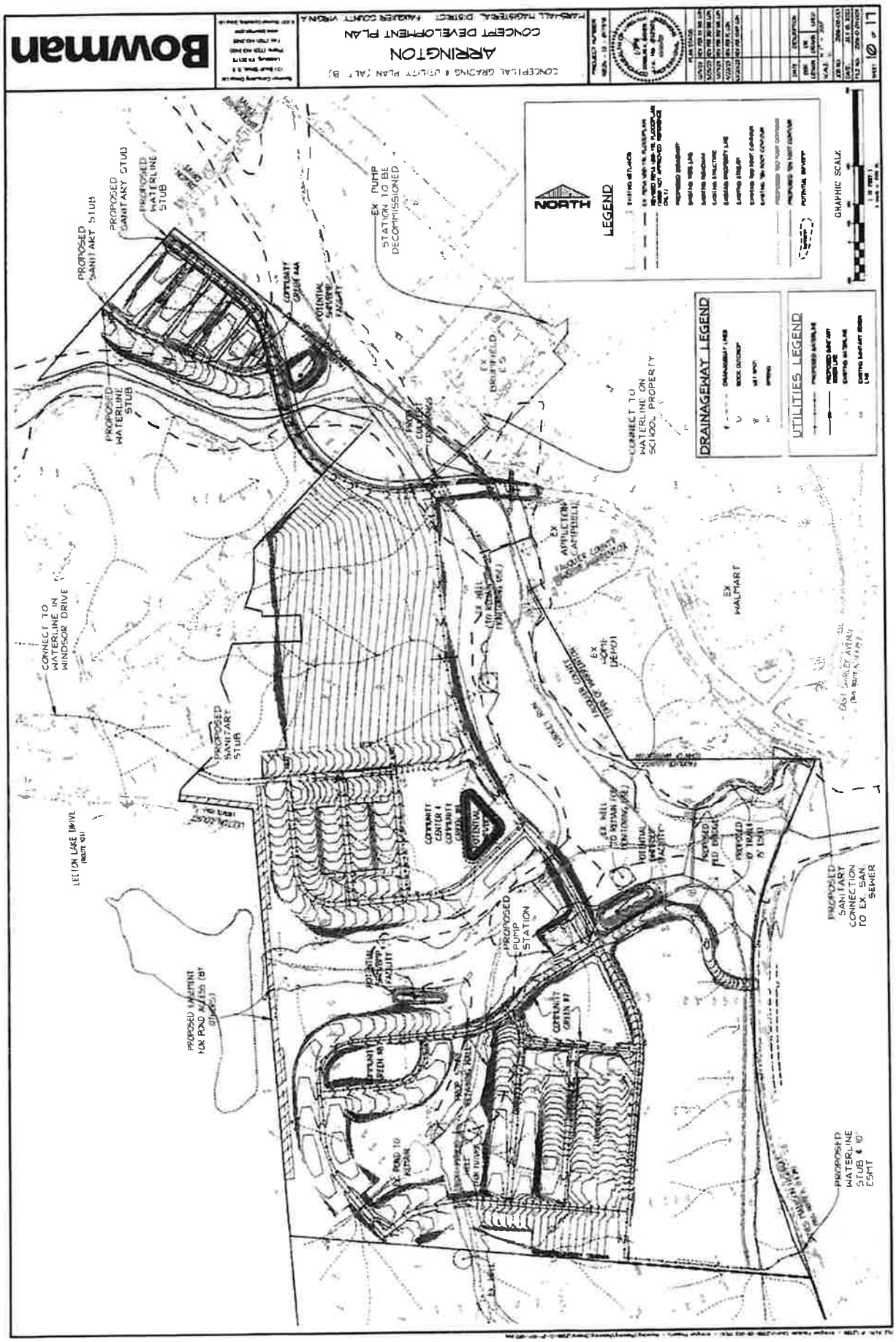

SOUTHWEST HAMLET
SOUTHEAST HAMLET
CENTRAL-SFD HAMLET
CENTRAL-SFA HAMLET
NORTH HAMLET
COMMUNITY GREEN #1
COMMUNITY GREEN #2
COMMUNITY GREEN #3
COMMUNITY GREEN #4
COMMUNITY GREEN #5
COMMUNITY CENTER & COMMUNITY GREEN #6
POTENTIAL SATELLITE FACILITY
POTENTIAL WATER TANK FACILITY
EX WALMART
EX TRAFFIC SIGNAL
EX APPLETON GAINFIELD
LAND BAY M
AREA = 1,090,000 SF
25 AC
NORTH
LEGEND
GRAPHIC SCALE
CONCEPT DEVELOPMENT PLAN (ALT B)
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA
Bowman

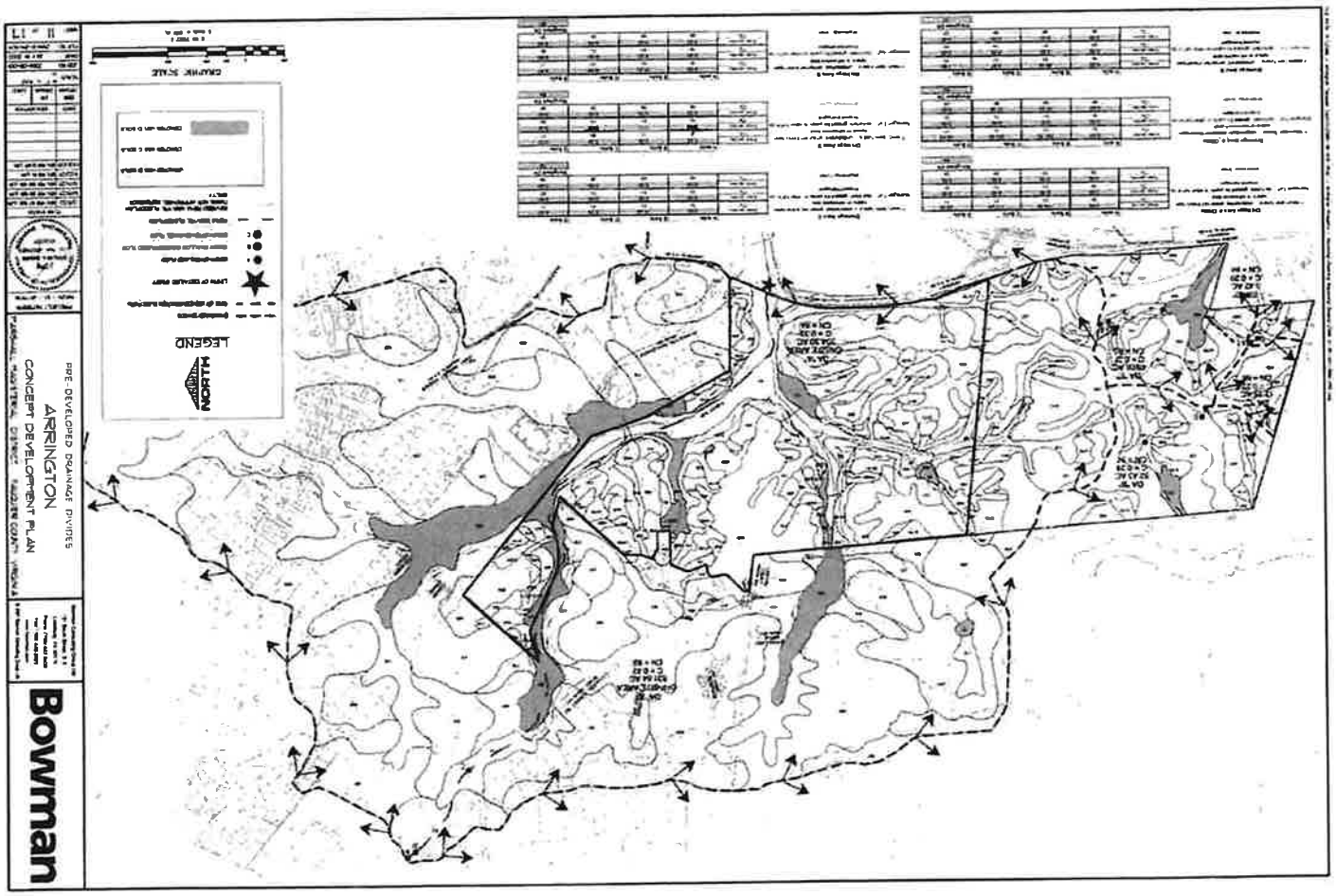

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
CONCEPT PEDESTRIAN CIRCULATION PLAN
LEGEND
NORTH
SOUTHWEST HAMLET
CENTRAL SF HAMLET

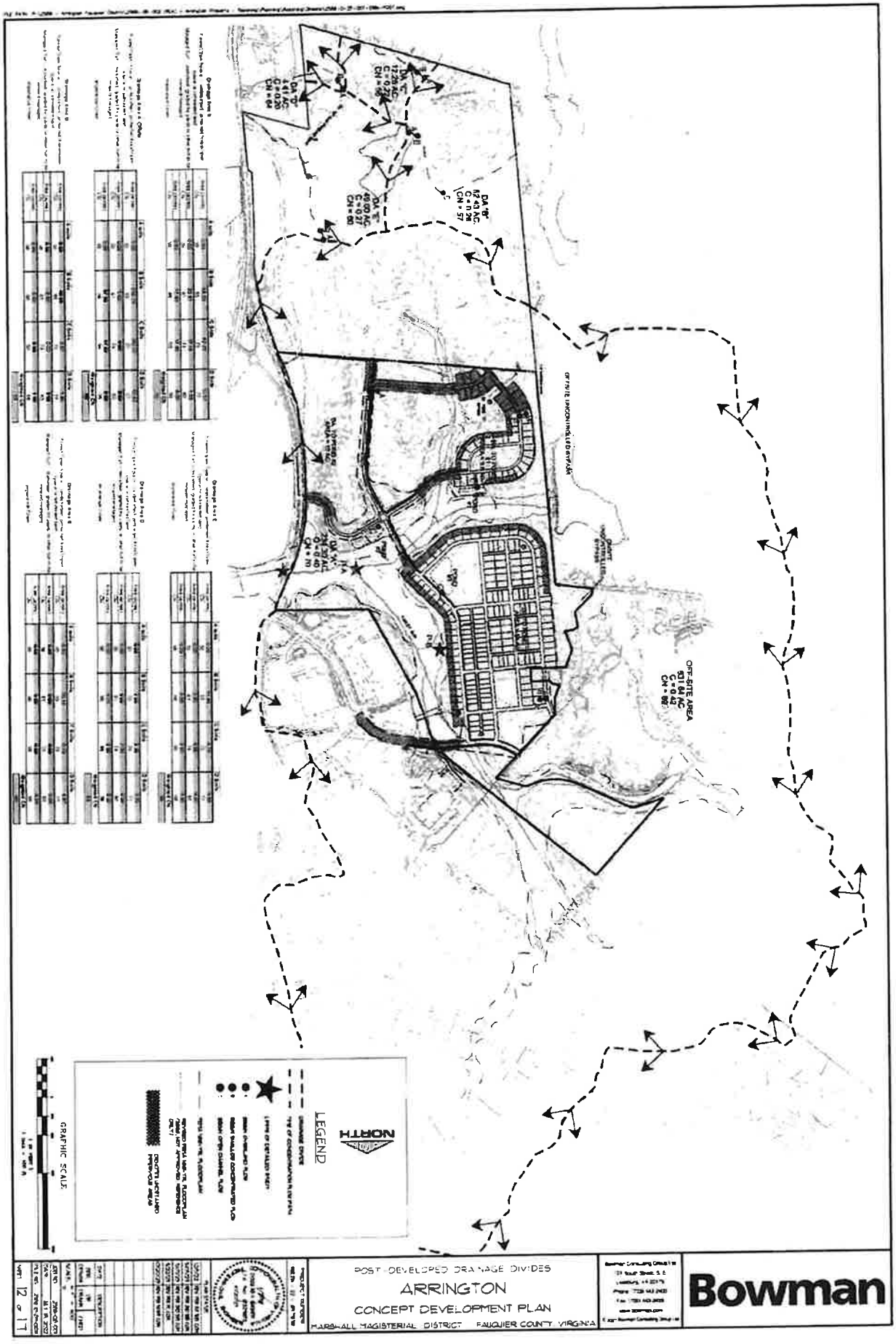

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
LEGEND
NORTH
SOUTHEAST HAMLET
CENTRAL-SFD HAMLET
CENTRAL-SFA HAMLET
SOUTHWEST HAMLET

Bowman
CONCEPT PEDESTRIAN CIRCULATION PLAN ALT B
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA
LEGEND
NORTH
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
FALCONER GRANT (TOWN OF WARRENTON)
FACULTY GRANT (TOWN OF WARRENTON)
EX RA ZONING TO REMAIN
PROPOSED ACCESS

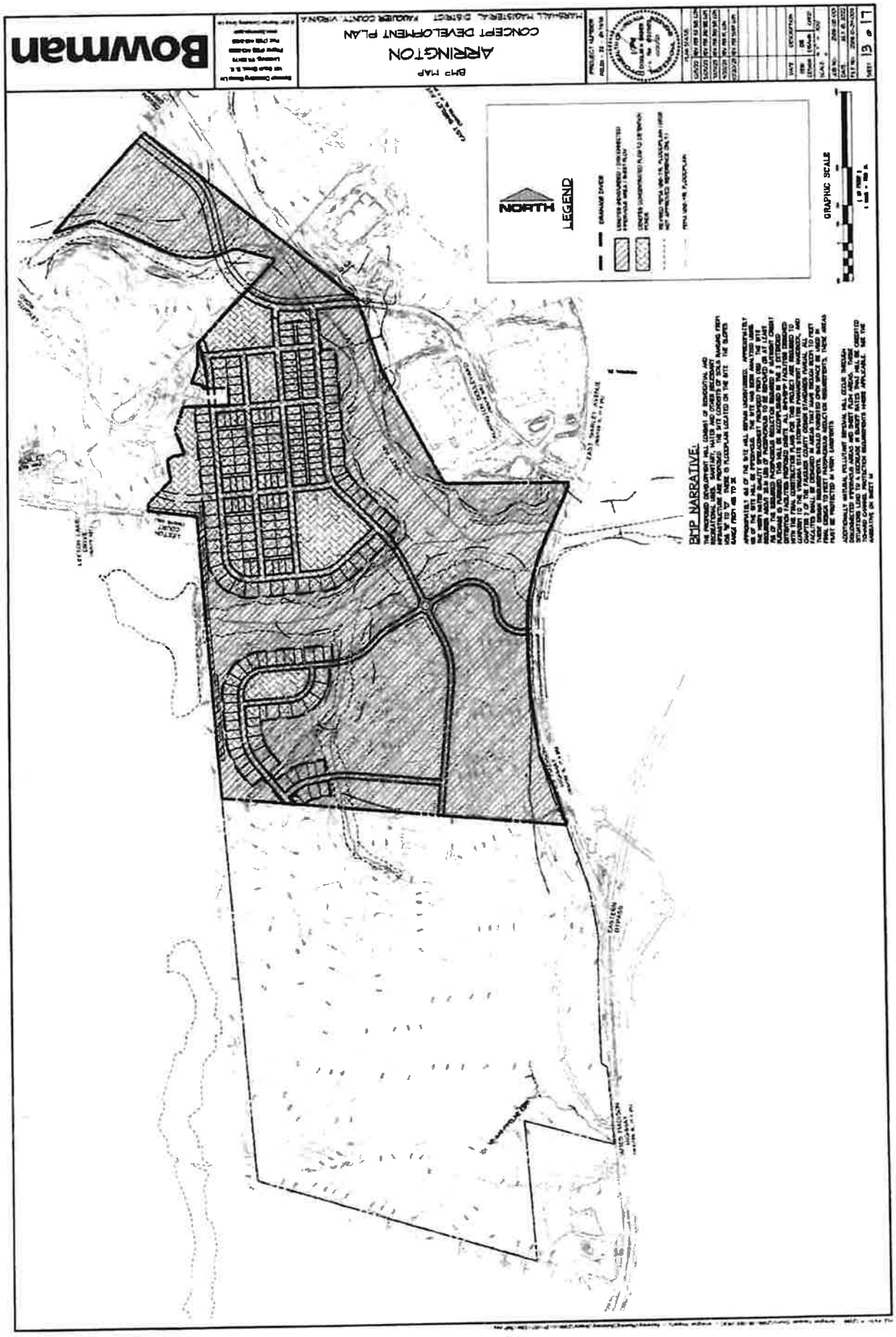

Bowman
CONCEPT DEVELOPMENT PLAN
ARRINGTON
CONCEPTUAL GRADING & UTILITY PLAN
NORTH
LEGEND
GRAPHIC SCALE
DRAINAGE/HAT LEGEND
UTILITIES LEGEND
CONNECT TO WATERLINE IN WINDSOR DRIVE
PROPOSED SANITARY STUB
PROPOSED WATERLINE STUBS
CONNECT TO WATERLINE ON SCHOOL PROPERTY
EX WALMART
EX HOME DEPOT
LEFTON LAKE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

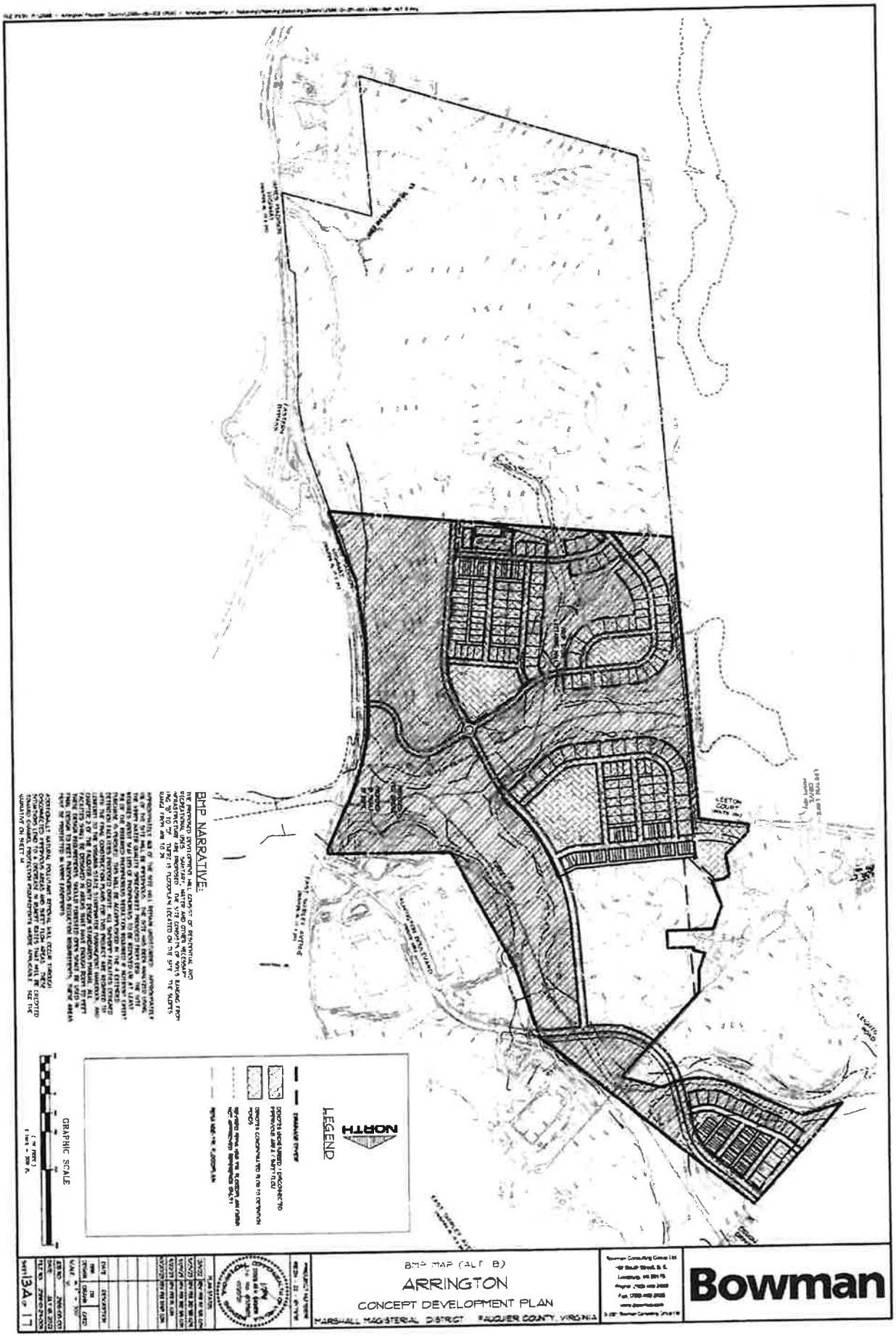

Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
CONCEPTUAL GRADING & UTILITY PLAN (ALT. B)
NORTH
LEGEND
GRAPHIC SCALE
DRAINAGEWAY LEGEND
UTILITIES LEGEND
EX PUMP STATION TO BE DECOMMISSIONED
PROPOSED SANITARY STUB
PROPOSED WATERLINE STUB
CONNECT TO WATERLINE ON SCHOOL PROPERTY
CONNECT TO WATERLINE ON WINDSOR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


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
83.84 AC
C = 0.42
CN = 86

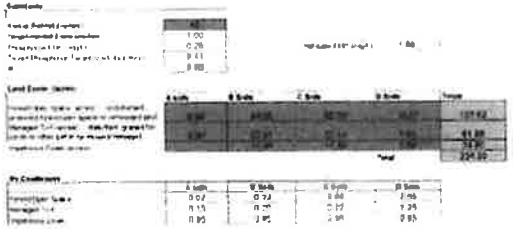
Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
POST-DEVELOPMENT DRAINAGE DIVIDES (ALT B)
NORTH
LEGEND
GRAPHIC SCALE
OFF-SITE AREA
831.54 AC
C = 0.42
CN = 68
DA "A"
24.23 AC
C = 0.64
CN = 75
DA "B"
32.40 AC
C = 0.28
CN = 57
DA "C"
48.00 AC
C = 0.27
CN = 60
DA "D"
12.25 AC
C = 0.27
CN = 56
DA "E"
4.41 AC
C = 0.20
CN = 64


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

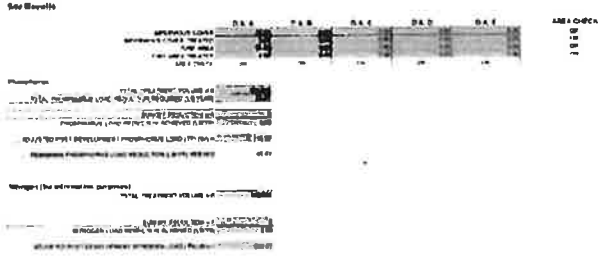
VRRM SPREADSHEET:

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 POLYGON OF ZONE THAT INCLUDES TURF AREAS ASSOCIATED WITH THE RESIDENTIAL AREAS, GRASSED BUFFER ALONG ROADS AND PARK AREAS. 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 UNTURFED 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.

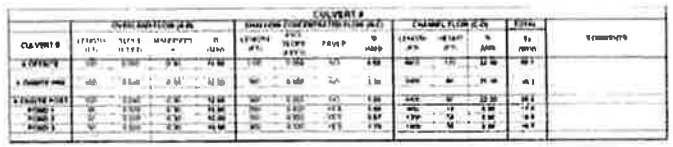
EACH POND HAS BEEN SIZED WITH PERMPAVE SOFTWARE TO CONFIRM THAT THE REQUIRED STORAGE VOLUME FOR EACH POND CAN BE ACHIEVED WITHOUT DISTURBING AREAS WITHIN THE FLOODPLAIN. EACH POND CAN REDUCE THE 1-YEAR RUN-OFF RATE TO THE TARGET RATE AND PASS THE 10-YEAR STORM WHILE PROVIDING THE APPROPRIATE FREEBOARD.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

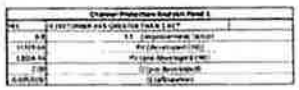
SWM GENERAL NOTES:

PONDS 1 - 3 WILL BE DESIGNED AS EXTENDED DETENTION DRY PONDS AT A MINIMUM WHICH WILL SATISFY THE REQUIRED POLLUTANT REMOVAL FOR THIS 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.

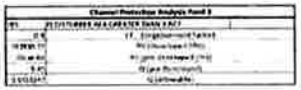
THIS PROJECT WILL BE REQUIRED TO POST A VSMP PERMIT UNDER THE STATE VSMP STANDARDS CRITERIA.

CHANNEL PROTECTION CALCULATIONS:









Bowman

PRELIMINARY SWM CALCULATIONS

ARRINGTON

CONCEPT DEVELOPMENT PLAN

TABERNACLE MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA

PROJECT NUMBER
RECH - 22 - 001758

DATE | DESCRIPTION

DES | DRN | CHKD

SCALE

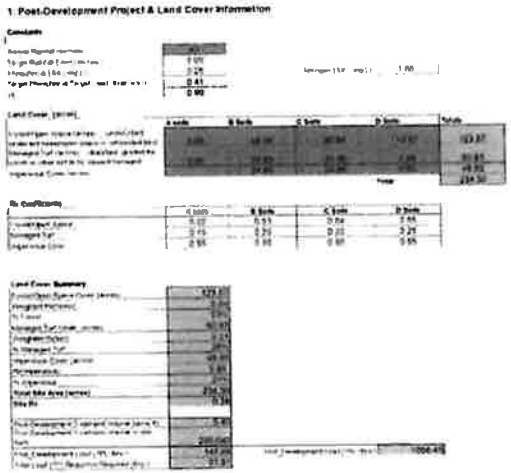
2023-08-03

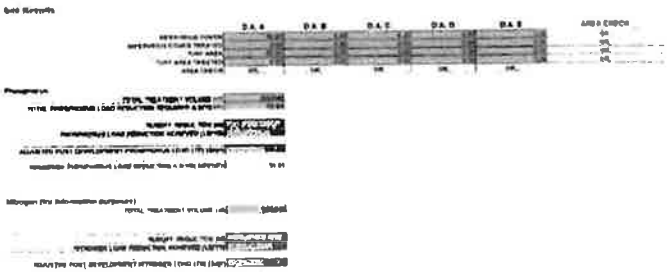
DATE

FILE NO.

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 TURF 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 6 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 REVIEWED 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.

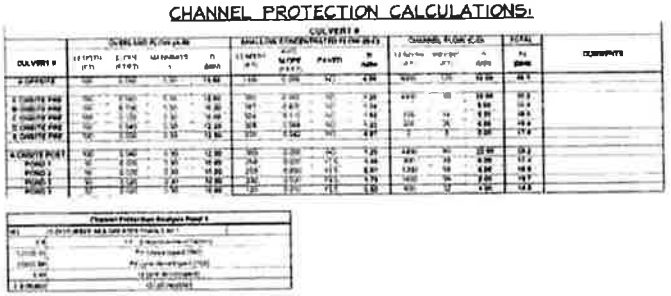
EACH POND HAS BEEN ROUTED WITH PONDPACK SOFTWARE TO CONFIRM THAT THE REQUIRED STORAGE VOLUME FOR EACH POND CAN BE ACHIEVED WITHOUT DISTURBING AREAS WITHIN THE FLOODPLAIN. EACH POND CAN REDUCE THE 1-YEAR RUN-OFF RATE TO THE TARGET RATE AND PASS THE 100-YEAR STORM WHILE PROVIDING THE APPROPRIATE FREEBOARD. 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 - 6 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/EP CRITERIA.

CHANNEL PROTECTION CALCULATIONS:



Bowman

Bowman Consulting Group Ltd
101 South Street, S.E.
Leesburg, VA 20175
Phone: (703) 443-0088
Fax: (703) 443-0089
www.bowman.com

PRELIMINARY SWM CALCULATIONS (ALT B)

ARRINGTON

CONCEPT DEVELOPMENT PLAN

MARSHALL MAGISTERIAL DISTRICT AUGUSTA COUNTY, VIRGINIA

PROJECT MANAGER

PLAN STATUS

DATE	DESCRIPTION
10/5/22	REV PER 1ST SUB COM
12/5/22	REV PER 2ND SUB COM
1/11/23	REV PER 3RD SUB COM
4/3/23	REV PER PLANC
6/23/23	REV PER STAFF COM

BY	CHK'D	APP'D
CPS/MB	CPS/MB	CPS

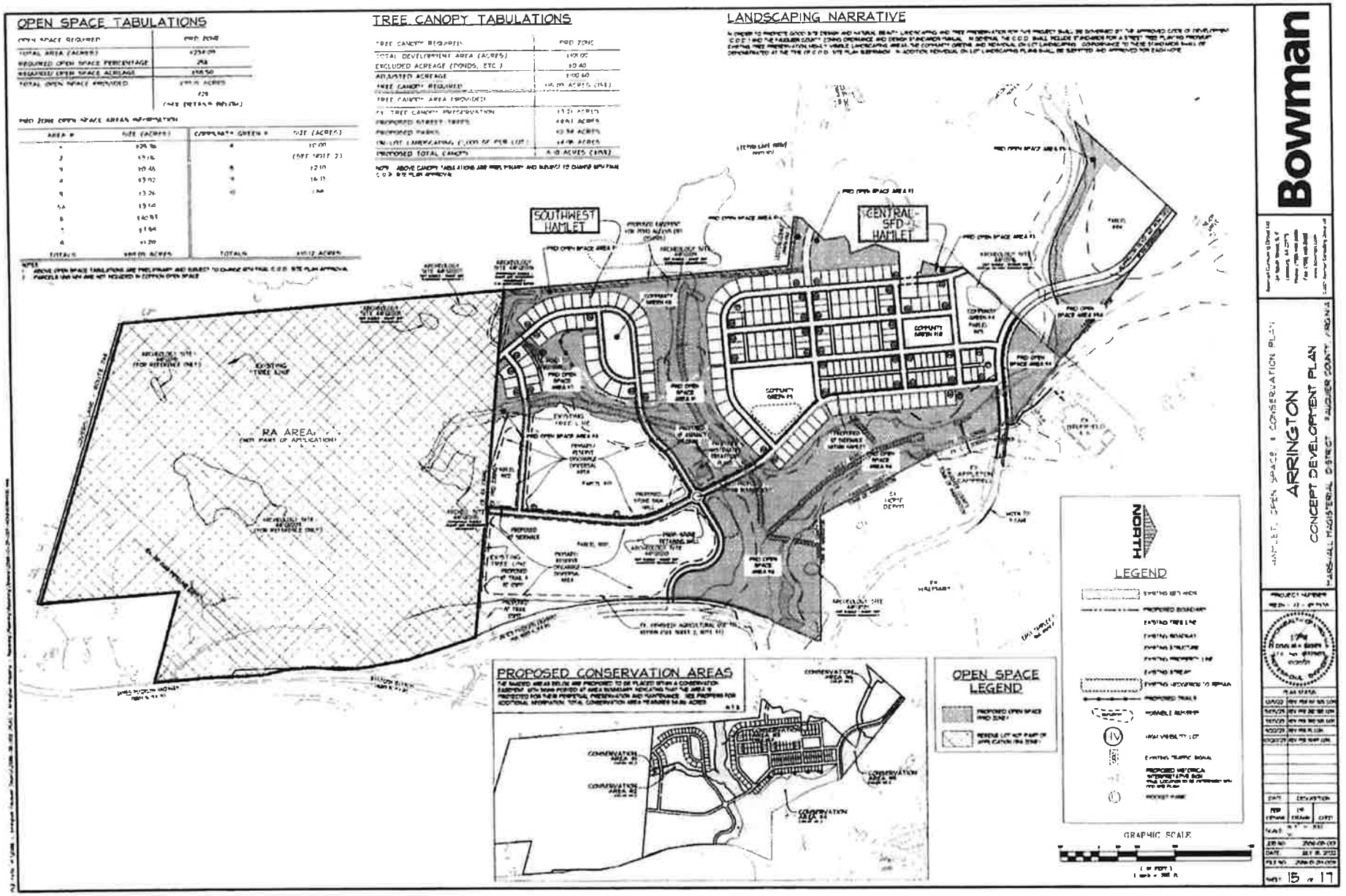
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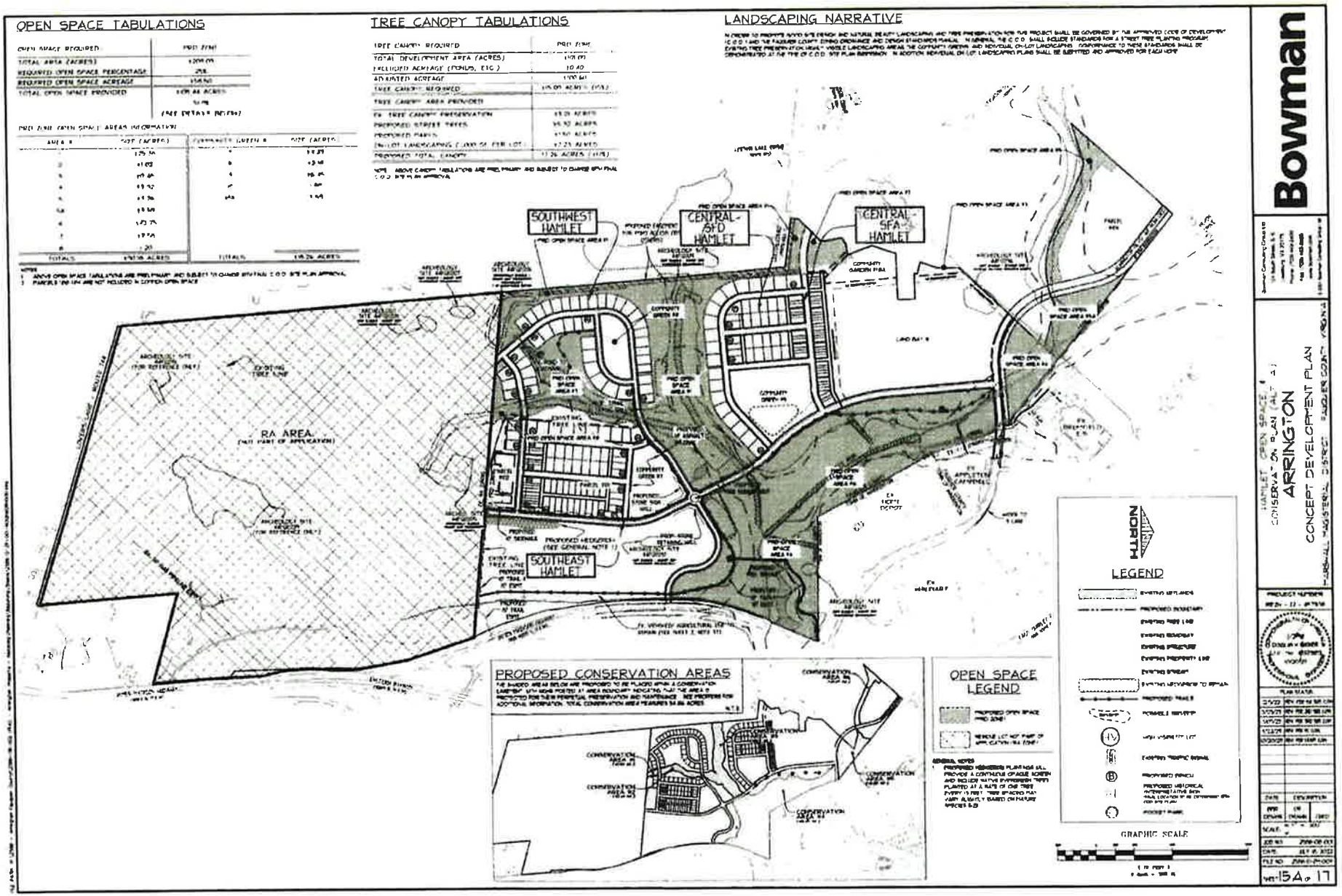
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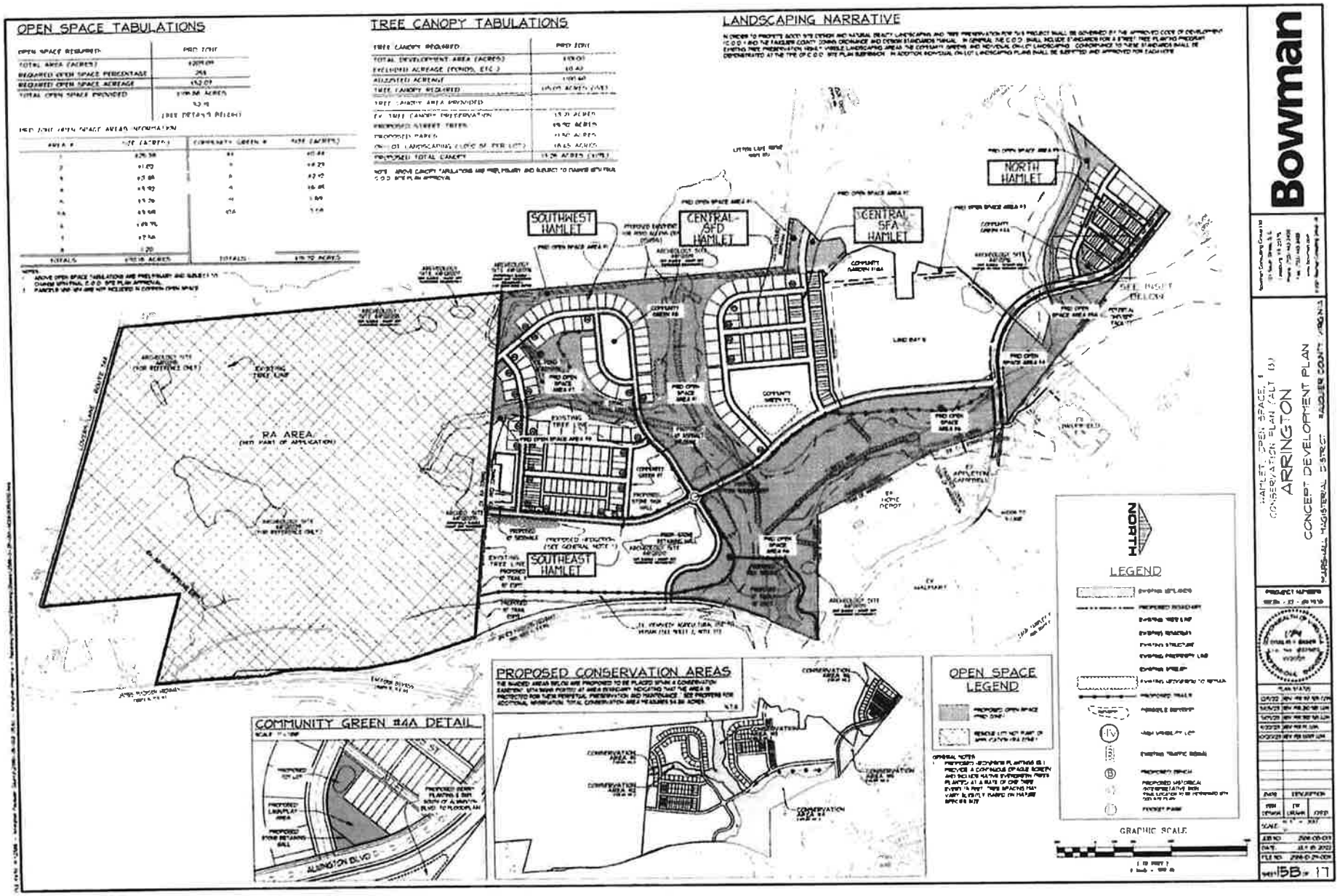
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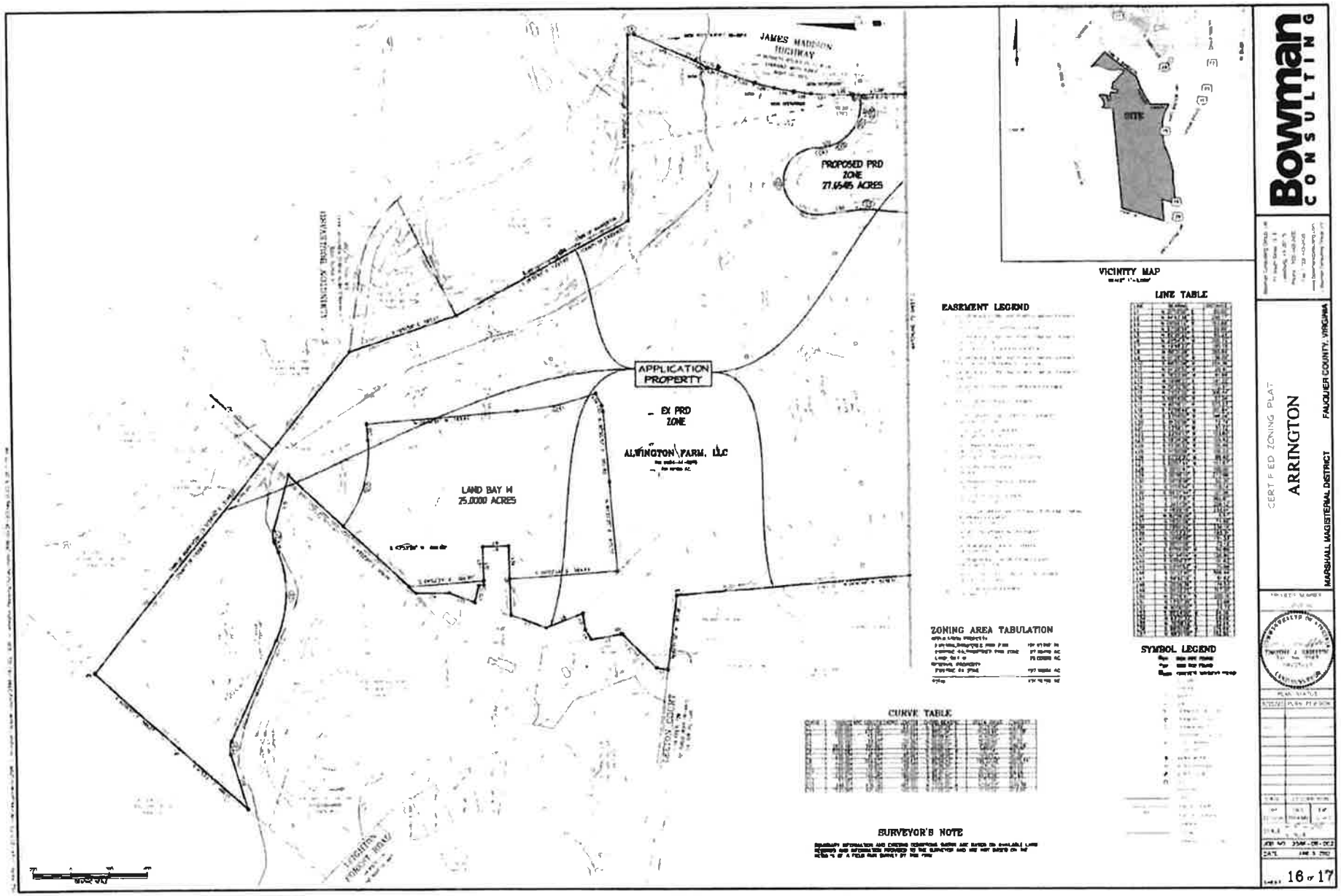
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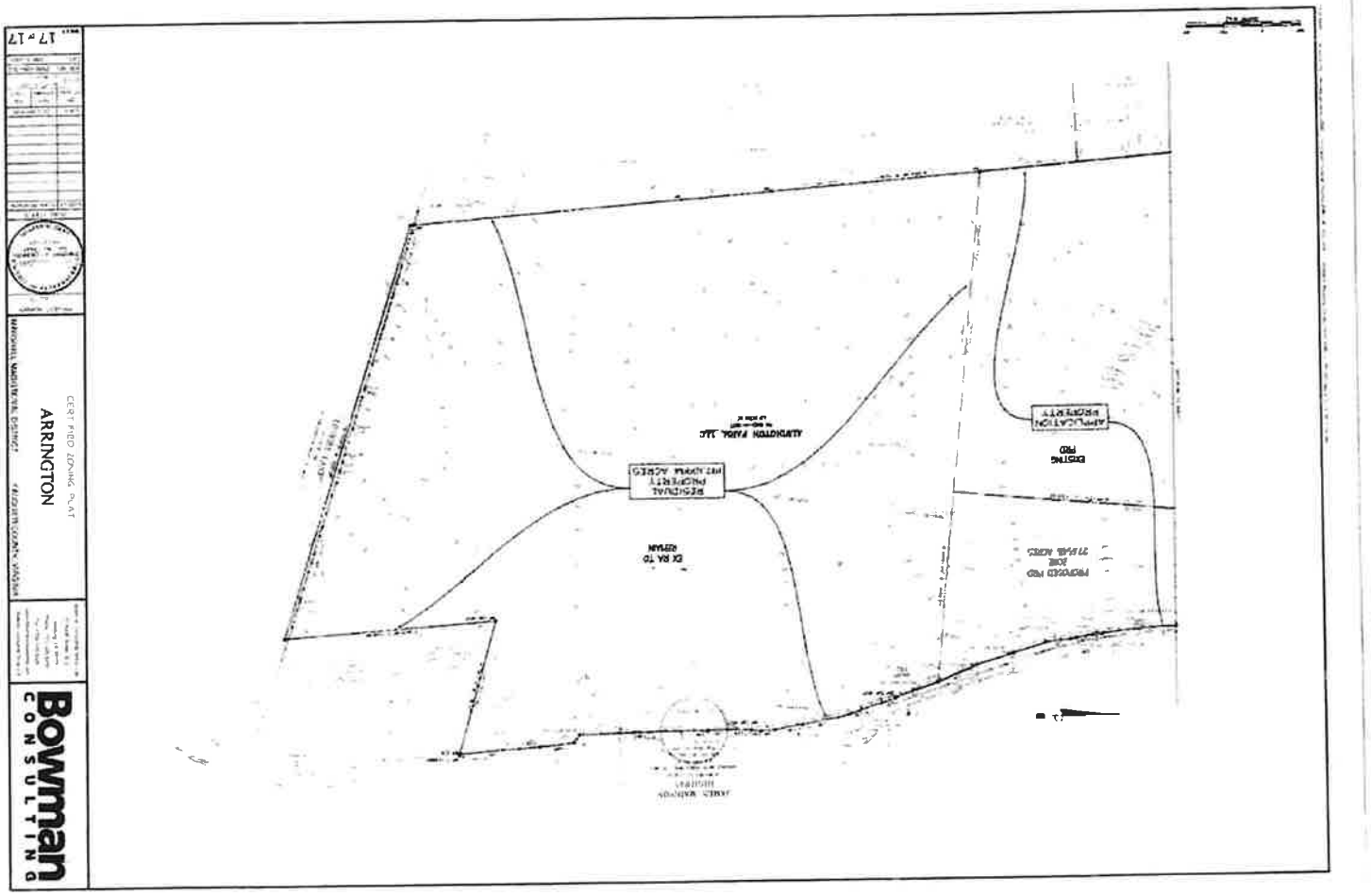
sheet 14A of 17

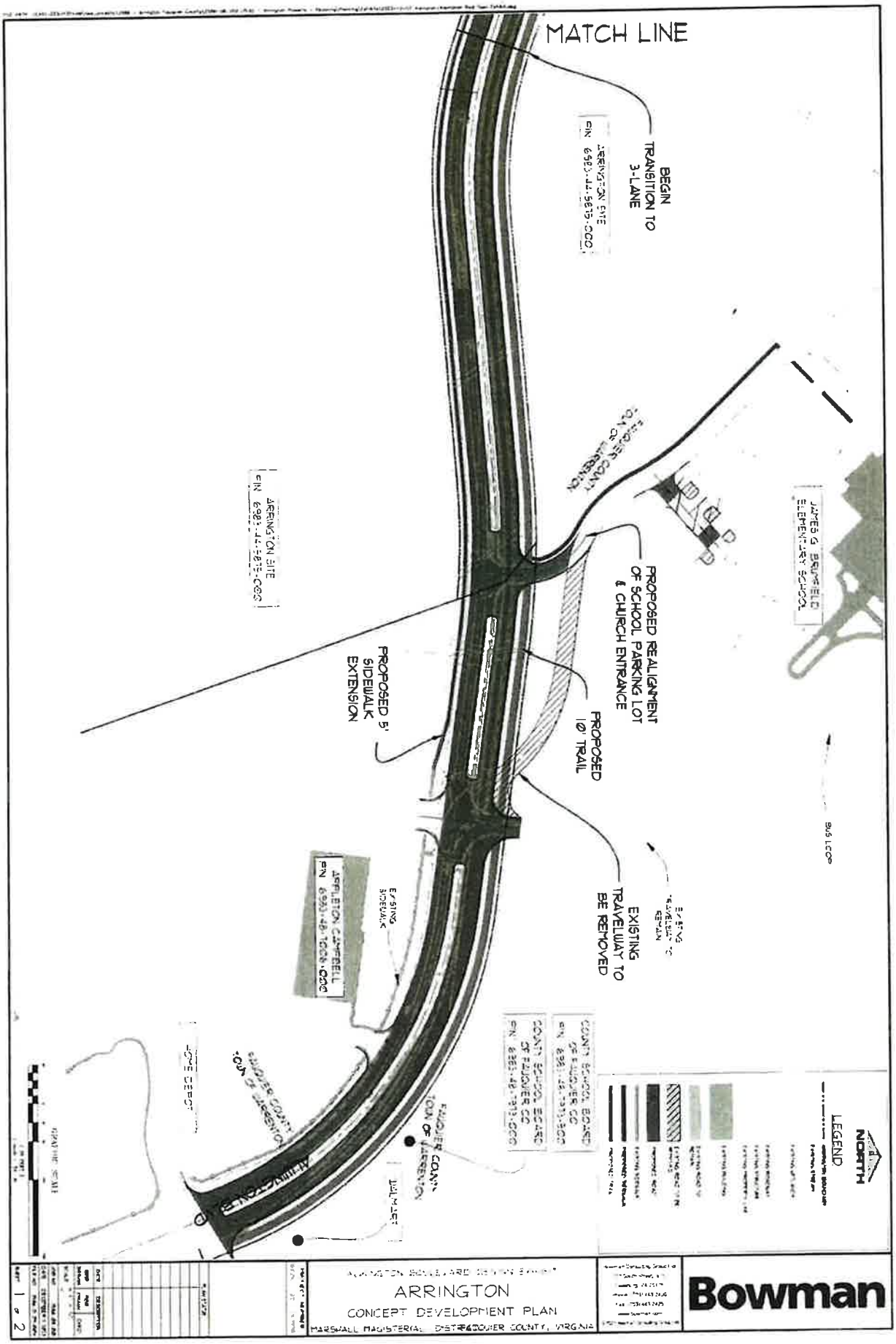

OPEN SPACE TABULATIONS
TREE CANOPY TABULATIONS
LANDSCAPING NARRATIVE
SOUTHWEST HAMLET
CENTRAL SFD HAMLET
RA AREA
PROPOSED CONSERVATION AREAS
OPEN SPACE LEGEND
LEGEND
NORTH
GRAPHIC SCALE
Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN


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
ARRINGTON
CONCEPT DEVELOPMENT PLAN


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
ARRINGTON
CONCEPT DEVELOPMENT PLAN


JAMES MADISON HIGHWAY
PROPOSED PRD ZONE 77.6545 ACRES
APPLICATION PROPERTY
EX PRD ZONE
ALWINGTON FARM, LLC
LAND BAY M 75.0000 ACRES
LEIGHTON COURT
LEIGHTON FOREST ROAD
VICINITY MAP
SITE
EASEMENT LEGEND
LINE TABLE
ZONING AREA TABULATION
SYMBOL LEGEND
CURVE TABLE
SURVEYOR'S NOTE
Bowman CONSULTING
CERTIFIED ZONING PLAT
ARRINGTON
MARSHALL MAGISTERIAL DISTRICT FAUQUIER COUNTY, VIRGINIA
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 6981-44-5815-000
ASHLEIGH CAMPBELL
EIN 6981-48-1008-000
COUNTY SCHOOL BOARD OF FAUQUIER CO
EIN 6981-48-1911-000
FAUQUIER COUNTY
TOWN OF WARRENTON
LEGEND
NORTH
Bowman
ARRINGTON
CONCEPT DEVELOPMENT PLAN
MARSHALL MAGISTERIAL DISTRICT, FAUQUIER COUNTY, VIRGINIA

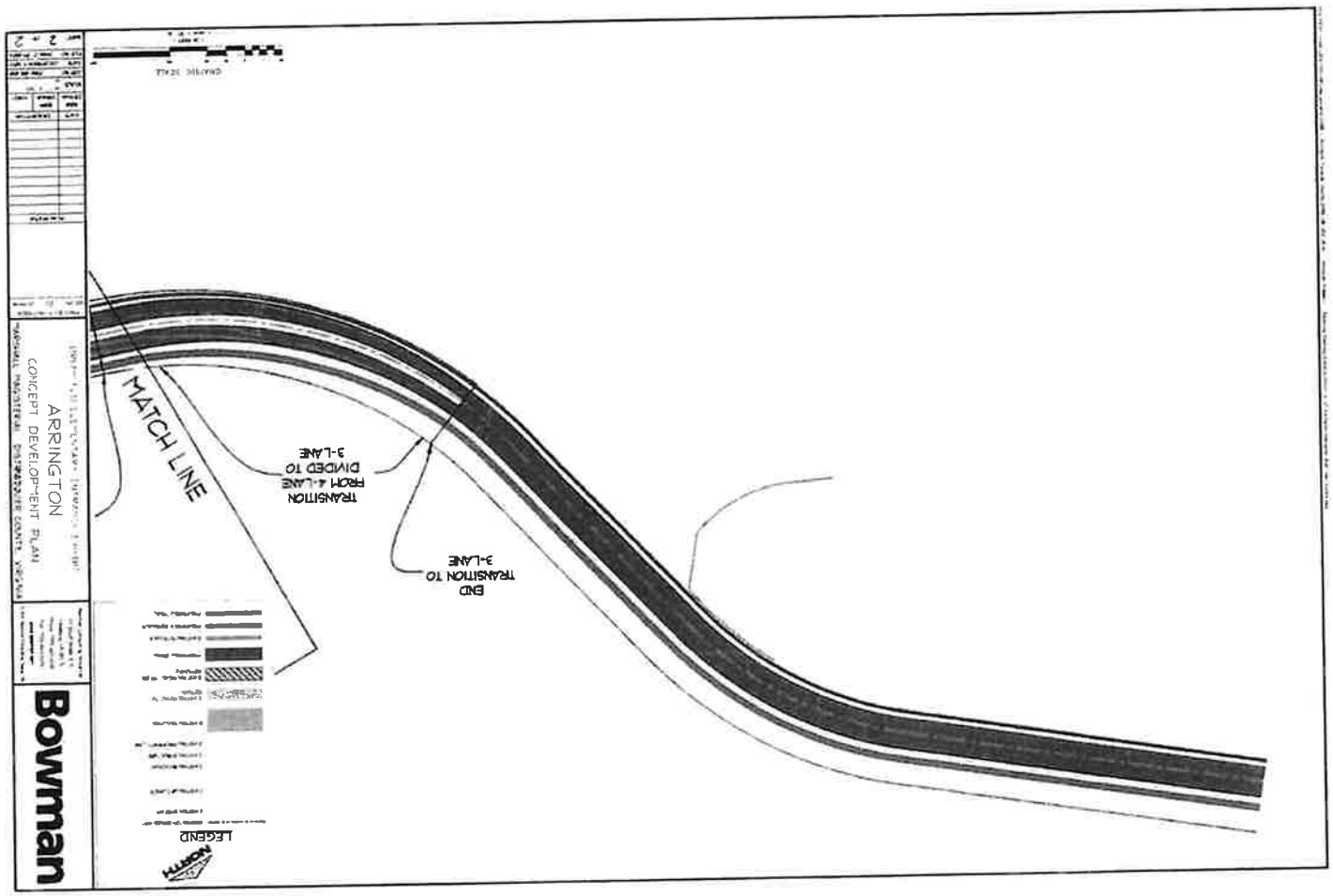

MATCH LINE
TRANSITION FROM 4-LANE DIVIDED TO 3-LANE
END TRANSITION TO 3-LANE
LEGEND
NORTH
ARRINGTON
CONCEPT DEVELOPMENT PLAN
Bowman

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 Developers, 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 category, type, architectural style, form, and roof line (e.g. federal, colonial



ARRINGTON FARM POND

Revival, Farmhouse, Arts and Crafts styles), and typology (e.g. Victorian, single detached or Part IV, duplex, and garage apartments).

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 cooperative efforts of the Town of Warrenton, availability of public water and sewer service, and, with Alternative B, the acquisition 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 dwelling 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 as applied to this area by the Town of Warrenton during the Town/County boundary line adjustment process. Development of the Arrington community

Development Alternative B consists of two hundred and seventy (270) residential lots, of which 15 lots are reserved for the construction of affordable dwelling units. Proposed density of this alternative 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 as applied to 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 two hundred seventeen (217) 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

The Alternative A Development Plan consists of two hundred and eleven (211) residential lots with a density of 1.61 dwelling units per acre, an eating establishment, and a small retention pond to a maximum of 15 acres. The alternative also includes the Town of Arrington within the corporate boundaries of the Town of Warrenton and the availability of town public water and sewer service. With town sewer, there is no need for the discharge treatment area located south of Turkey Run. The increase in developable upland allows for 21 more lands situated (regarding) and some lands detached and with a lagoon and eating establishment restaurant. The location is also on Alternative A includes approximately (23) acres (Land Bay W) to be developed in accordance with the provisions of the Town Commercial (C) Zoning District, contiguous to the Town of Warrenton boundary. Town County boundary line adjustment process.



ARRINGTON ILLUSTRATIVE PLAN (ALTERNATIVE B)

■ Illustrative Plan

The Alternative B Development Plan consists of 1,600 hundred and seventy (1,670) residential lots, of which 16 are to be affordable housing units, with a density of 1.29 dwelling units per acre, an entry subdivision, and a small hotel/inn limited to a maximum of 15 rooms. The Alternative is subject to the widening of Arrington with the property boundaries of the Town of Warrenton, the availability of [illegible] and sewer services, as well as availability of the right-of-way for the construction of Phase 2 of the south-easterly extension of Alwington Boulevard. Alternative B includes [illegible] (25) acres (Land Bay W) to be developed in accordance with the regulations of the Town's Commercial (C) Zoning District as permitted in land bay by the Town of Warrenton during the Town Council, Boundary line adjustment process.

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 architectural guidelines 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 neighborhood 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), ARCDI shall have the jurisdiction and rights of voting rights to select 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 hi-res 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 literature or photograph), 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 within Part III. The ARC may request additional materials that it deems necessary to complete a proper review. If any building or other plans required herein

- 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.





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)
PREMIERE'S									
VIGNERONS		62	48	14					
MEURAGES		53	45	8	CENTRAL		174	100	74
COMPAGNONS		52	52	0					
VINTNERS		33	33	0	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%

Arrington Compass Footer Content

Land Use

LAND USE - BASE ZONING

The Arrington development pursues a mixture of residential uses with varying lot frontages in a village design consistent with the Greenway/Gateway Residential objectives outlined in the Warrenton Service District Plan. Approximately 23 acres of the property was subject of a recent change in land use designation from "Public" or "Open Space" or "Park" and recreation 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 23 acres. Further, the number of lots with alley/reardoor 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 objectives for the property outlined in the Warrenton Service District Plan.

LAND USE - ALTERNATIVES A & B

The alternative Arrington development program includes [illegible] single family dwellings on lots varying in frontages, market-rate and affordable townhomes, and a commercial component that includes an [illegible] establishment and a [illegible] 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 large 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 district's appearance of rural to [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								
CENTER		66	36	30		66	36	30
SOUTHWEST		33	33	0		33	33	0
SOUTHEAST		77	55	33		77	55	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:

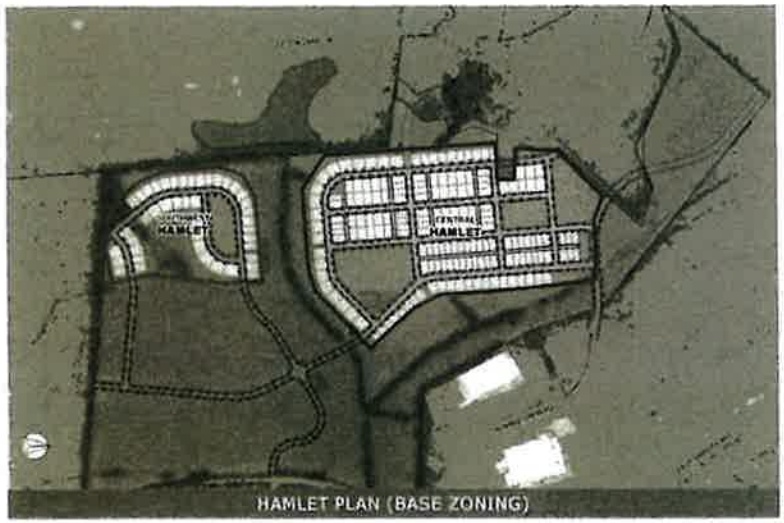
Unless otherwise specified under a specific provision of this Code of Development, all uses shall conform to the following use limitations and performance standards of the Fauquier County Zoning Ordinance:

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)

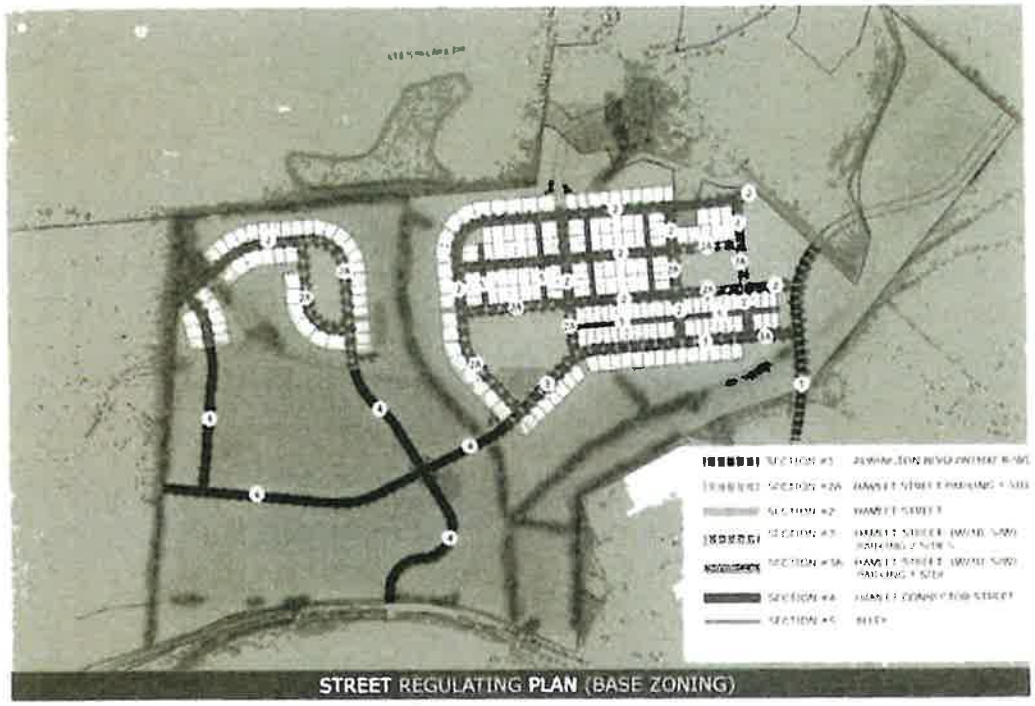


HAMLET PLAN (ALTERNATIVE B)

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)



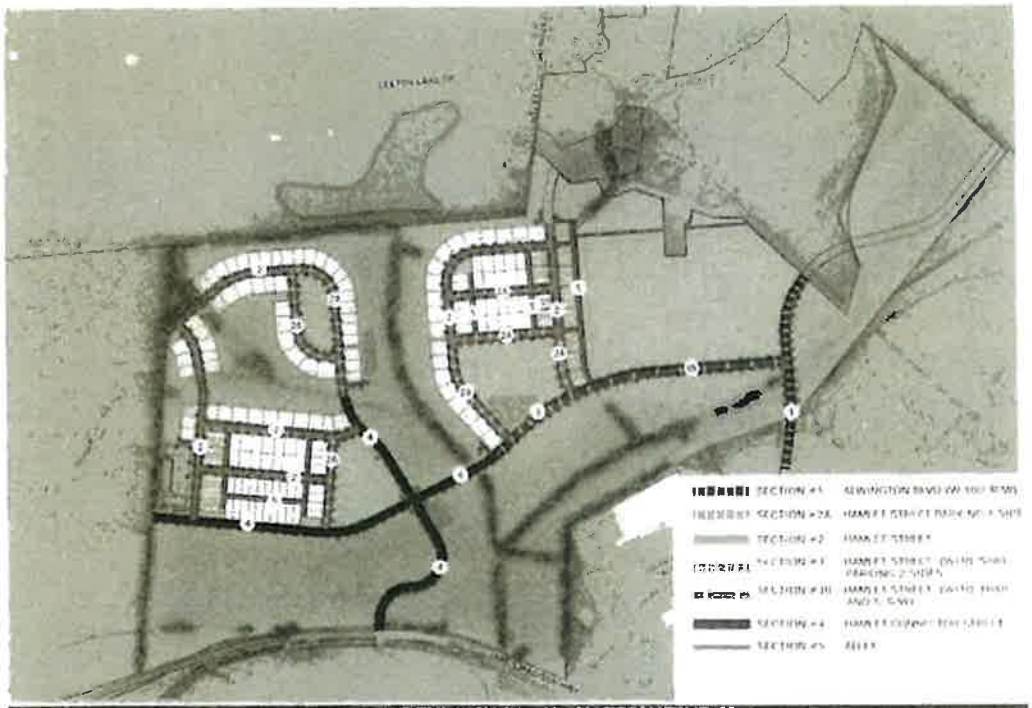
VDOT ROUNDABOUT



ALWINGTON BLVD. EXTENSION THROUGH FLOODPLAIN



PROPOSED CONNECTION TO WARRENTON WATER SYSTEM



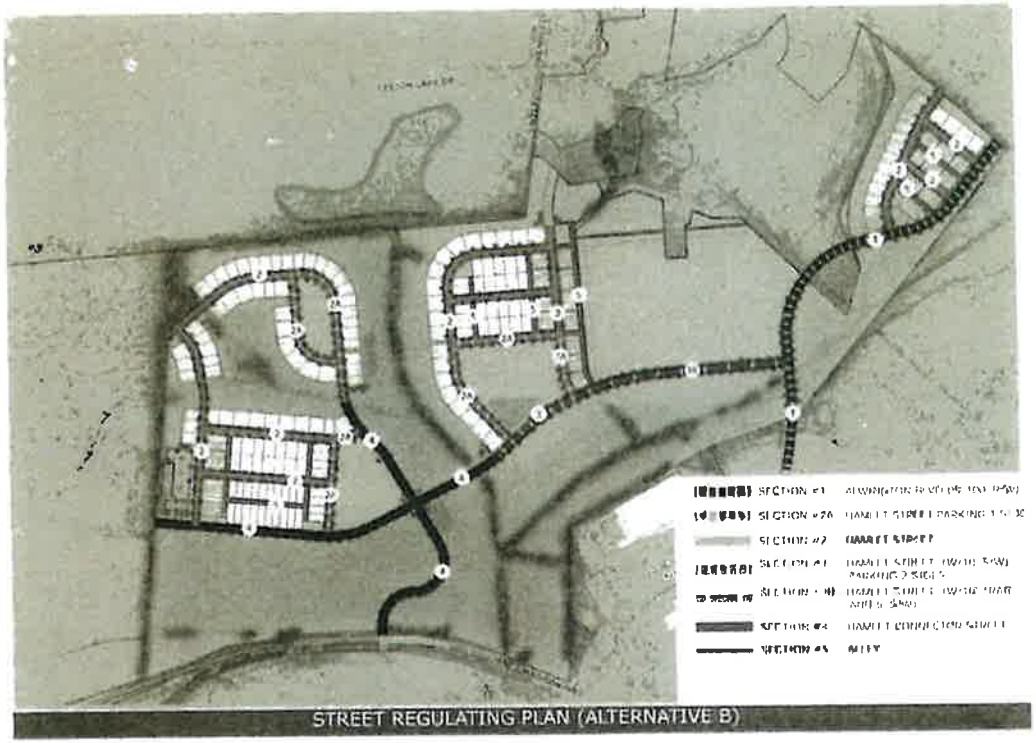
STREET REGULATING PLAN (ALTERNATIVE A)



ON-STREET PARKING:

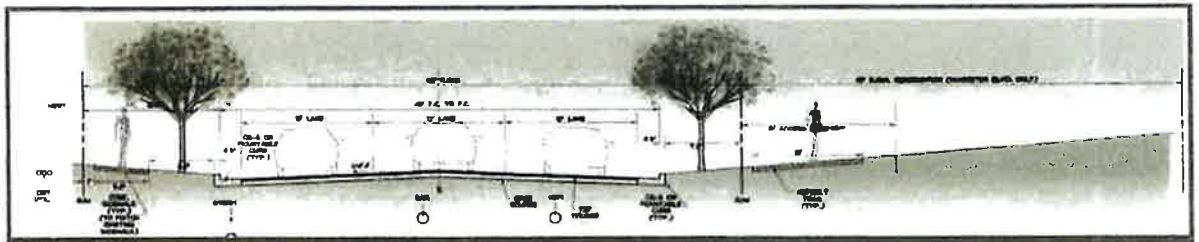
UTILITIES AND EASEMENTS:

STREETSCAPE:

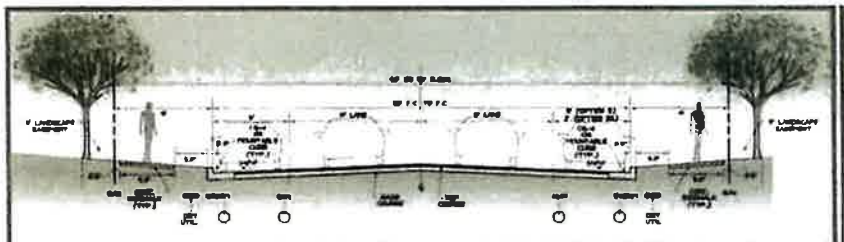


STREET REGULATING PLAN (ALTERNATIVE B)

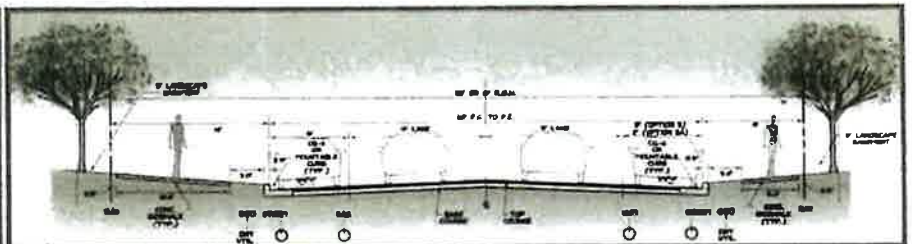
Typical Section:



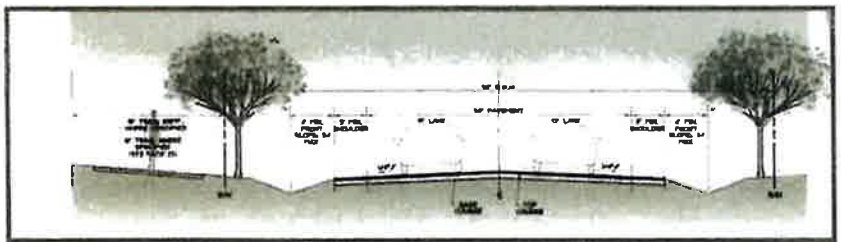
SECTION #1 & 3B - ALWINGTON BLVD & PUBLIC STREET, NO PARKING (W/5' SIDEWALK & 10' TRAIL) (NOT TO SCALE)



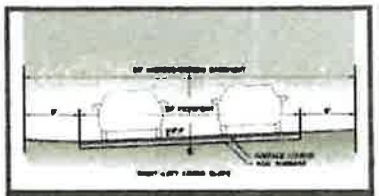
SECTION #2 & 2A - HAMLET STREET, PARKING ONE/BOTH SIDES (NOT TO SCALE)



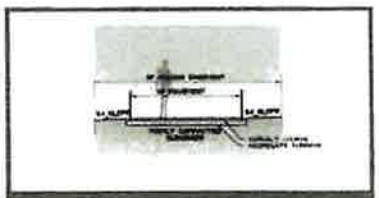
SECTION #3 & 3A - HAMLET STREET - PARKING ONE/BOTH SIDES & 10' SIDEWALK (NOT TO SCALE)



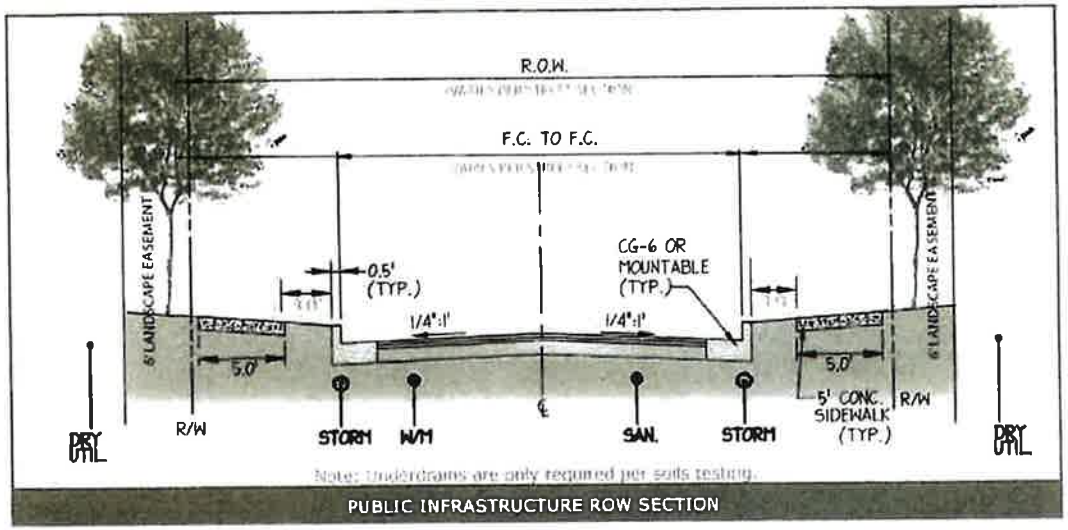
SECTION #4 - HAMLET CONNECTOR STREET, NO PARKING (NOT TO SCALE)



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. Wet 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





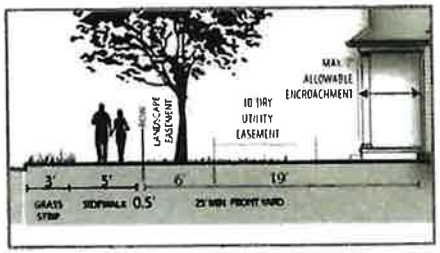
Streetscape

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.

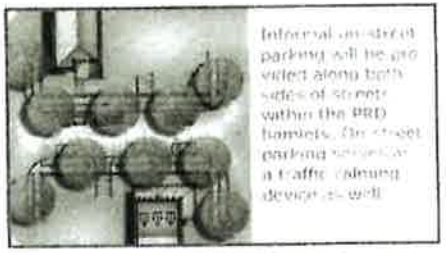


TYPICAL STREETSCAPE

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 approaches (as required) shall utilize materials and colors as required by the applicable jurisdictional authority.



MAIL BOXES:

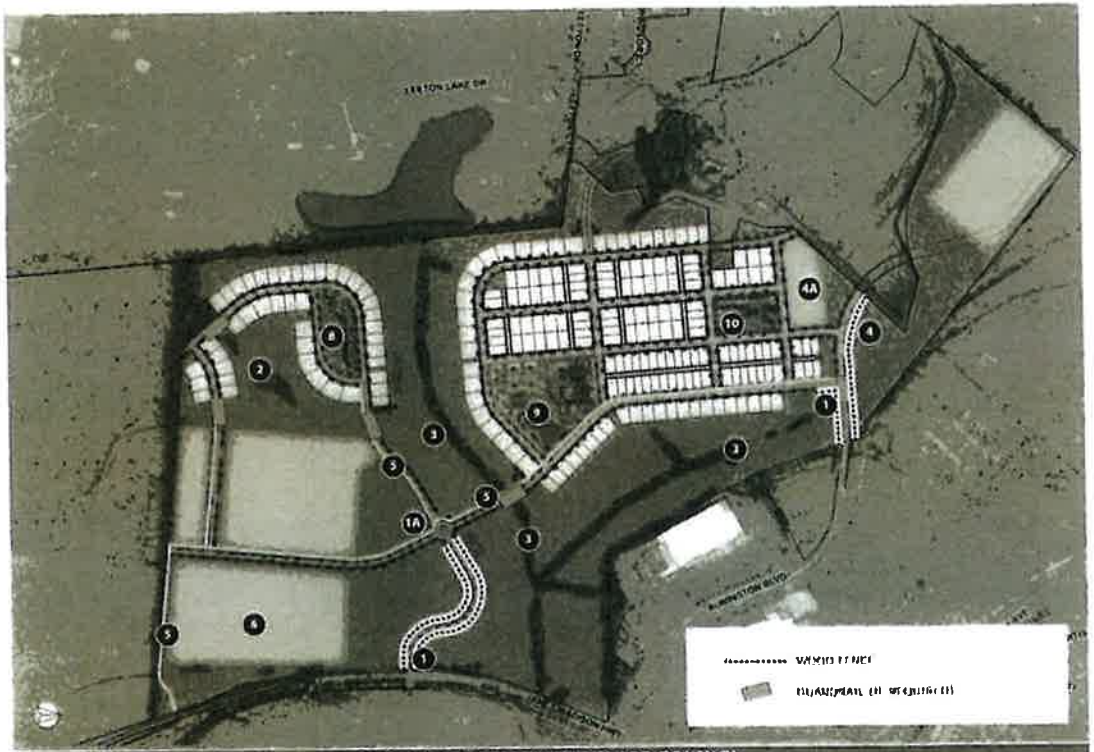
Mail boxes shall be simple, functional, set in accordance with approved projects standards. Their design and location should minimize their visual impact and comply with all applicable design standards and codes. Individual freestanding mailboxes shall be allowed, with a requirement for dark finishes 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.



FREESTANDING MAILBOX
BLACK IN COLOR



CLUSTER 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 its surroundings. The open space strategy is designed to provide access to the various open spaces by pedestrians, bicycles and vehicles. Details and exact locations of 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 is within the public ROW.

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 Pavilion	1.1 Acres
5 Trails	1.4 Acres
6 Wetland/Drainage Area	27.5 Acres
7 N/A	
8 Sagebrush Hamlet 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
Other Open Space	13.5 Acres
Total Open Space	79.1 Acres

PROGRAMMED OPEN SPACE AREAS (ALTERNATIVE A)



Open Space & Amenities

PROGRAMMED OPEN SPACE AREAS: (ALTERNATIVE B)

1	[illegible] Acres
1A	[illegible] Acres
2	[illegible] Acres
3	Old Town Meadow [illegible] Acres
4	[illegible] Acres
4B	[illegible] Acres
5	[illegible] Acres
6	[illegible] Acres
6A	[illegible] Acres
	[illegible]
7	[illegible] Acres
8	[illegible] Acres
9	[illegible] Acres
	[illegible]
10A	[illegible] Acres

[illegible]	[illegible] Acres
[illegible]	[illegible] Acres
[illegible]	[illegible] Acres









Amenities | Hanover 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 fencing. Imagery is provided on page 59 in the signage section of the Appendices. Two natural fieldstone retaining walls framing a non-roundabout exit behind Abington 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 highlighting 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 replace with native wetland plantings. A proposed trail will provide access to its banks for fishing and sightseeing. One bench will be provided for contemplation and retreat from everyday life.

3. WILDFLOWER MEADOW: (FLOODPLAIN)

This passive recreational area will provide native wildflowers seeding to the stream valley ecosystem as it is re-established 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 Washington. 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 berries, 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 Abington Boulevard. This informal green will provide a well landscaped perimeter along Abington Boulevard with active recreation and sitting on the interior. It will incorporate perimeter trees and internal pathways and plantings.

Open Space & Amenities

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 outside buffer, as well as recreational area, and as additional western buffer.

OPEN SPACE AMENITIES/FEATURES:

- [illegible]
- Bench
- Bridge
- Community Park
- Community gardens
- Pedestrian bridge
- Community gardens
- 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 at the community center, tot lot, 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:

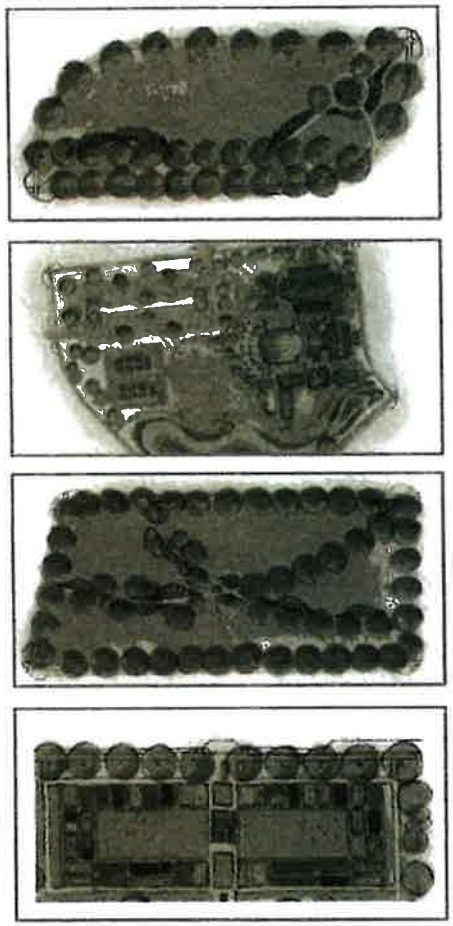
[illegible] Arrington [illegible] A community [illegible] and pedestrian [illegible] and shared use lanes [illegible] organized events.

[illegible] Arrington [illegible] the amenities to be provided [illegible] on page 23 through 25 of the [illegible] these eight community greens. Amenities will also [illegible] pocket parks. The [illegible] ultimately are to be [illegible] the community green or be part of each hamlet. They will [illegible] and may provide [illegible] gathering for [illegible] These will [illegible] and are a great [illegible]

7. SOUTHEAST HAMLET COMMUNITY GREEN:

The [illegible] development under Alternatives A and B will be [illegible] between the [illegible] It will serve as an [illegible] the Southeast Hamlet will [illegible] and [illegible] It will [illegible] pathways, [illegible] and a formal node structure. It will have a [illegible] It will be set [illegible] and [illegible] dog walking, [illegible] and [illegible] the other greens.







■ Open Space & Amenities

8. SOUTHWEST HAMLET COMMUNITY GREEN

9. CENTRAL HAMLET
COMMUNITY CENTER & COMMUNITY GREEN

10. CENTRAL HAMLET COMMUNITY GREEN

10A. CENTRAL HAMLET COMMUNITY GARDEN

LOT TYPES:

The Arlington 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.

LOT 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.

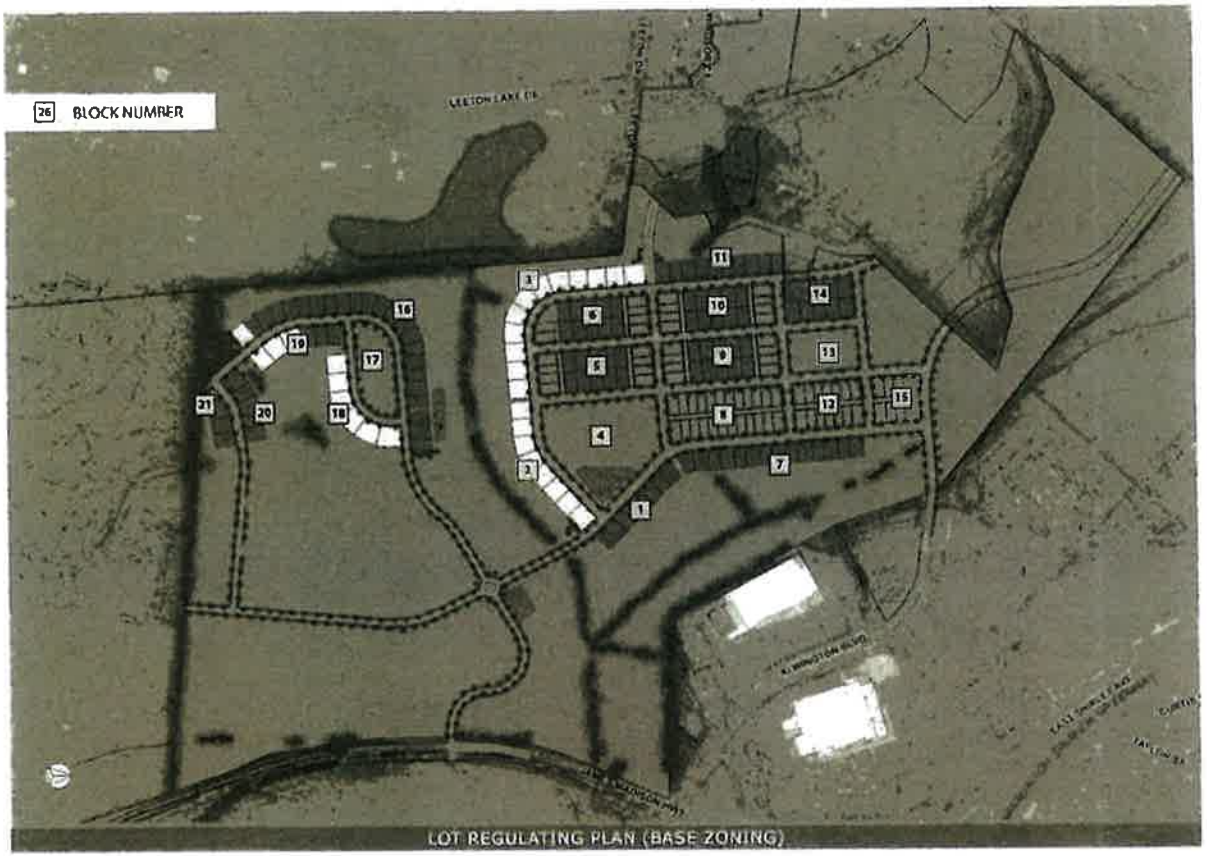
BASE ZONING LOT MIX (PER BLOCK AND TOTAL)

	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			7	4					11
8					8	16			24
9			5	3	6	3			17
10			5	3	6	3			17
11			3	3					10
12					8	5			13
13	CENTRAL HAMLET COMMUNITY GREEN (10)								
14			3	3					8
15						6			6
SUBTOTAL	6	12	38	24	34	36	0	0	150
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%

ALTERNATIVE A & B 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	6	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

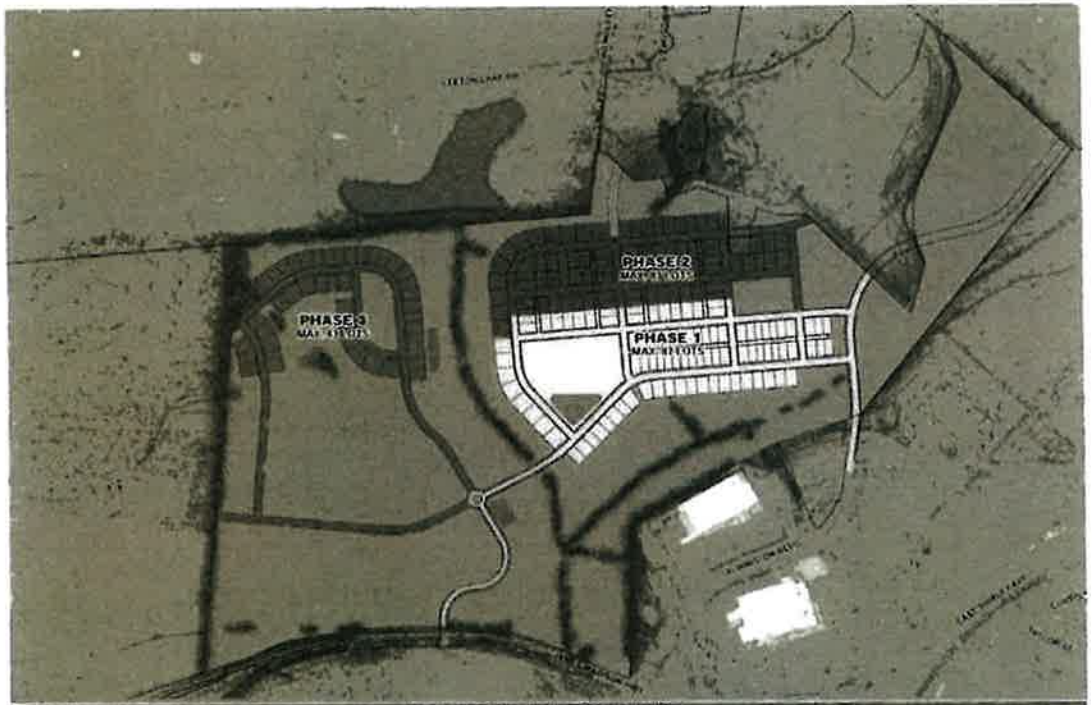




Note: See page 29 and proffers for project phasing.

LOT REGULATING PLAN (ALTERNATIVE A)

LOT REGULATING PLAN (ALTERNATIVE B)



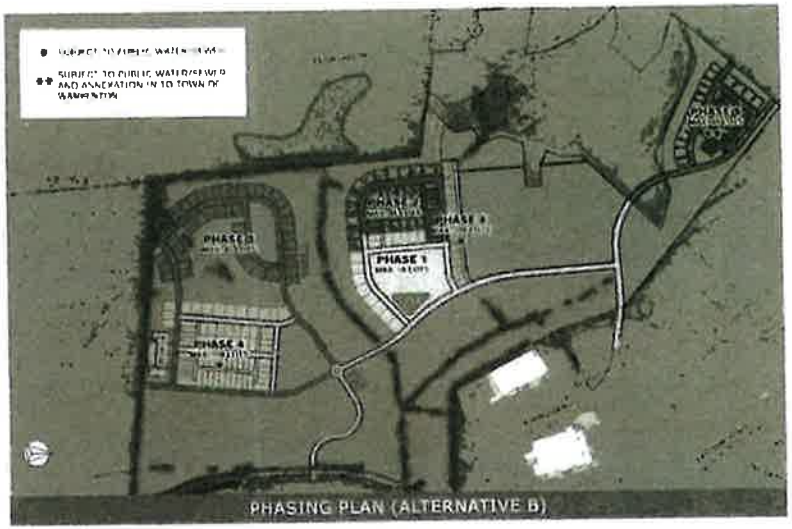
PHASING PLAN (BASE ZONING)

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 4 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 uses may be located in the side and rear yard provided a minimum of five (5) foot setback is provided from all side and rear property lines and the accessory structure or 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 width 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 front loaded garages [illegible] shall not exceed the width of the garage for a distance of 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' forward of the front face 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. At no time shall pavers, [illegible] be allowed 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 extends to the street than, 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 herein.

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 as 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 as listed in codes for the buildings. 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 in order 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:

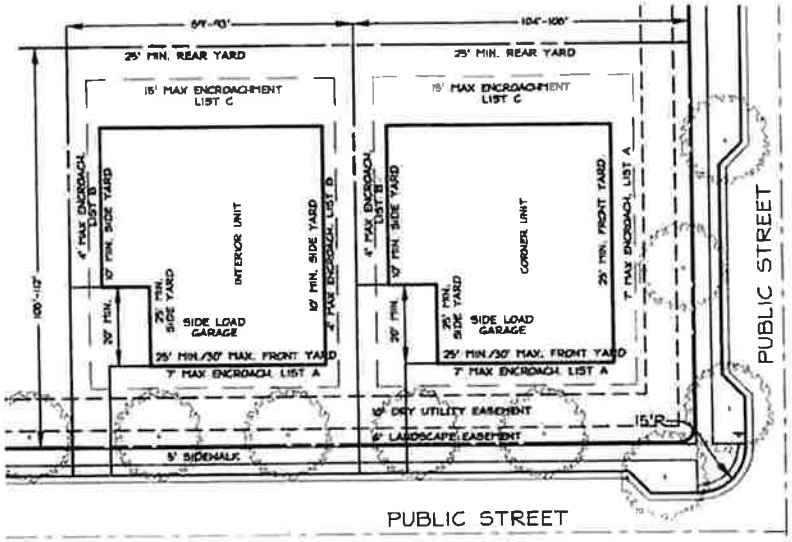
All mechanical and electrical equipment for each individual house (i.e., meters and condenser units) shall be located no closer to the street than the front line of the house and shall be screened from view from any public travel way by architectural treatment, landscaping, or both. Electric, telecommunication, 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:

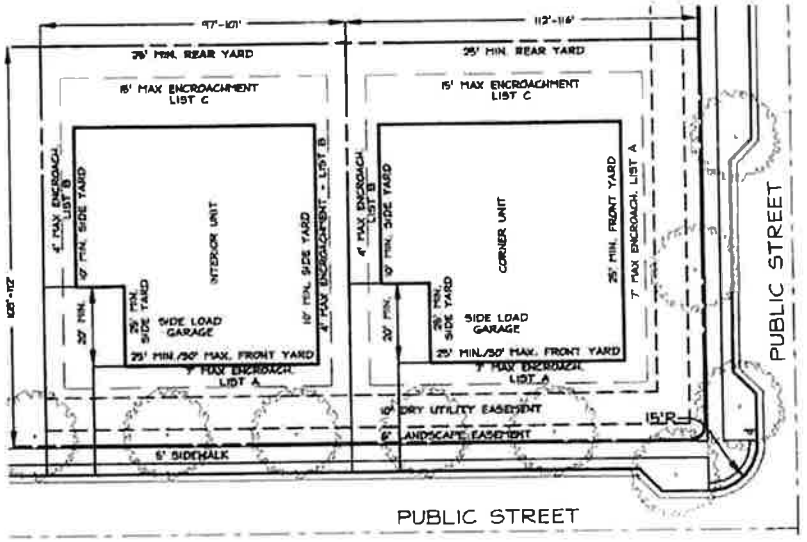
ESTATE LOT LAYOUT STANDARDS (TYPE A)
(SIDE-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



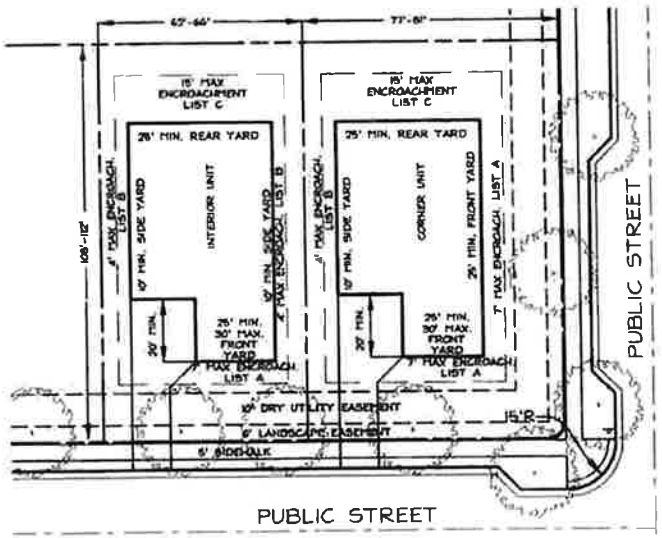
ESTATE LOT LAYOUT STANDARDS (TYPE B)
(SIDE-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



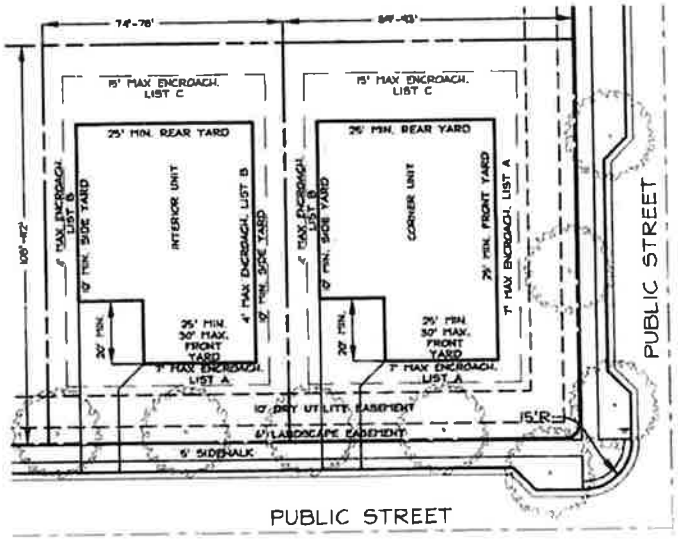
NEIGHBORHOOD LOT LAYOUT STANDARDS (TYPE A) (FRONT-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



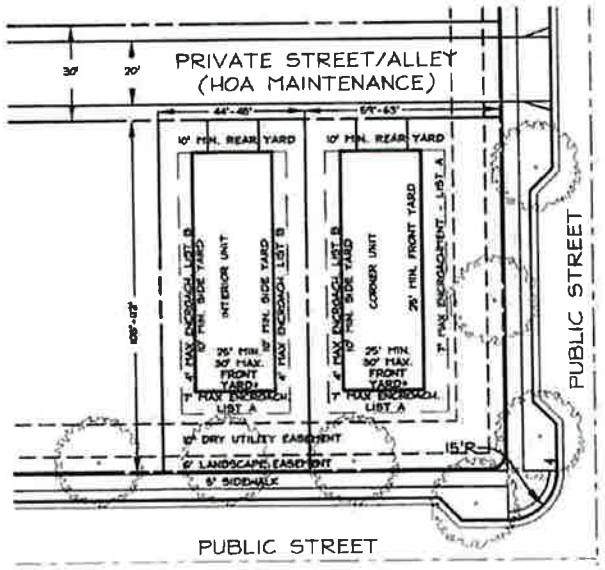
NEIGHBORHOOD LOT LAYOUT STANDARDS (TYPE B) (FRONT-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



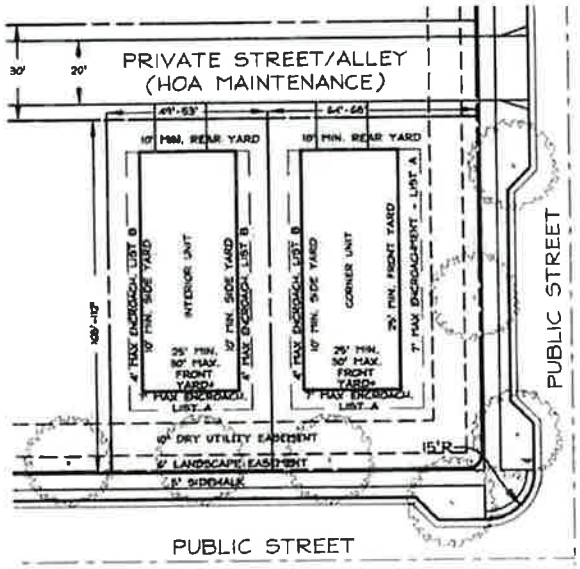
VILLAGE LOT LAYOUT STANDARDS (TYPE A)
(REAR-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



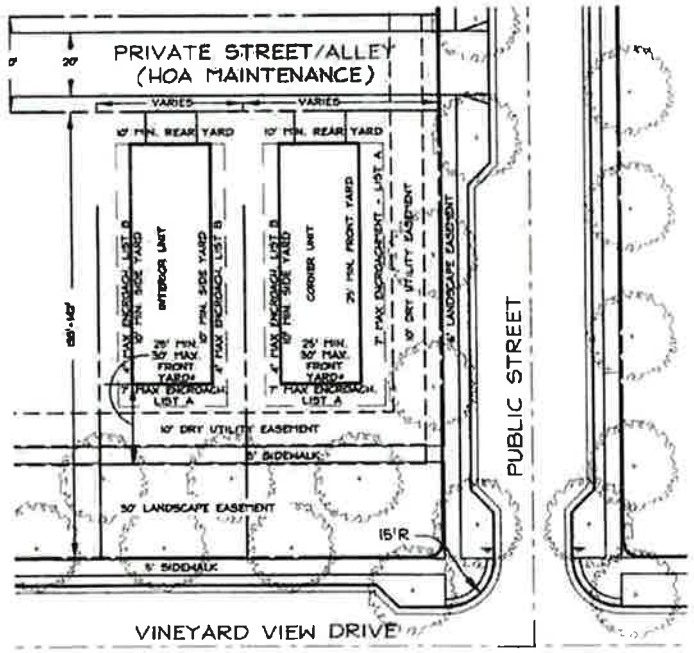
VILLAGE LOT LAYOUT STANDARDS (TYPE B)
(REAR-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



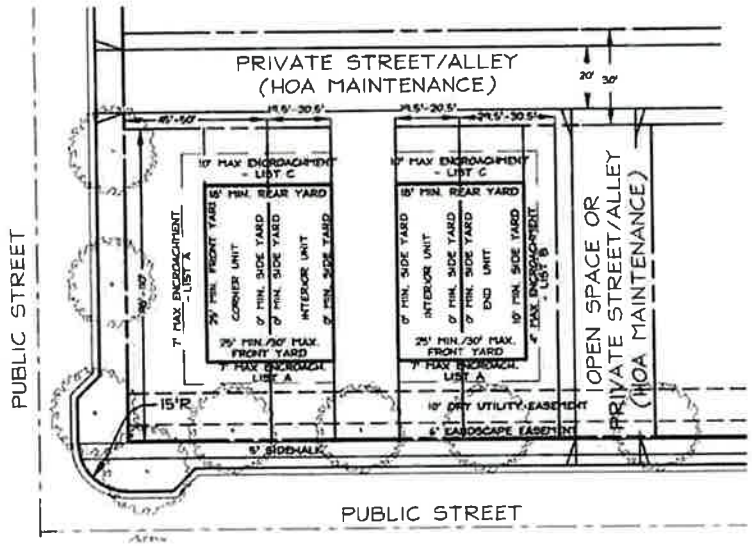
VILLAGE LOT LAYOUT TYPE A & B, BLOCK 24 & 25
(REAR-LOAD, SINGLE-FAMILY DETACHED)

NOT TO SCALE



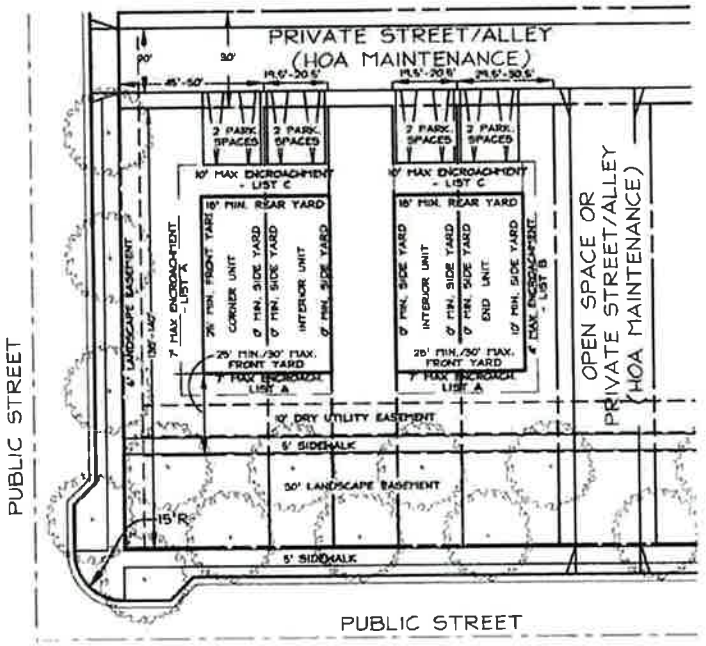
TOWNHOUSE LOT LAYOUT STANDARDS (REAR-LOAD, SINGLE-FAMILY ATTACHED)

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 designed in 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 water of two feet around corners is required on all brick facades under. Use of architectural element that combines the two feet rule. Such examples of architectural features (i.e. 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 restricted to those listed under Building Materials Standards in Part IV, Section B of the Code of Development.



CHIMNEYS:

Chimneys exterior surfaces shall be of a material that is the building and have a material and color compatible with the building or structure. Prefabricated chimneys shall be placed and be constructed to grade and shall not appear to be suspended in the air, while those on upper levels must have a concealed base returning to the building or side. Metal caps or flues should extend no higher than the minimum required by the building code. Unpainted or rust-resistant materials that will not corrode must be used. Flues should be capped for safety and screened.

CONSISTENT DESIGN:

Exterior walls shall be constructed of the same materials, colors and textures around the entire perimeter of the building. Combinations of different materials on a building shall be horizontally divided, with the heavier material below the lighter material. Mixtures of different materials on a building projection or foundation, or a change in materials at a corner of other conditions, where two materials join, shall be designed so that the joint between the two materials appears intentional.

FOUNDATION:

Brick or stone water table is required on the front and sides of all residential structures constructed on corner lots and on all interior lots where the exposed basement wall is greater than twelve inches (12") in height. This water table requirement for sides of homes shall not be required if the water table is not visible from a public street as determined by [illegible].

GUTTERS AND DOWNSPOUTS:

Gutters and downspouts must be painted to match the color of the surface to which they are attached or compliment the house trim color.

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 complex 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 plane 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 up debris, mud, dirt, etc. on a regular basis.

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 3(e) 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 de-emphasized 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 consistency with the above-referenced requirements.

NON-RESIDENTIAL COMMUNITY ARCHITECT REVIEW AND COUNTY SUBMISSION PROCESS

In addition to the Non-Residential Community Architect review and approval process, the following additional requirements shall be followed:

- 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 for any building permits.
- A copy of the Non-Residential Community Architect's letter of approval accompanied by all materials or drawings shall be submitted with the building, 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:

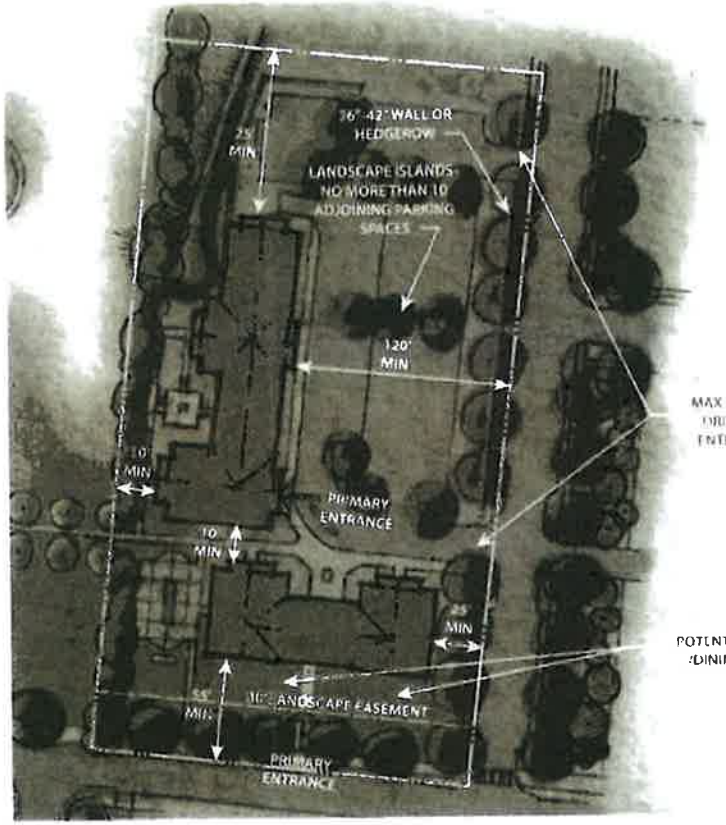
Non-Residential site design within Arrington shall continue the peaceful rural friendly character established in the

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 in pedestrian pathways.

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 use of 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, lighting should provide appropriate illumination at a human scale. Other than public safety, service area lighting should be positioned to not be seen from the public streets or adjoining residential home.

BUILDING DESIGN

ARCHITECTURAL STYLE OF COMMERCIAL BUILDINGS:

A [illegible] architectural style should be used for the [illegible] pairing established and held [illegible] to create a sense of continuity between the two commercial areas. Re[illegible] shall be [illegible] planters, [illegible] courtyards, [illegible] pedestrian [illegible] the [illegible] buildings shall be of [illegible] approach [illegible] by architectural style found in Warrenton, Fauquier County before the [illegible].

BUILDING MASSING:

With larger buildings, [illegible] and [illegible] maintain the human scale of the development and create a visually pleasing environment. Facades that are visible from adjacent street or walkways should display [illegible] by using [illegible] that break up the [illegible].

ENTRY DESIGN:

Building entrances [illegible] and shall [illegible] Varies elements [illegible] including [illegible] material, [illegible] color changes in roof [illegible].

BUILDING WALL TREATMENT:

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

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

EXTERIOR MATERIALS:

Recommended materials include stucco, natural plaster, brick, cement siding, or stone. Selected materials and colors 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 Architectural and Planning 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 accented with [illegible] features. Hipped and gable roof materials shall be durable architectural shingles, tiles, standing seam, or [illegible] metal shingles, and slate or slate like materials. The color of the roof shall be [illegible] with the selected architectural style.

ARCHITECTURAL STYLES

The Code of Development requires that the elevations of every house be designed to be consistent with one of three 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, Faulkner 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 side 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 roof, with paired or end chimneys.
- Central entrance on five-bay facades, but off center on three-bay facades.
- Modillioned entablature 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 cornice detailing.

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 usually at either end of the main block of the house, shifting the chimneys out from 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 houses. Sometimes parapet walls on gable end.



WINDOWS:

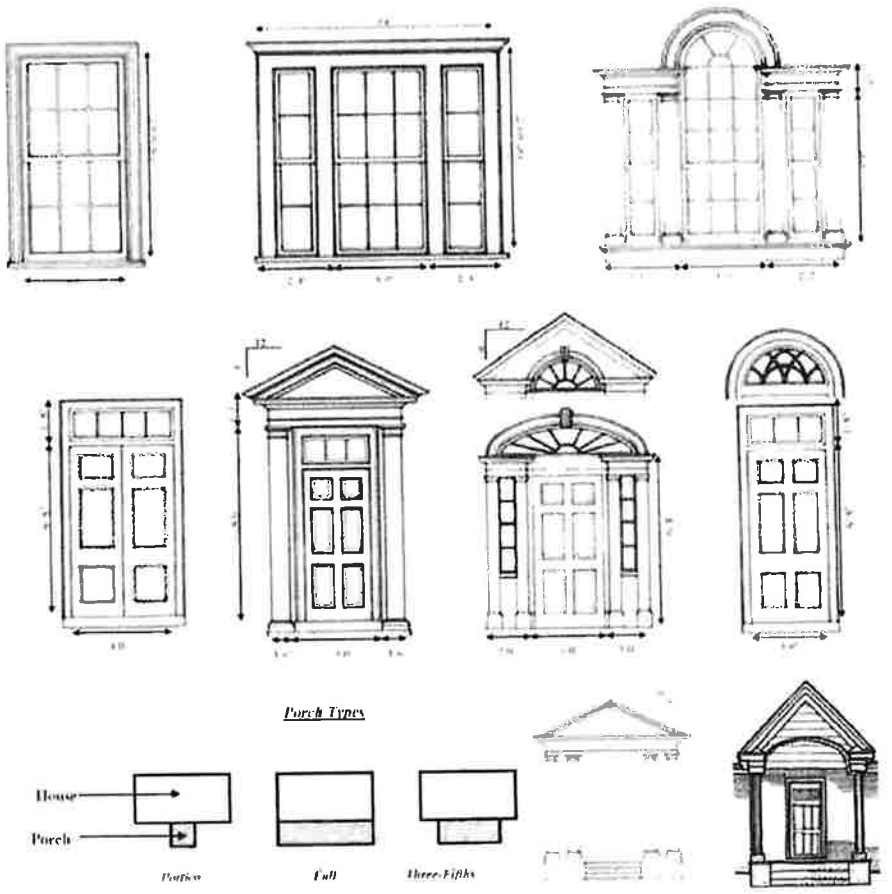
Windows, aligned vertically and horizontally, are double-hung, and were originally glazed with 6-over-6 sash panes. Many windows are simply flush with the wall without any decorative detail, or when present, lintels are simple, usually constructed with a keystone or a segmental arch. Pediment or pent-eave elements, splayed wedges, 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-over-three sash. Box framing 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, Doric 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. "Box 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 emphasis on 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 relationships 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:

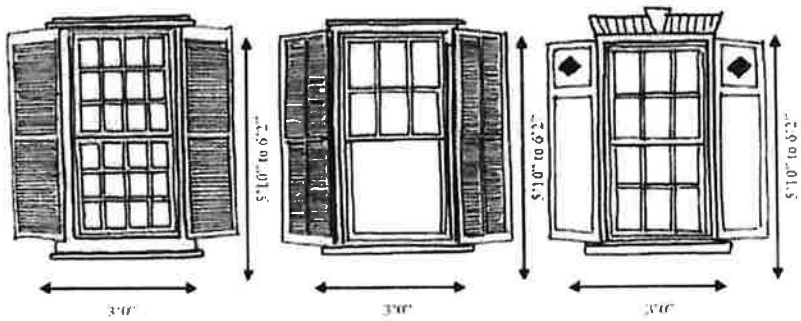
MASSING: The Colonial Revival house is rectangular in form and one to 2 ½ stories in height with a side gabled roof. The façade will feature either three or five bays with a centered door and symmetrically balanced windows. Chimneys are often located at the gable end of the houses. Projections in Colonial 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.

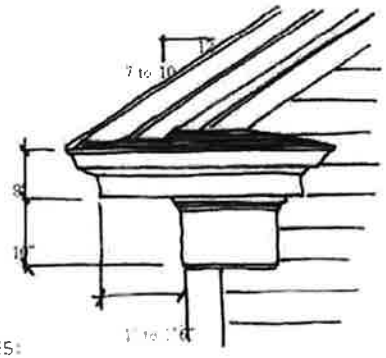
WINDOWS:

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 windows are typically 1 inches (2:1) 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



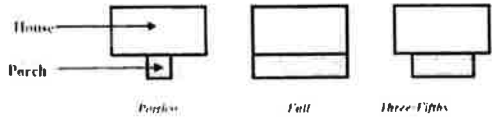


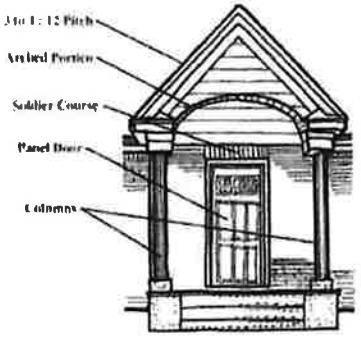
EAVES:

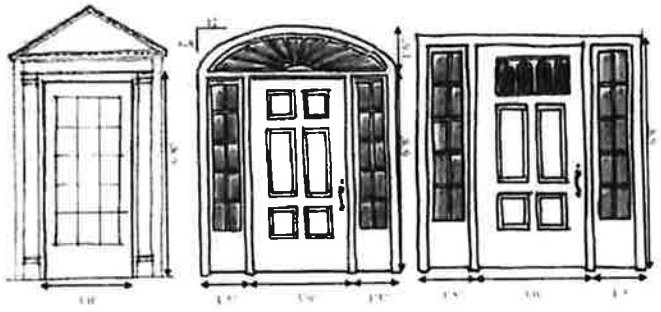
The Colonial Revival typically has an 18 inch overhang. Dentiled, modillioned or bracketed cornices and other classical details are commonly found on roof eaves and gable ends.

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 arch or an 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. Arch 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.





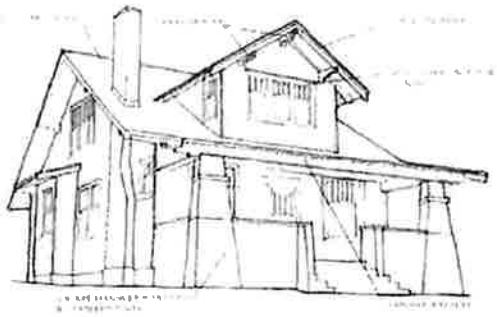


BUNGALOW STYLE:

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 line.
- 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 shape.

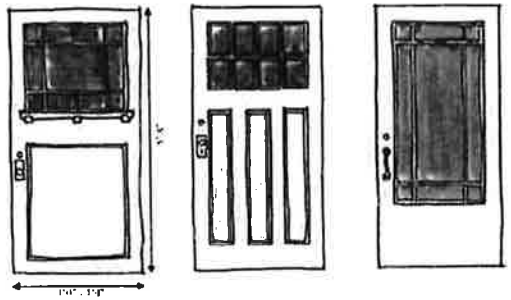


GENERAL STANDARDS:

MASSING: A bungalow is a one or one and one half story house, 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.

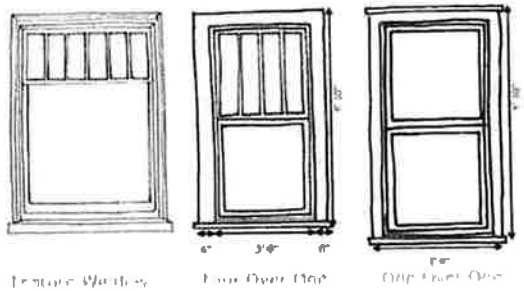
DOORS:

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 on 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 are used. Brick dwellings typically have a 2 inch thick mold and a soldier course at the head of the window while dwelling with siding have 6 inch straight trim. Shutters were not used on the Bungalow.



Feature Window | Four Over One | One Over One

ROOF:

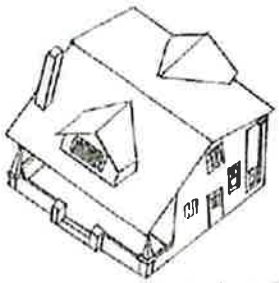
The Bungalow has a side or front gabled roof, with wide eaves. The pitch of the main roof typically ranges from 6: 12 to 8: 12 and dominates the bungalow's horizontal silhouette. A large single dormer, often capped or shed roof typically is located on the main roof. An exterior gable end chimney usually 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:

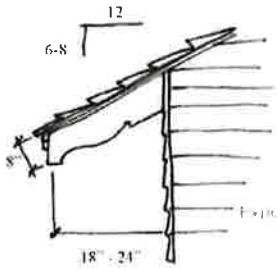
Bungalow knee brackets and deep overhanging eaves with exposed beam and rafter tails are Bungalow hallmarks. The predominate type of eave on the Bungalow style is the open eave with exposed rafter tails, open and gabled ends boxed or enclosed.

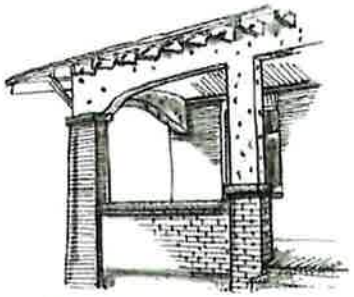


Side Gabled Roof with Central Dormer

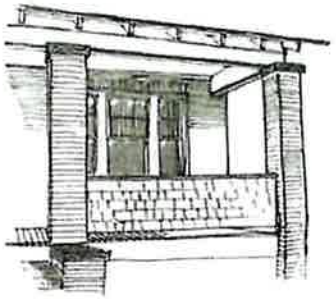
PORCHES:

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 span 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.

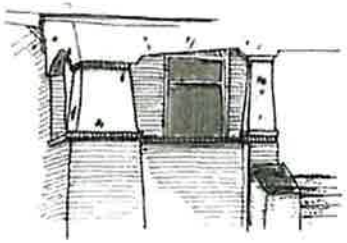




Box Piers with Tapered Brick Pedestals and Knee Wall Capped with Concrete



Brick Piers with Tapered Brick Pedestals and Knee Wall Capped with Concrete



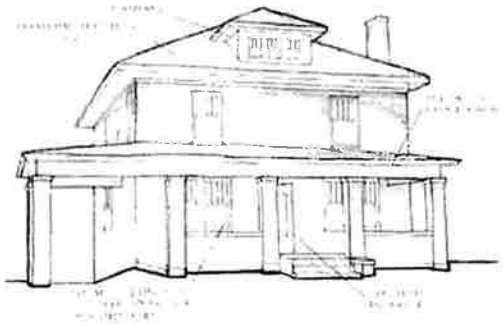
Brick Pedestal and Stucco Piers with Brick Knee Wall

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 own 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 element 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.

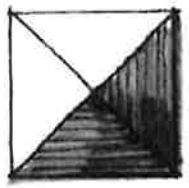
ROOF:

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

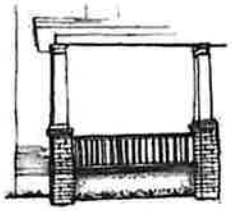
Hipped Roof

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-covered bay for parking vehicles. American Foursquare porches are typically accented by masonry piers that match the foundation with flanking square brick posts. Because most American Foursquare are brick, new 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



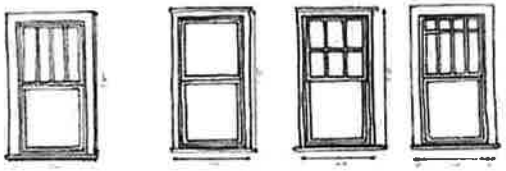
Brick Piers with Wood Railings

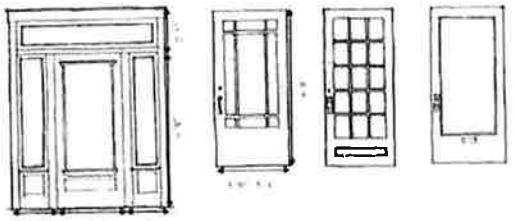
DOORS:

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 strong architectural ties to either Classical or Gothic architectural styles as follows:

- Colonial Revival: Pedimented gable over entry with classical columns. Cornice with dentils or modillions. Dormer with a Palladian-style window.
- Craftsman (Arts and Crafts): Tapered piers with square, 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 forms and [illegible] to more contemporary designs that [illegible] principals that [illegible] solar orientation, wind power, material, and building placement on the lot.

PHIL MARAHAM ARCHITECTS [illegible] its 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 [illegible] by its orientation and its [illegible] It is insulated with [illegible] solar heats with an open plan that allows southern daylight [illegible]



BURR AND MACCULLUM'S design [illegible] 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 outer farmhouses.



CHRISTINA BROWN [illegible] a contemporary interpretation of local [illegible] design. This building reflects an interest [illegible] its context and place. But it also stands as an example of a building of its own place and time. The windows are [illegible] 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] the [illegible] to [illegible] with [illegible] [illegible] to take advantage of the [illegible] [illegible] [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 areas for site 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 necessary for construction of driveways, access associated with the development, clear sighting of traffic, or the open space as provided 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 species, 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 Decidu[illegible] Varieties of planting 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] between the front of the house and the sidewalk. The [illegible] of the landscaping [illegible], depending on the space available, but must predominantly be composed of [illegible] shall [illegible] of [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

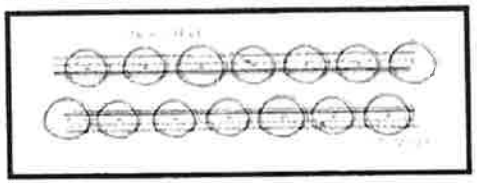
• Aesculus pavia[illegible]	Bottlebrush Buckeye
• Amelanchier canadensis	Serviceberry
• Betula nigra	River Birch
• Cercis canadensis	Eastern Redbud
• Cornus florida	Flowering Dogwood
• Chionanthus virginicus	White Fringetree

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 [illegible] 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 [illegible] trees
- Formal canopy spacing at 40 feet on center

[illegible] Street tree requirements of Part II to additional planting requirements and design flexibility.



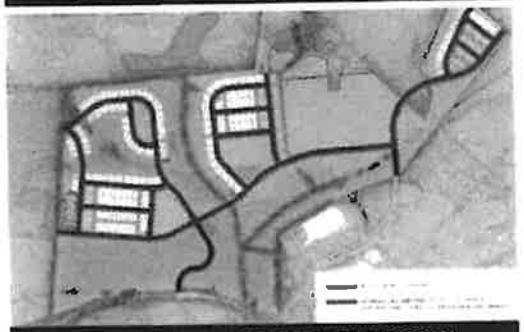




(BASE ZONING) STREET TREE PROGRAM



(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
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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

Community Development Department

STAFF REPORT

Town Council Meeting Date:	April 14, 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.

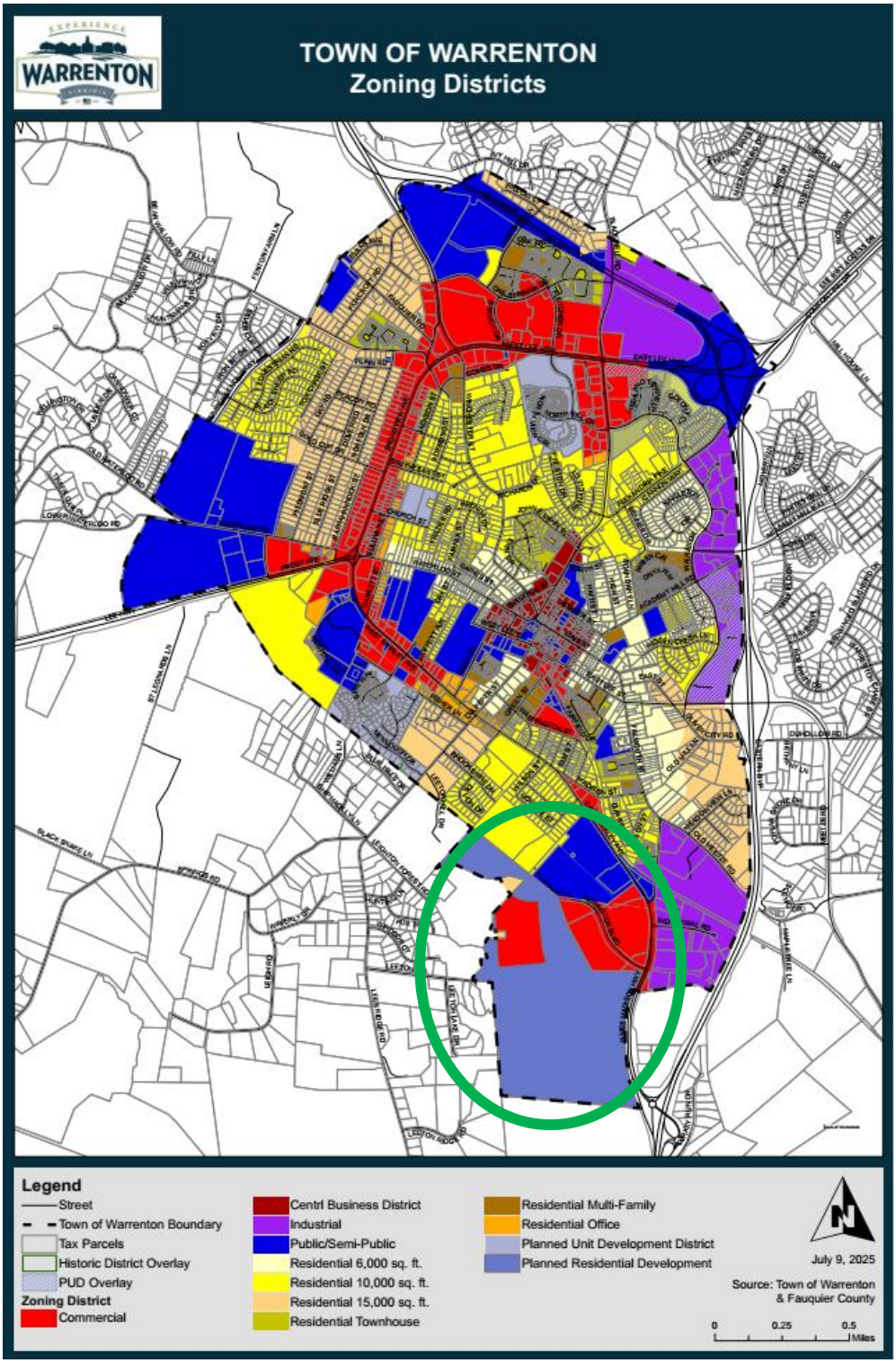
The table below outlines the parcels brought into the Town limits, the previously assigned Fauquier County zoning, and the current Town of Warrenton zoning.

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

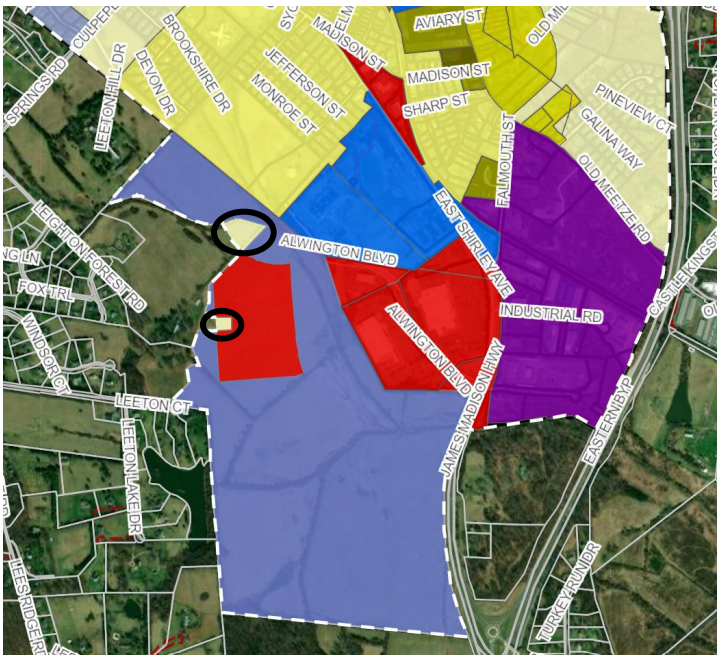
result in split zoning as is the case for the School property. On the next few pages, there are a series of maps providing more detail.

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

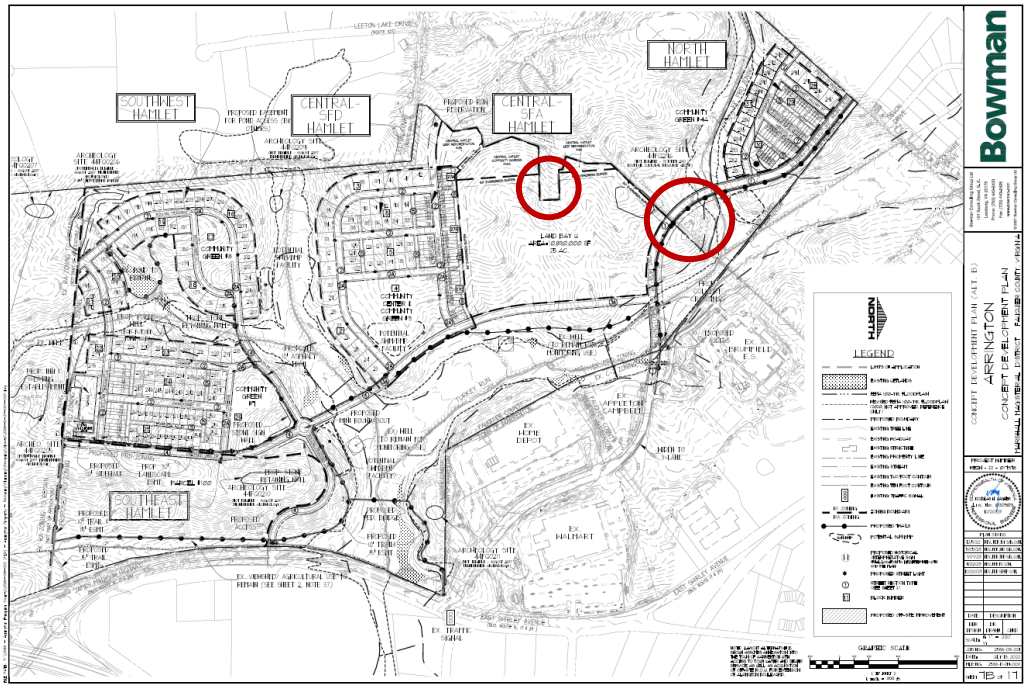


More closely, the parcels are:

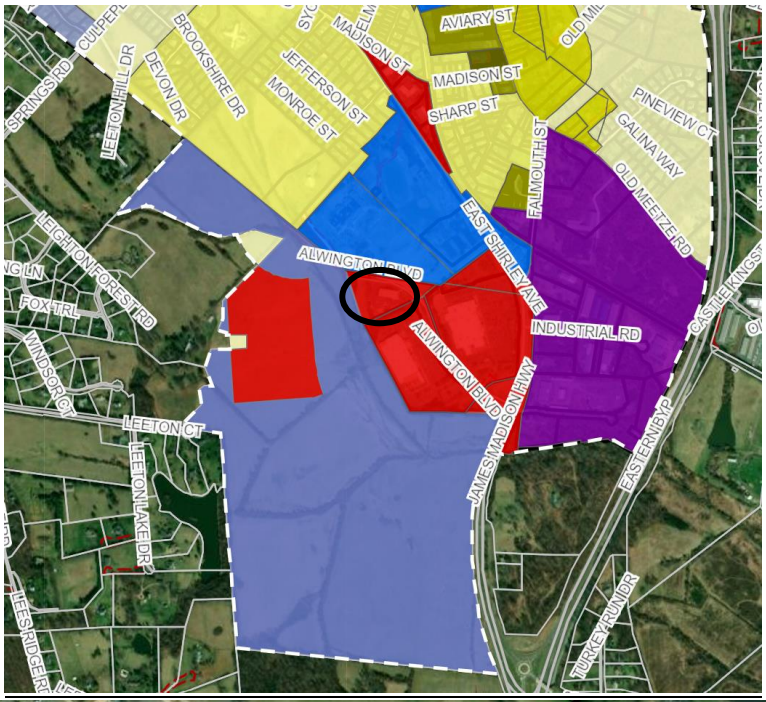
Owner: Van Metre
Zoning: R-15 (Residential)

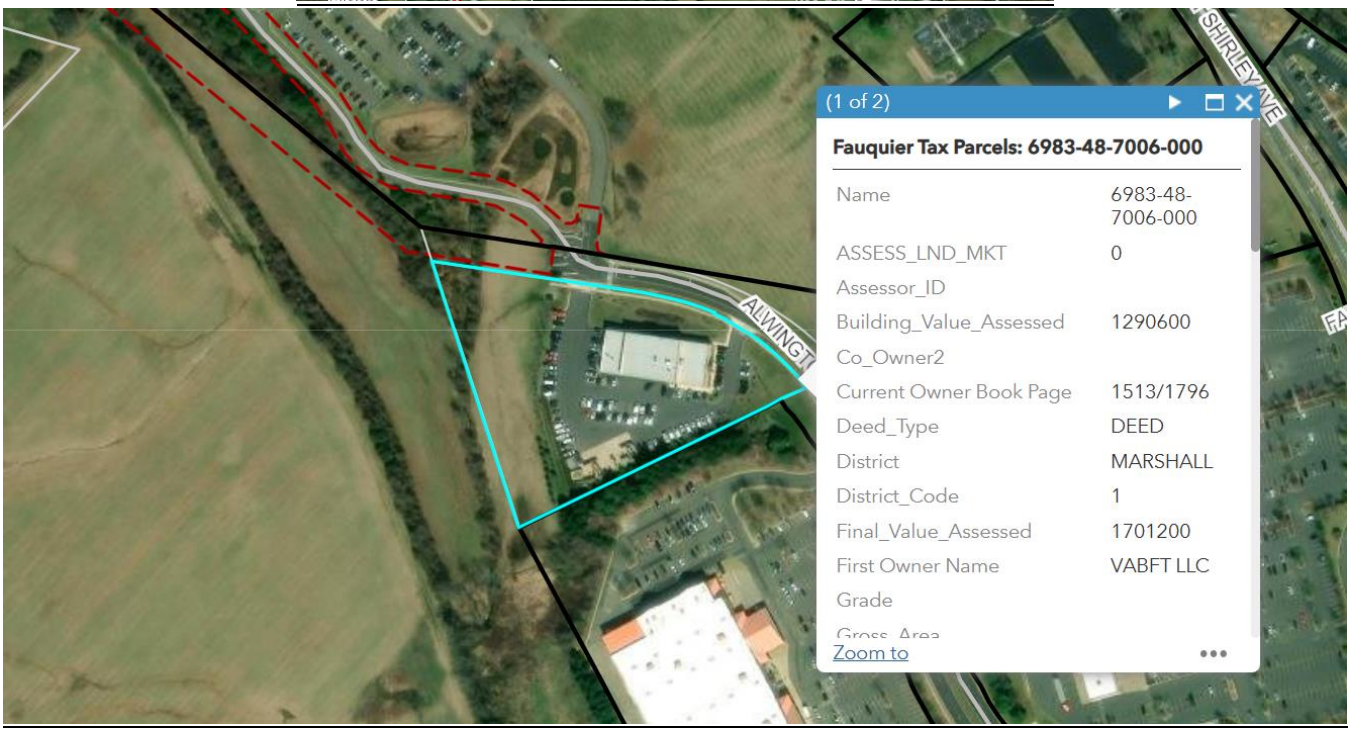


Approved Fauquier County Rezoning; Final Order Concept Development Plan Requirement:

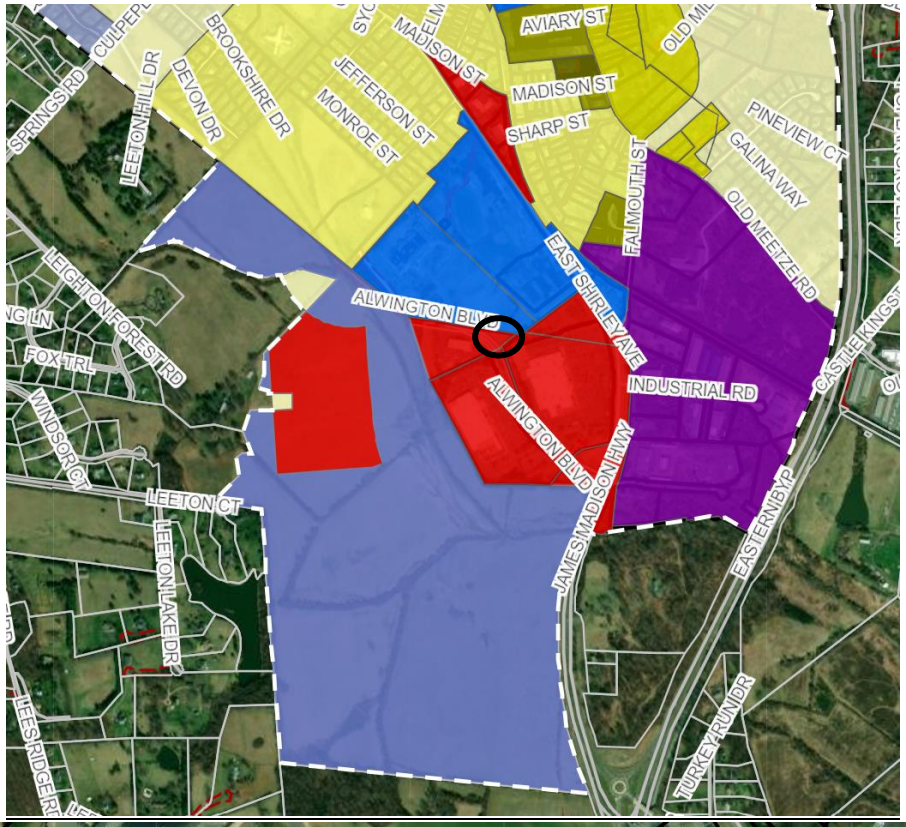


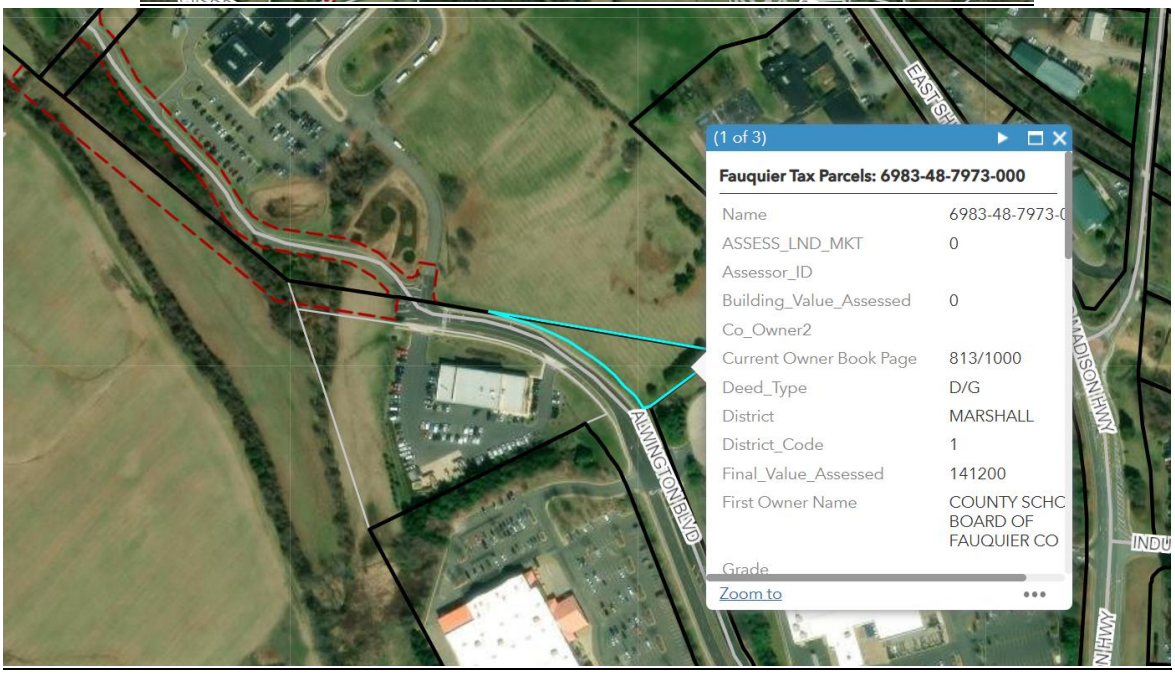
Owner: VABFT, LLC (Appleton Campbell Use)
Zoning: Commercial



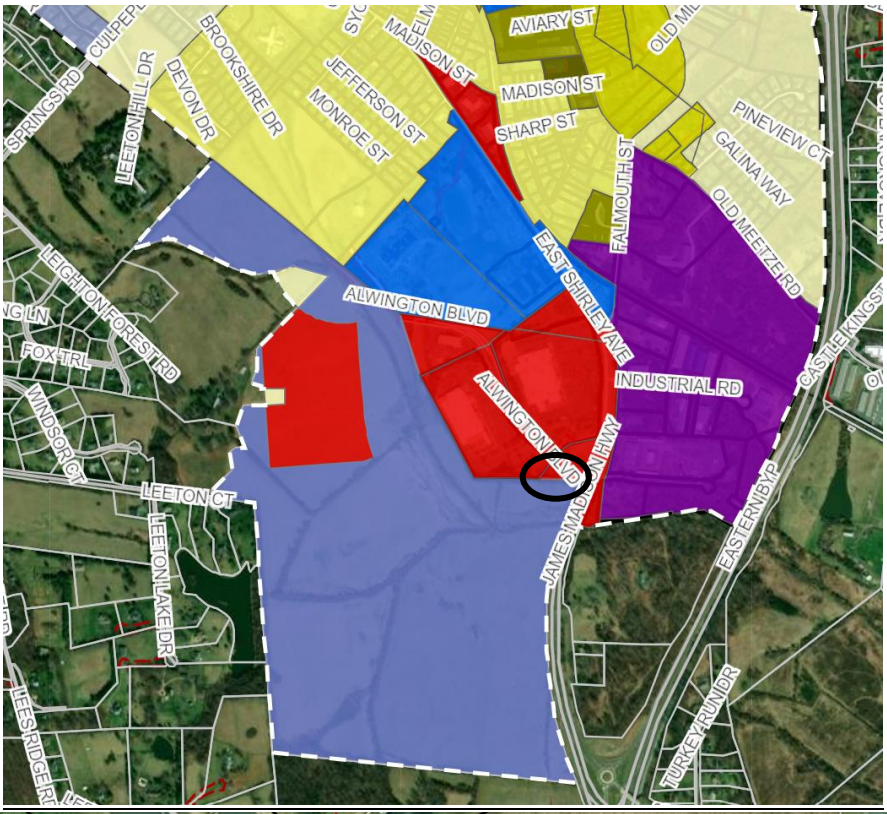


Owner: Fauquier County School Board
Zoning: Commercial



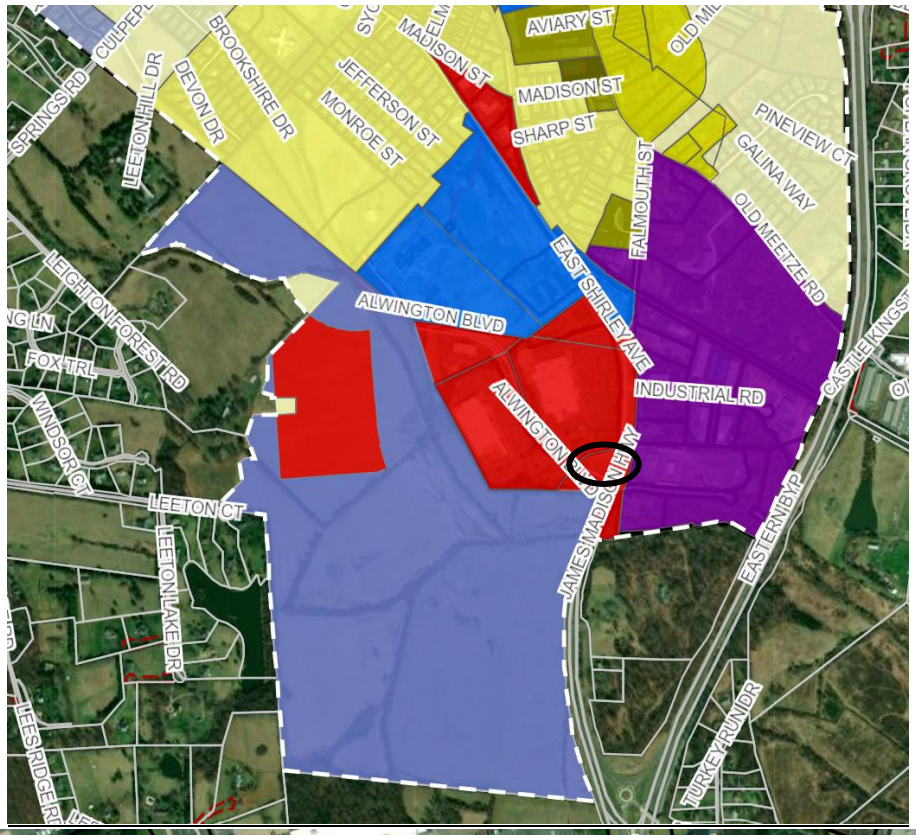


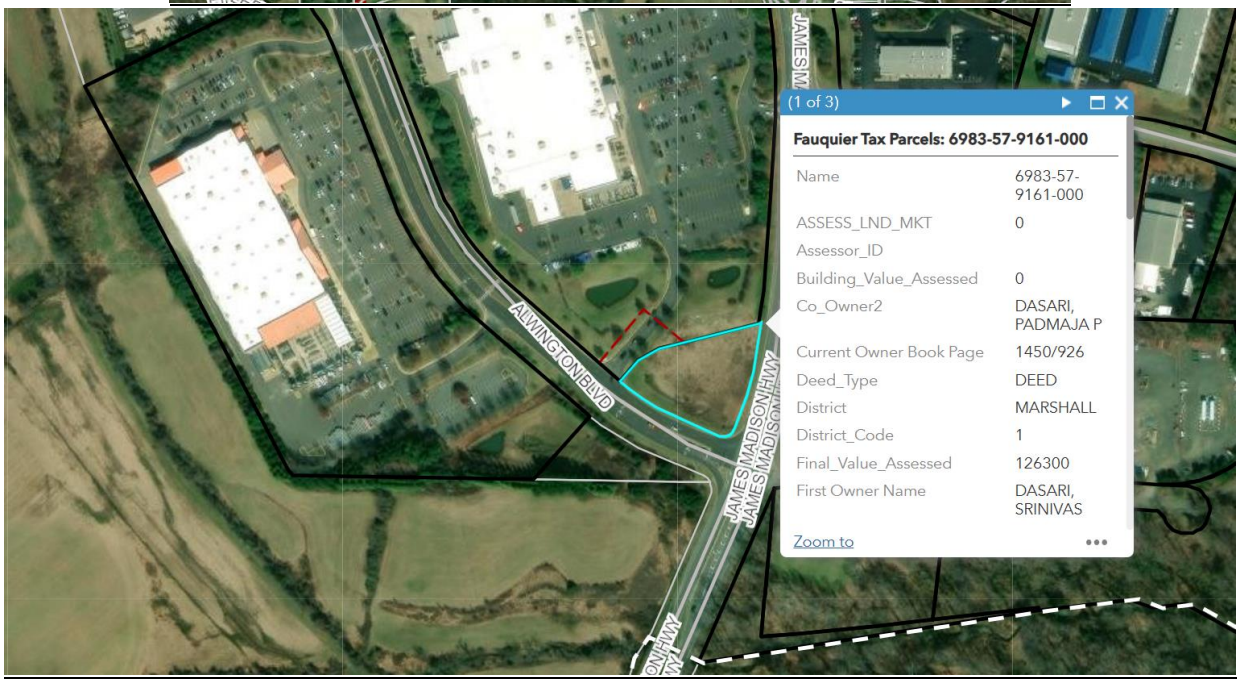
Owner: Home Depot Development of Maryland
Zoning: Commercial





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.

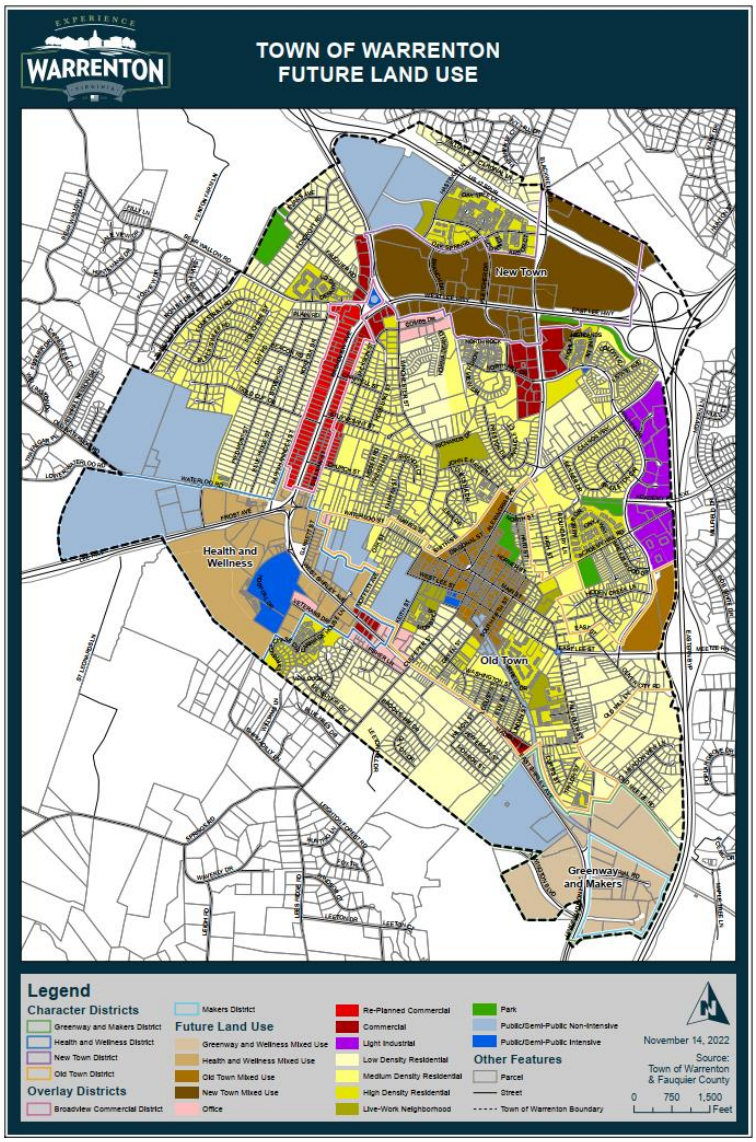
The 2018 adopted East Shirley UDA stated *"Future growth should promote this UDA as the southern gateway into the Town and maintain the critical linkages between education, civic uses and the surrounding neighborhoods, as well as the last remaining industrial uses located in the Town."*

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 May 12, 2026.

ATTACHMENTS

1. Final Order

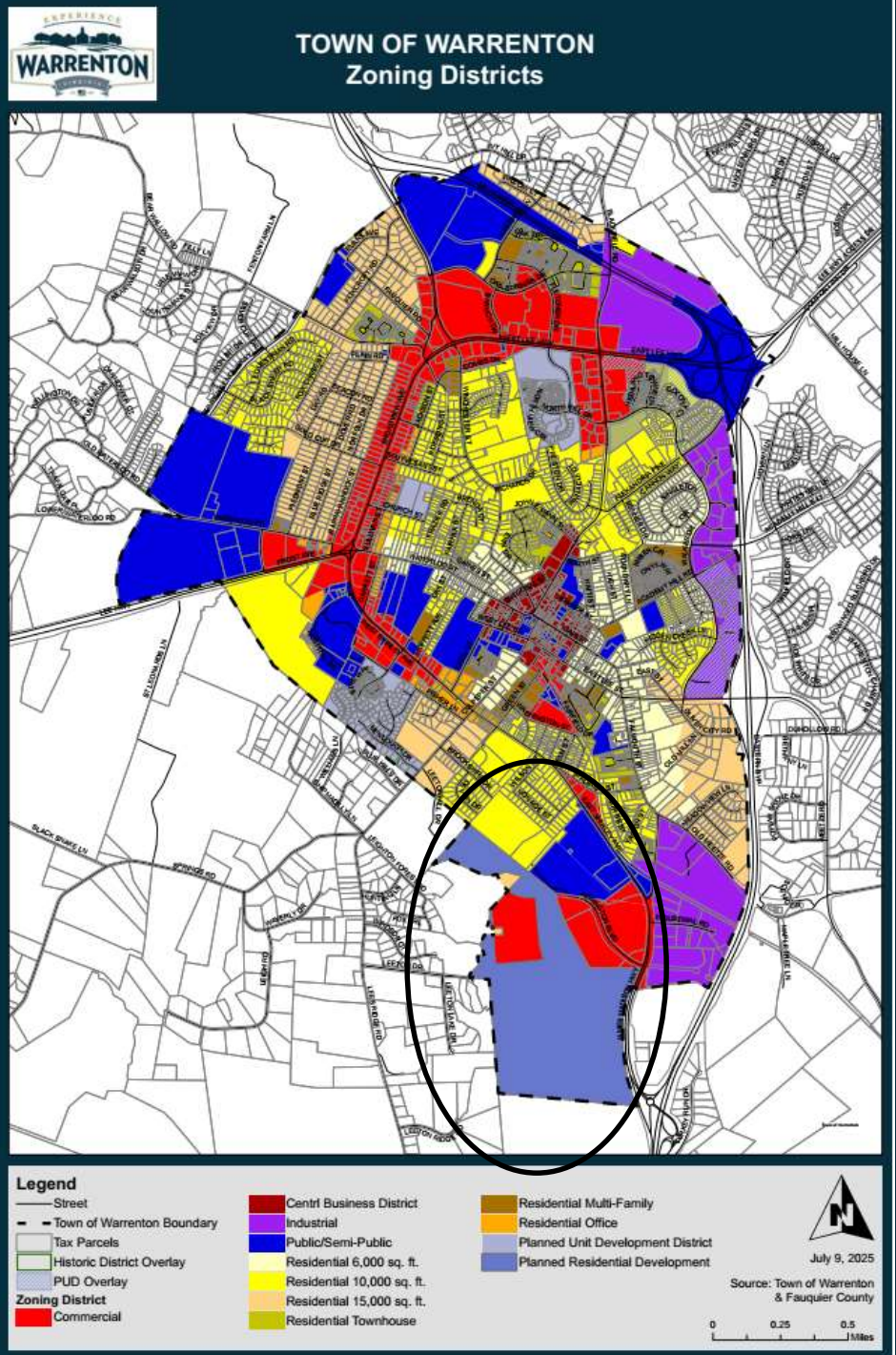
EXPERIENCE

WARRENTON

VIRGINIA

EST. 1810

Town Council Work Session
Annexation Zoning
April 14, 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

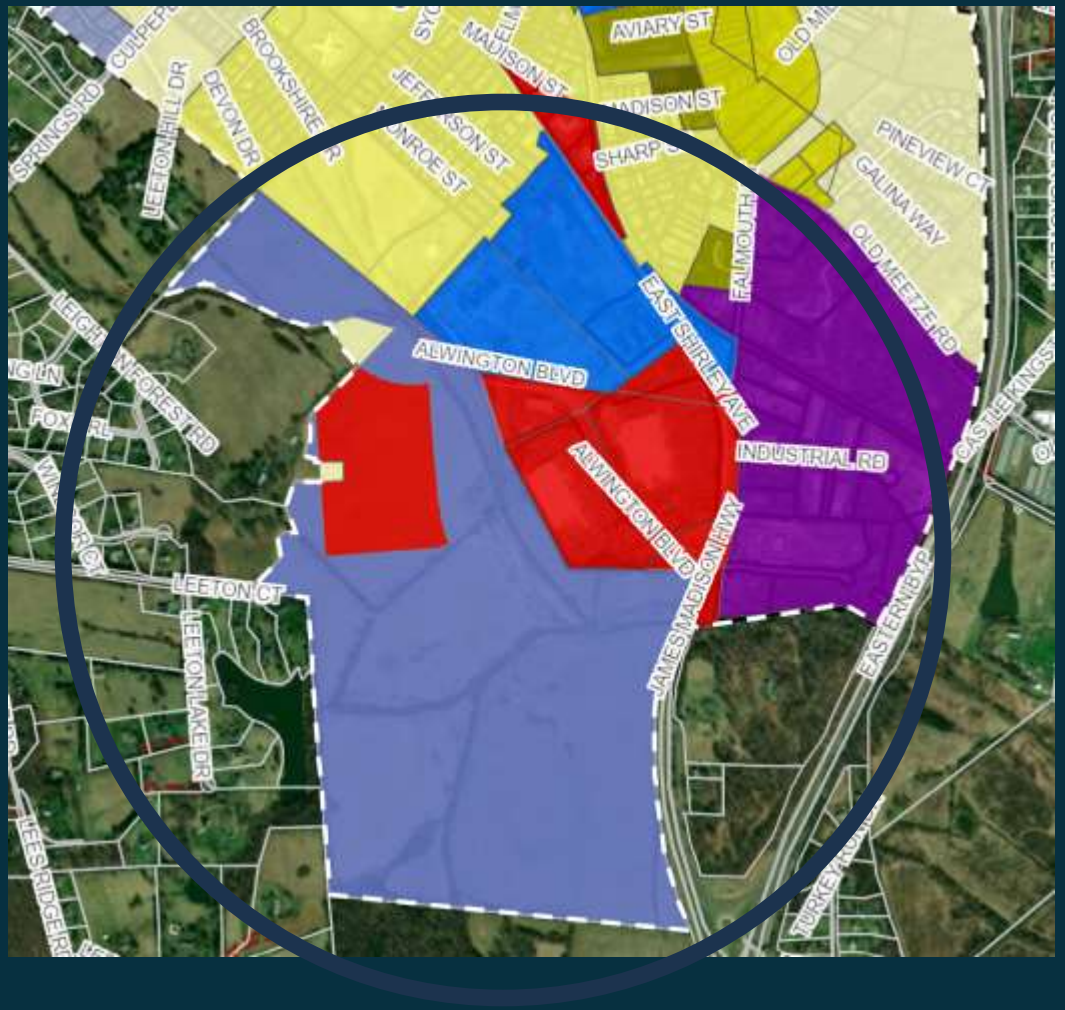
Specifies that the 234.08 acres subject to Fauquier County REZN-22-017978 shall be administered in a manner that is consistent and in substantial conformance with the Arrington Van Metre rezoning.

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

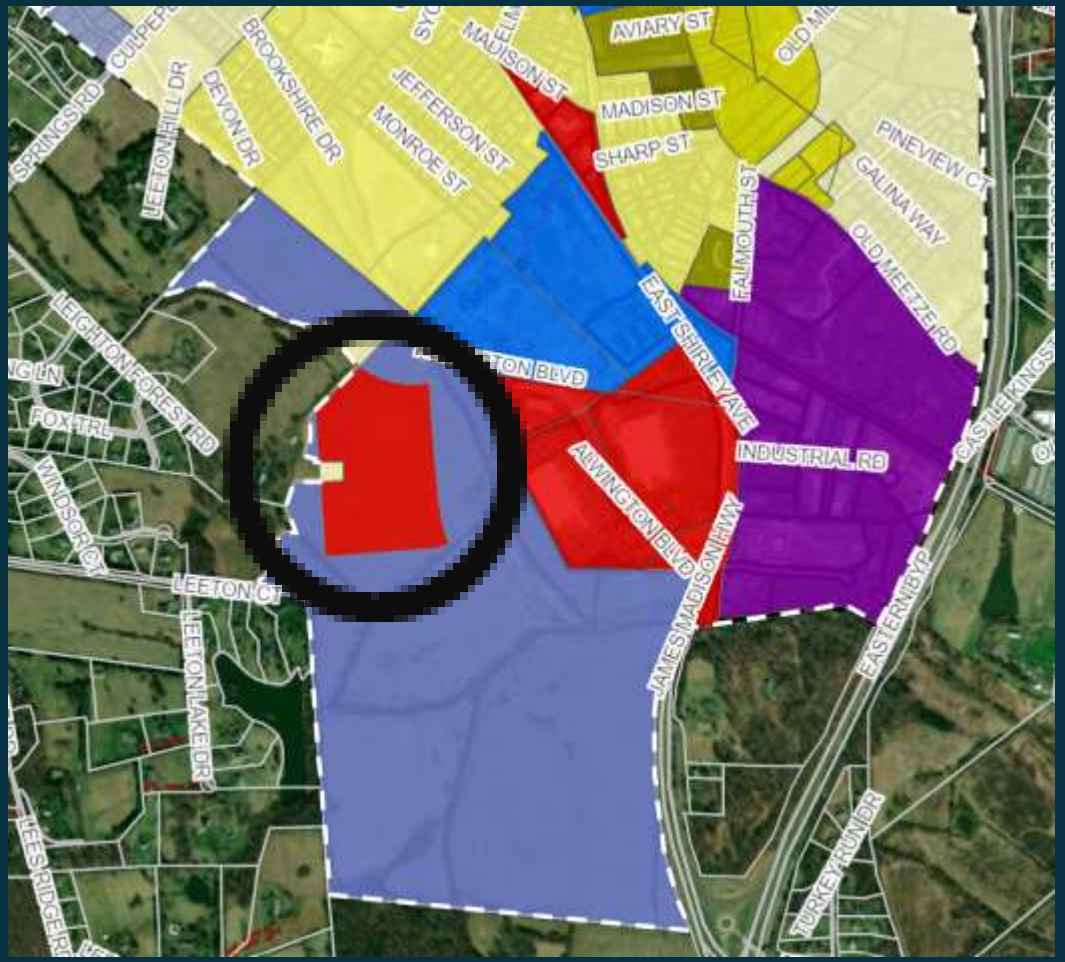
Specific Parcels

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

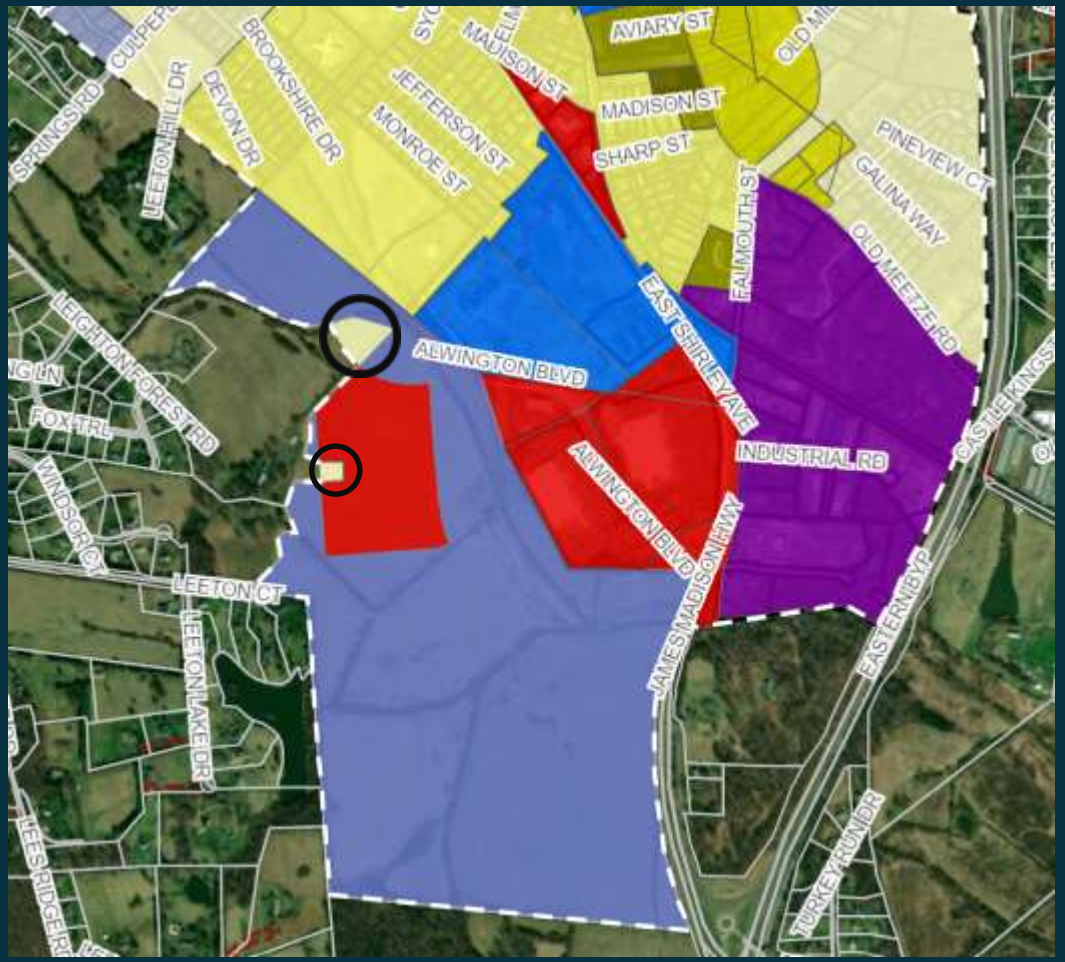


Specific Parcels

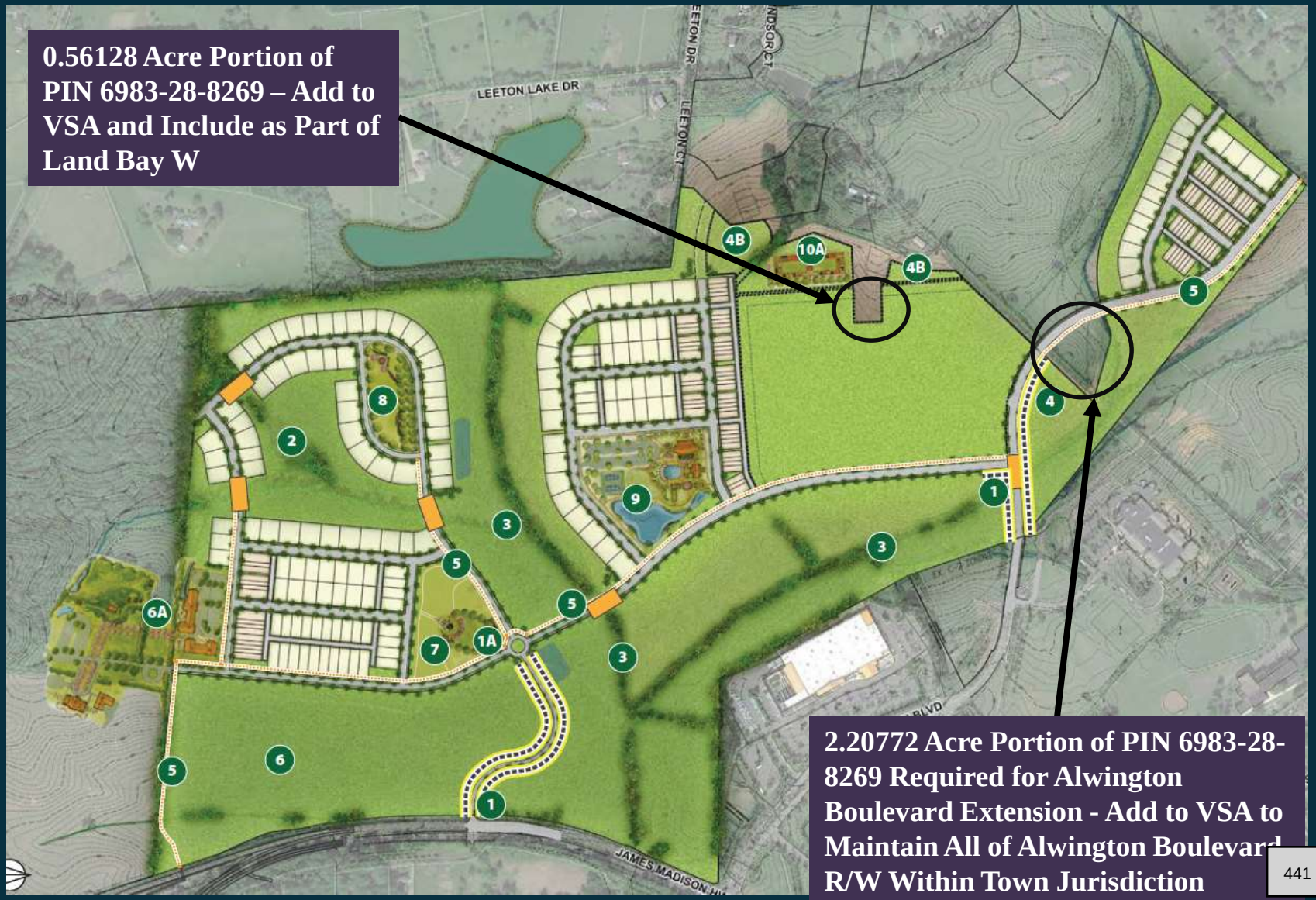
Light Tan

County Zoned more intense than 1 dwelling/ acre

Town Zoned R-15

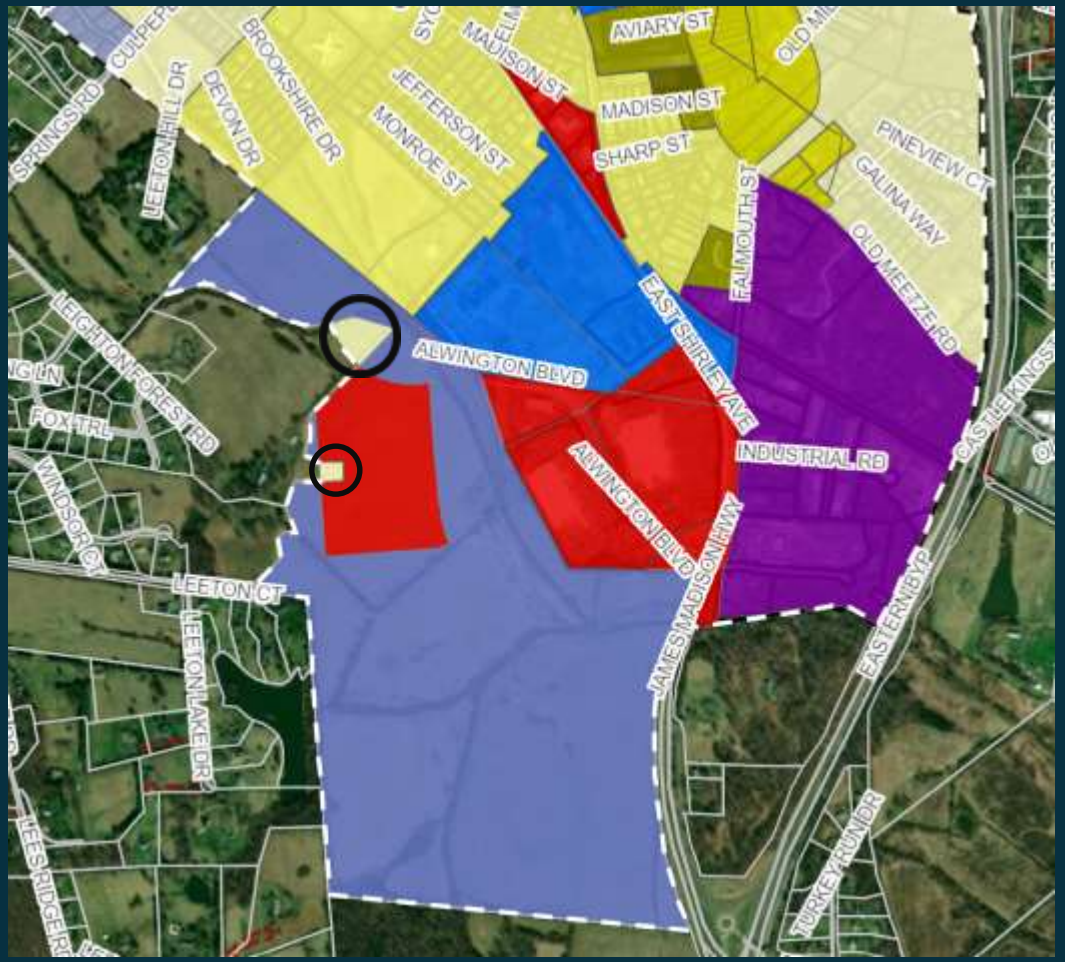


Specific Parcels



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.



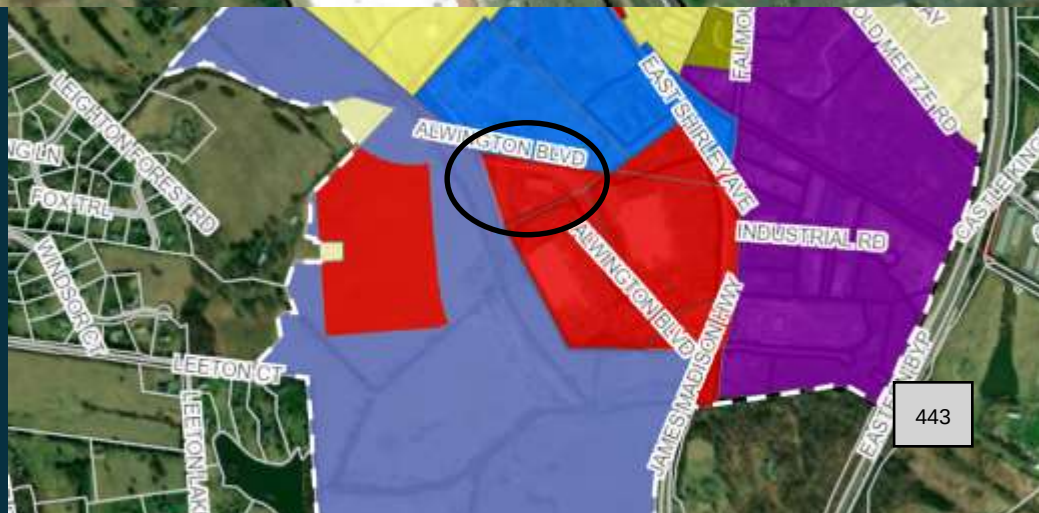
Specific Parcels

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

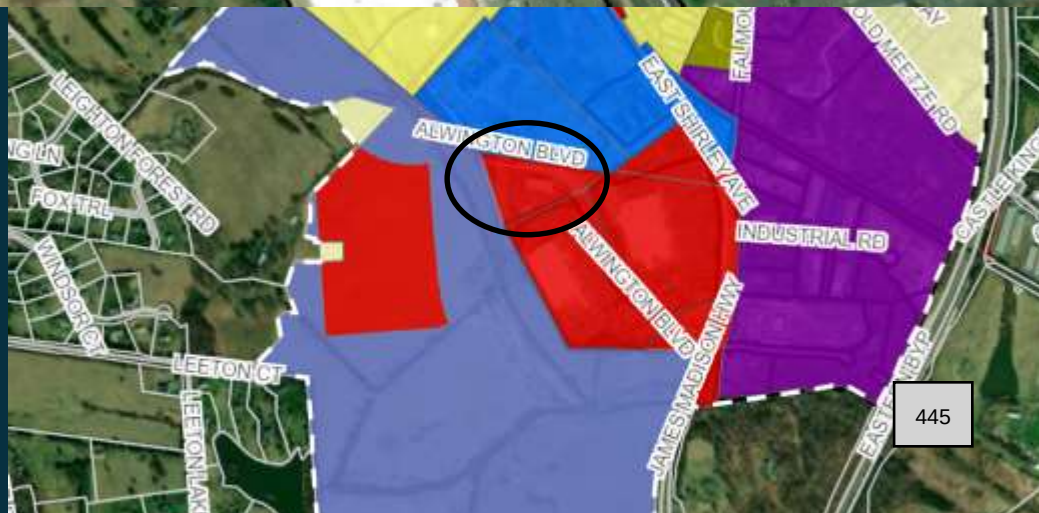




Specific Parcels

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

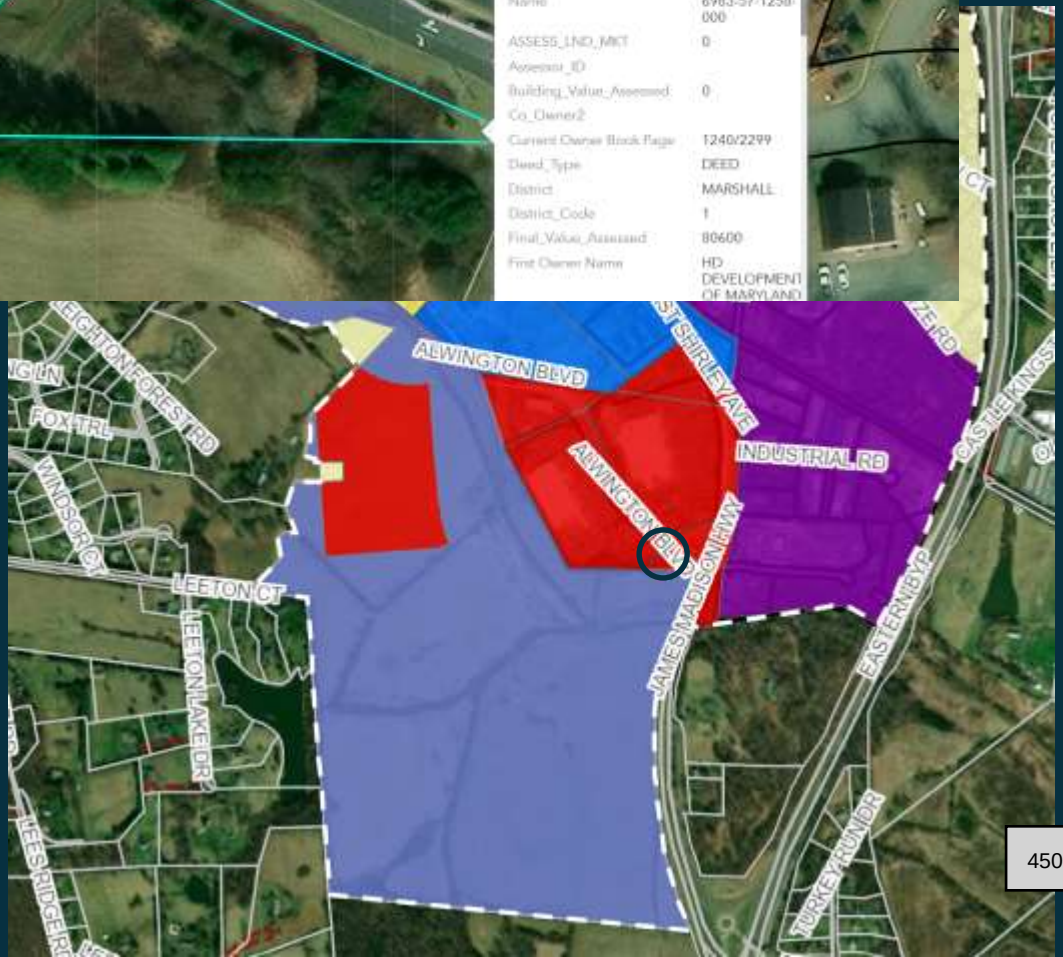
Fauquier County Public Schools expressed a preference for this portion to remain commercially zoned.





Specific Parcels





Red
Home Depot

County Zoned
Commercial

Town Zoned
Commercial

Specific Parcels

Red
Home Depot

County Zoned
Commercial

Town Zoned
Commercial

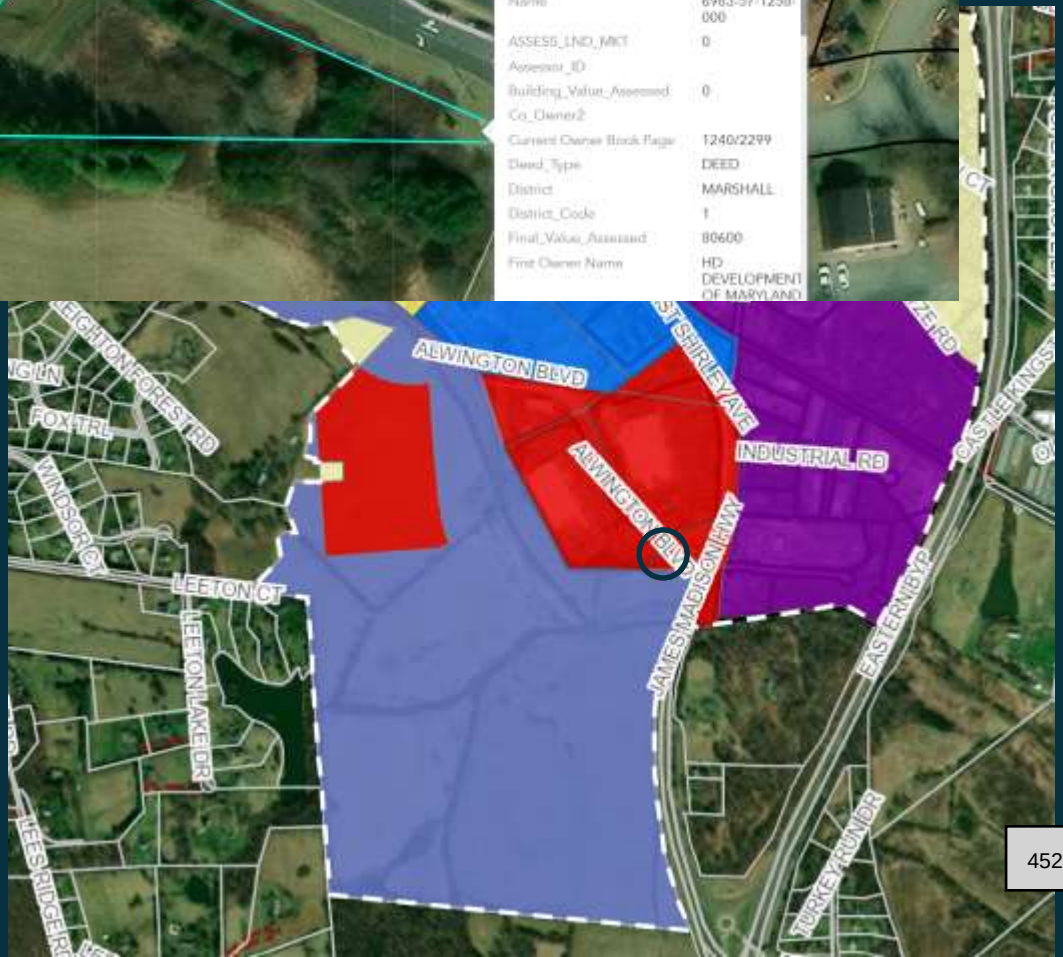




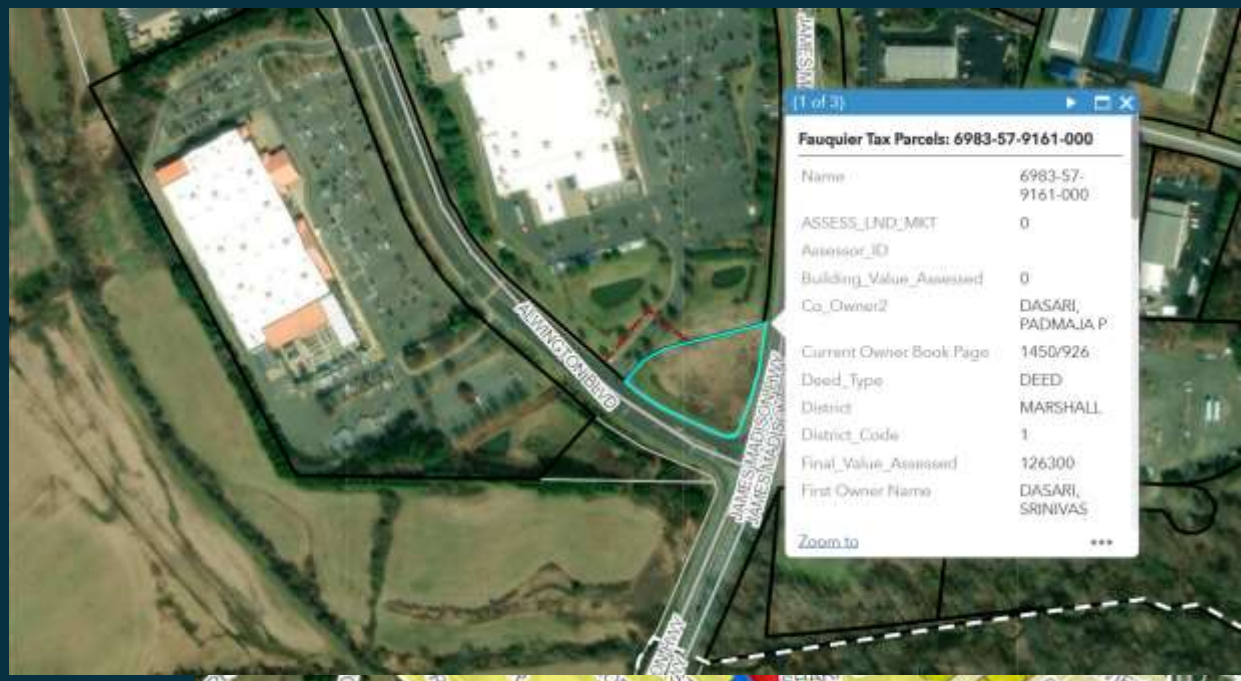
Specific Parcels



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



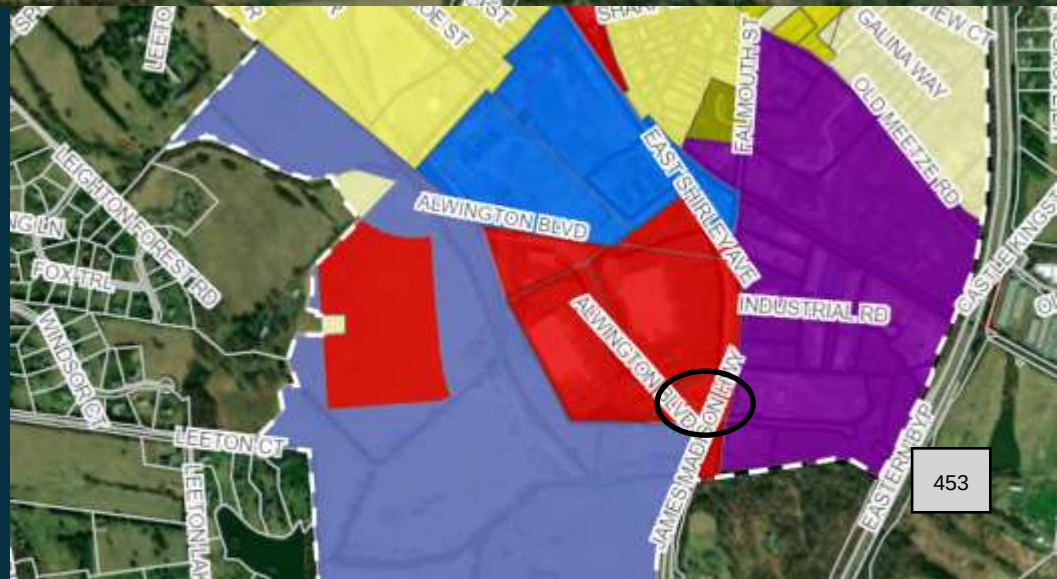
Specific Parcels



<u>Red</u>
Vacant lot

County Zoned
Commercial

Town Zoned
Commercial



Specific Parcels

Red
Vacant lot

County Zoned
Commercial

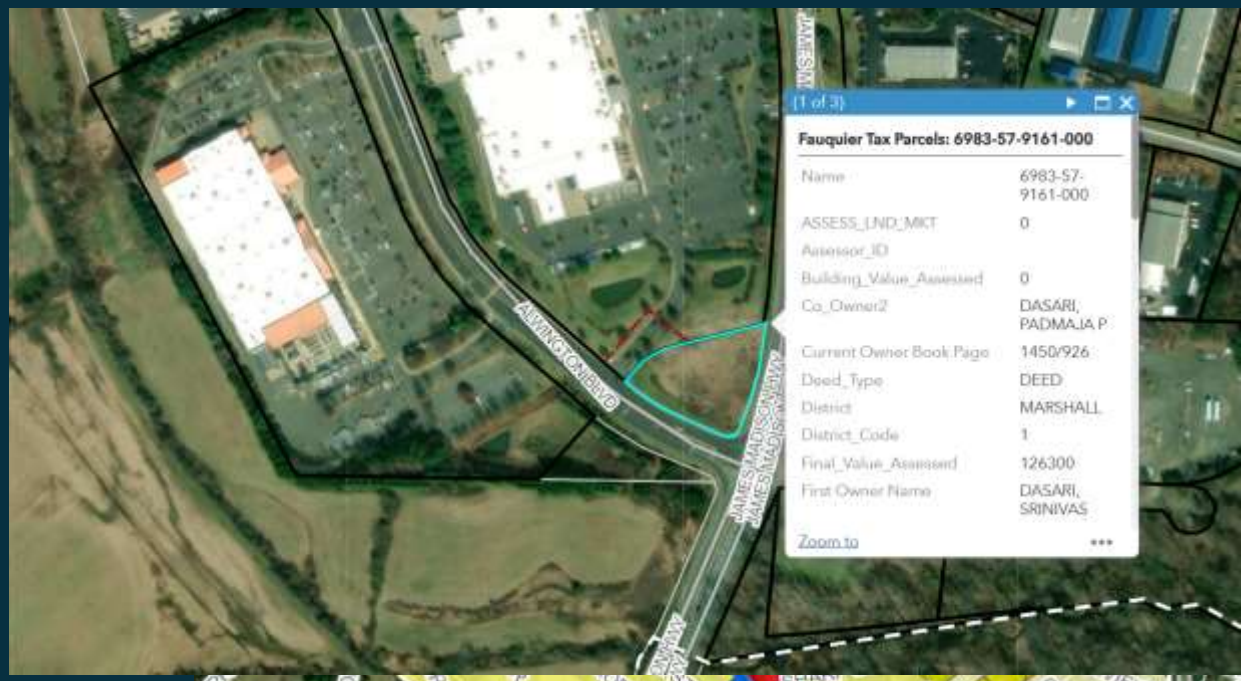
Town Zoned
Commercial

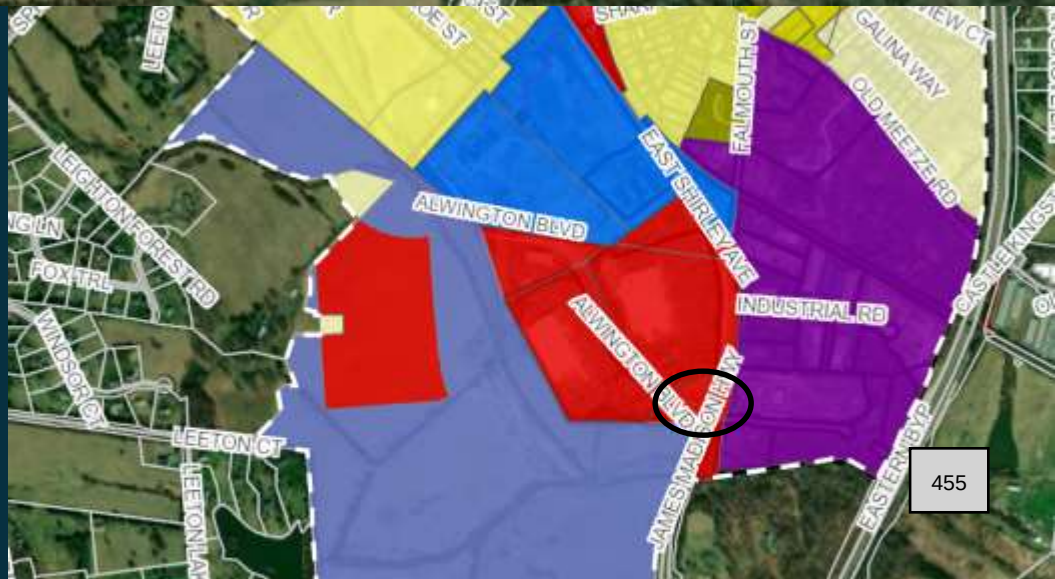




Specific Parcels

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:	April 14th, 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.

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
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Eric Gagnon, Ward 5
Paul Mooney, At Large
David McGuire, At Large

Council Meeting Date:	April 14th, 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.

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:	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 regular meeting on March 17, 2026.

Discussed first by Mr. Rob Walton as a public hearing item was the Zoning Map Update - Effective June 1, 2025 the Town of Warrenton increased its boundaries. The Zoning Ordinance Article 2-5.4 states the Planning Commission shall prepare and present recommended zoning classification to the Town Council within twelve (12) months of the effective date of the annexation or boundary line adjustment. Some parcels in this boundary line adjustment are subject to a court ordered zoning classification. The PC recommended approval of the proposed zoning classifications by a vote 3-0-1.

Mr. Walton discussed the initiation of a Zoning Ordinance Text Amendment 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. This Zoning Ordinance Text Amendment initiation will take place on April 14, 2026 during the next Town Council Regular Meeting. The Zoning Ordinance Text Amendment is anticipated to include Article 3 and possibly Articles 9 and 12.

Lastly, the Planning Commission reviewed and requested edits to their 2025 Annual Report (attached) which has since been finalized by Staff.

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
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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 14th, 2026.
Agenda Title:	Warrenton Commission on Open and Transparent Government Update
Requested Action:	Receive the information from the Commission
Department / Agency Lead:	Commission on Open and Transparent Government.
Staff Lead:	William Semple, Commission Chair, Vice Mayor.

EXECUTIVE SUMMARY

The Warrenton Commission on open and transparent Government met on March 5th, 2026. The Town Council had directed the Commission to return with information on how they intend to proceed with the Commission.

BACKGROUND

The Commission was originally established on January 14, 2025, to enhance public awareness of development applications and review specific projects, including the Amazon Web Services data center (SUP 22-03), the Warrenton Village project, and the Arrington Voluntary Settlement Agreement.
Operations were paused on November 12, 2025, following the resignation of the former Town Attorney, Mr. Chap Petersen.

At the February 10, 2026, Regular Town Council meeting, a motion initiated by Councilwoman O'Halloran and seconded by Mr. Francis was passed to officially reinstate the Commission.

DETAILS OF THE MOTION

The reactivation of the Commission includes several specific charges:

- **Reactivation:** Formally reinstating the body so members can resume meetings and conduct business.
- **Legal Collaboration:** Authorizing the Commission to work alongside the new Town Attorney and staff to re-establish the "rules of engagement".
- **New Resolution:** Charging the Commission with developing a reformed authorizing resolution for Town Council adoption in March 2026.
- **Funding:** Determining the allocation of the remaining funds following the resignation of the previous independent special counsel.

STAFF RECOMMENDATION

Receive the information from the Commission.

Service Level/Collaborative Impact

The Transparency Commission requires input and collaboration across multiple departments of the Town of Warrenton.

Policy Direction/Warrenton Plan 2040

Transparency is at the core of all aspects of Warrenton Plan 2040.

Fiscal Impact

The Commission is currently addressing the management of the remainder of previously allocated funds.

Legal Impact

The Commission is operating under the guidance of the Town Attorney.

ATTACHMENTS

1.
2.
3.

Motion for Convening a Closed Session

Council Meeting Date: April 14th, 2026.

18 Court Street Proposal, Legal Updates-CFFC FOIA Lawsuit, Cross Vs. Town of Warrenton, Amazon Data Services v. Town of Warrenton, Town of Warrenton V, Rababah, Mayor Nevill Resolution and potential Litigation Property Maintenance .

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].*

__x__ 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
__X__ disposition of publicly held real property
specifically involving __**18 Court Street, Warrenton Virginia, 20186**_____ *[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 ____ **Cross v. Town of Warrenton (Data Center Case) _Amazon Data Services Inc. V. Town of Warrenton, Town of Warrenton V. KHEDER RABABEH and) ALIA A. RABABEH,**_____
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, _The enforcement of **Town Code Chapter 4 Article 3 Building Maintenance, and Town Code Chapter 8, Refuse__Mr. Gagnon's Proposed Resolution**_____ *[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: April 14th, 2026

Stephen Clough, Town Recorder
_____.

Office of the Town Manager
Stephanie Miller

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:	Tuesday, April 14th, 2026
Agenda Title:	Parks & Recreation: Special Events
Requested Action:	Hold Public Hearing and Vote on proposed updates to the Special Event ordinance language
Department / Agency Lead:	Parks & Recreation
Staff Lead:	Lauren Kruck, Special Events & Recreation Program Coordinator

EXECUTIVE SUMMARY

The Special Events permit process is based on Town Ordinance Article VI., Use of Public Grounds, Sections 14-101 through 14-103. This ordinance was last updated in 2022, though the Special Event Fee Schedule was updated with the 2025 budget.

We are proposing a change to the Ordinance VI language to do the following:

1. **Approval date:** Extending the window by which Special Events can be approved, from 6 months to 12 months prior to the event date.
2. **Unpaid fees**: Allowing for the denial of an application if Special Event fees from a prior event are unpaid.

The change to the *Ordinance to Establish Business, Professional and Occupational License Tax Rates for the Tax Year Beginning on July 1, 2025 (Ordinance 2025-06),* regarding reducing the Itinerant Merchants License fees from $500 to $100, will be addressed withing the FY27 budget process.

BACKGROUND

In the January Town Council work session, we reviewed the Special Event permit process. The Town Council showed approval to take action on extending the permit approval window, denying organizers with past unpaid event fees, and lowering the Itinerant Merchant's License fee. These adjustments were reviewed in the March work session. In this council session, a vote is requested to finalize the updates to the ordinance. The Itinerants Merchants License fee adjustment will be addressed within the upcoming budget process.

Approval Date

For large events, the ordinance-mandated maximum of 6-months prior approval does not provide the applicant with enough time to organize this event. The following language updates to Article VI., Use of Public Grounds, Section 14-103 (m) is proposed:

Old language: No permit shall be granted for any event beginning more than **six** months after the date of the application.
New language: No permit shall be granted for any event beginning more than **twelve** months after the date of the application.

The remainder of the ordinance, addressing how staff will handle multiple or simultaneous applications for the same forum, will remain unchanged.

Unpaid Fees

While the majority of event organizers pay Special Event fees promptly, there is no enforcement angle for this on the rare occasions when these fees go unpaid. Therefore, the following language adjustment to Article VI., Use of Public Grounds, Section 14-103 (l) is proposed:

Old language: The applicant is responsible for any and all damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, then he or she shall pay the Town for the reasonable cost of assisting the applicant in developing any public safety plan for that event as well as any reasonable overtime or third party cost incurred by the town in relation to the event. *[end of section l]*

New language: The applicant is responsible for any and all damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, then he or she shall pay the Town for the reasonable cost of assisting the applicant in developing any public safety plan for that event as well as any reasonable overtime or third party cost incurred by the town in relation to the event. **If the applicant has held an event in the Town previously and not paid the associated Special Event fees, no permit shall be granted to this applicant until these fees are paid.**

STAFF RECOMMENDATION

Staff recommends that Town Council votes to update the ordinance and license tax rates in the following ways:

1. Update the Special Events ordinance to allow for Special Event permit approval 12 months prior to the event date, rather than 6, with the new language listed above.
2. Update the Special Events ordinance to allow the committee to deny the permit for an event if past Special Event fees are unpaid, with the new language listed above.

Service Level/Collaborative Impact

1. Extending the window for event approval should not have a service level impact.
2. Denying a Special Event application if previous fees are unpaid should not have a service level impact.

Policy Direction/Warrenton Plan 2040

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-3.2: Market to creative arts and entrepreneurial businesses to locate within appropriate Character Districts.

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.

CF-1.5: Encourage the use of community facilities and grounds for community events and public functions.

New Overlay District guidelines: 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.

L-2.9: (Old Town Character District): 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.

Fiscal Impact

1. Extending the allowable window between granting a Special Event permit and the event date should not have a fiscal impact.
2. Requiring all previous Special Event fees be paid before an applicant can receive a new Special Event permit should encourage compliance and positively impact revenue collection.

Legal Impact

Legal has reviewed and approved the updated ordinance language.

ATTACHMENTS

1. Special Event/Public Gathering Ordinance

April 14th, 2026
Town Council
Regular Meeting
Ord. No. 2026-03

ORDINANCE 2026-03
AN ORDINANCE TO AMEND CHAPTER 14, ARTICLE VI, SECTION 14-103 OF THE CODE OF THE TOWN OF WARRENTON REGARDING SPECIAL EVENT PERMIT REQUIREMENTS

WHEREAS, the Town of Warrenton regulates the use of its public streets, sidewalks, and parks to protect public safety, preserve property rights, and ensure these spaces are available for their intended purposes; and

WHEREAS, the Special Events permit process is governed by Town Code Chapter 14, Article VI, which was last updated in 2022; and

WHEREAS, the Town Council reviewed the Special Event permit process during its January work session and identified a need to extend the permit approval window from six to twelve months to provide applicants with adequate planning time for large events; and

WHEREAS, the Town Council also identified a need to establish an enforcement mechanism to deny new Special Event permits to organizers who have not paid fees associated with their prior events; and

WHEREAS, these proposed ordinance adjustments were further reviewed by the Town Council during its March work session and have been reviewed by legal counsel; and

WHEREAS, a duly advertised public hearing was held on April 14, 2026, to receive public comment on the proposed amendments; and

NOW, THEREFORE, BE IT ORDAINED by the Council of the Town of Warrenton, Virginia, that Chapter 14, Article VI, Section 14-103 of the Code of the Town of Warrenton is hereby amended as follows:

Sec. 14-103. Permit Requirement.
(...)
(l) Financial responsibility. The applicant is responsible for any damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, the applicant shall pay the Town for (i) the reasonable cost of assisting in developing any public safety plan for that event and (ii) any reasonable overtime or third-party costs incurred by the Town in relation to the event. If the applicant has previously held a special event in the Town and not paid all Special Event fees associated with that prior event, no new permit shall be granted to the applicant until all such fees have been paid.

(m) Date of application; overlapping applications. No permit shall be granted for any event beginning more than twelve months after the date of application. If two or more applications are made for overlapping areas and times, and the nature of the events or projects does not reasonably allow multiple occupancy of that particular area, then the one received first will be honored and the Town will suggest alternative times and/or locations for the later one. All applications received on the same day will be considered simultaneous. An application for renewal will be considered simultaneous with a new application for the same or overlapping area and time. If there are two or more simultaneous applications for overlapping areas and times, then the Town will contact the applicants and attempt to accommodate all applicants' needs by

agreement. If agreement cannot be reached, the permit for the overlapped area and time shall be awarded by lot.
(...)

EFFECTIVE DATE: This ordinance shall become effective upon adoption.

ATTACHMENT: Language changes to the Town Code.

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

ATTEST: _____
Town Recorder

Office of the Town Manager
Stephanie Miller

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:	Tuesday, March 10th, 2025
Agenda Title:	Parks & Recreation: Special Events
Requested Action:	Signal approval for proposed updates to the ordinance language before April's public hearing
Department / Agency Lead:	Parks & Recreation
Staff Lead:	Lauren Kruck, Special Events & Recreation Program Coordinator

EXECUTIVE SUMMARY

The Special Events permit process is based on Town Ordinance Article VI., Use of Public Grounds, Sections 14-101 through 14-103. This ordinance was last updated in 2022, though the Special Event Fee Schedule was updated with the 2025 budget.

We are proposing a change to the Ordinance VI language to do the following:

1. **Approval date:** Extending the window by which Special Events can be approved, from 6 months to 12 months prior to the event date.
2. **Unpaid fees**: Allowing for the denial of an application if Special Event fees from a prior event are unpaid.

Alongside a change to the Ordinance to Establish Business, Professional and Occupational License Tax Rates for the Tax Year Beginning on July 1, 2025 (Ordinance 2025-06):

3. **Itinerant Merchant fees:** Reducing the fee for Itinerant Merchants Licenses from $500 to $100.

No ordinance changes are proposed for Main Street or Personal Events at this time.

BACKGROUND

In the January Town Council work session, we reviewed the Special Event permit process. The Town Council showed approval to take action on extending the permit approval window, denying organizers with past unpaid event fees, and lowering the Itinerant Merchant's License fee. This month, we will review new language to get council's input before the public hearing in April.

Approval Date

For large events, the ordinance-mandated maximum of 6-months prior approval does not provide the applicant with enough time to organize this event. The following language updates to Article VI., Use of Public Grounds, Section 14-103 (m) is proposed:

Old language: No permit shall be granted for any event beginning more than **six** months after the date of the application.

New language: No permit shall be granted for any event beginning more than **twelve** months after the date of the application.

The remainder of the ordinance, addressing how staff will handle multiple or simultaneous applications for the same forum, will remain unchanged.

Unpaid Fees

While the majority of event organizers pay Special Event fees promptly, there is no enforcement angle for this on the rare occasions when these fees go unpaid. Therefore, the following language adjustment to Article VI., Use of Public Grounds, Section 14-103 (l) is proposed:

Old language: The applicant is responsible for any and all damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, then he or she shall pay the Town for the reasonable cost of assisting the applicant in developing any public safety plan for that event as well as any reasonable overtime or third party cost incurred by the town in relation to the event. *[end of section l]*

New language: The applicant is responsible for any and all damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, then he or she shall pay the Town for the reasonable cost of assisting the applicant in developing any public safety plan for that event as well as any reasonable overtime or third party cost incurred by the town in relation to the event. **If the applicant has held an event in the Town previously and not paid the associated Special Event fees, no permit shall be granted to this applicant until these fees are paid.**

Itinerant Merchant's License Fee

The Itinerants Merchants License fee is renewed every year as part of the Business, Professional, and Occupational License Tax Rates. In the January work session, council indicated its approval to reduce this fee from $500 to $100 in order to align more closely with neighboring municipalities and encourage more vendors to take advantage of this license.

It is proposed that the Ordinance to Establish Business, Professional and Occupational License Tax Rates for the Tax Year Beginning on July 1, 2025 (Ordinance 2025-06) be edited to read:

Old language: "Itinerant Merchants **$500.00** per year"
New language: "Itinerant Merchants **$100.00** per year"

The other rates and fees listed on the Ordinance are to remain unchanged.

Personal Events on Public Streets- update

After reaching out to Special Event coordinators from a variety of municipalities both in Virginia & across the U.S., no ordinances could be found addressing the issue of "personal events on public streets," specifically. However, in the future the Special Events committee can apply the existing Grounds for Denial number (4) in our current ordinance: "The application is for an area in excess of the reasonable needs of the applicant given the number of people expected at the event. In cases covered under this provision, the town shall

issue a permit for such area as is needed for the size of the applicant's planned event." Though no one can guarantee the size of an event that is open to the public, we could apply this ordinance to withhold Main Street only for events with a very large expected attendance.

Indeed, in order to maintain safe flow of traffic, when Main Street is closed it must be closed to 3rd or 5th street, rather than a smaller segment. The amount of space generated by this closure is quite large, and would most aptly fit a very large event of multiple thousands of people. Therefore, the Grounds for Denial number (4) listed above could be used to deny any future "personal events" that request this space, unless they expect an exceptional number of attendees.

We will continue to recommend park space and alternative forums for smaller events that do not meet the reasonable sizing criteria of Main Street.

STAFF RECOMMENDATION

Staff recommends the following actions and updates to the ordinance:

1. Update ordinance to allow for Special Event permit approval 12 months prior to the event date, rather than 6, with the new language listed above.
2. Update ordinance to allow the committee to deny the permit for an event if past Special Event fees are unpaid, with the new language listed above.
3. Update the fee for the Itinerant Merchant's License from $500 to $100, with the new language listed above.

If the new text gets preliminary approval by council, it will be advertised and voted on at a public hearing at the April council meeting.

Service Level/Collaborative Impact

1. Extending the window for event approval should not have a service level impact.
2. Denying a Special Event application if previous fees are unpaid should not have a service level impact.
3. Reducing the fee for Itinerant Merchants Licenses should increase the number of applications for this license. This will create paperwork for the Tax Administrator but will likely be a fiscal net positive, along with creating public safety as these food trucks will be operating within our regulations with fire marshal and VDH inspections.

Policy Direction/Warrenton Plan 2040

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-3.2: Market to creative arts and entrepreneurial businesses to locate within appropriate Character Districts.

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.

CF-1.5: Encourage the use of community facilities and grounds for community events and public functions.

New Overlay District guidelines: 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.

L-2.9: (Old Town Character District): 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.

Fiscal Impact

1. Extending the allowable window between granting a Special Event permit and the event date should not have a fiscal impact.
2. Requiring all previous Special Event fees be paid before an applicant can receive a new Special Event permit should encourage compliance and positively impact revenue collection.
3. Reduced Itinerant Merchants fees should result in higher revenue, as many more food trucks would like to obtain this license but are put off by the exorbitantly high current fee.

Legal Impact

No legal challenges identified.

ATTACHMENTS

1. Special Event/Public Gathering Ordinance
2. Business, Professional, and Occupational License Tax Rates ordinance 2025-06

Draft proposed new ordinance in Chapter 14, Streets and Sidewalks, as a new Article VI., Use of Public Grounds, consisting of Sections 14-101 through 14-103.

Sec. 14-101. Purposes.

The purposes of this Article VI are: Protecting the right of the people to peaceably assemble, protecting the right of the people to freedom of speech, protecting the right of the people to petition the government for a redress of grievances, protecting public safety, preserving property rights, protecting the peace and tranquility of residential property, making sure that streets, sidewalks, parks and other public places are available for their intended purposes, coordinating multiple uses of space, assuring financial accountability for damage to public facilities, and protecting the operation of government. In any application of this section to expressive behavior, the intent of this section is to be consistent with constitutional guarantees of free expression, freedom of assembly, and the right to petition by providing reasonable, content-neutral and narrowly tailored time, place and manner restrictions that serve the purposes of this Article, while preserving ample and adequate alternative channels of communication.

Sec. 14-102. Definitions.

(a) *Definitions.* For purposes of this section, the following terms have the meanings given below:

"Event" means an occurrence at a given location for some defined period of time, and includes but is not limited to a parade, sidewalk gathering, street closure, and a park gathering.

"Non-forum" means a town-owned facility or area not suitable for public assembly for safety reasons, including but not limited to any town office, town storage or utility facility, or similar location. Persons present in non-forums without authority are trespassing.

"Organized public gathering" means any gathering of persons, with or without vehicles, in or on public areas or facilities for any activity as a group, and includes but is not limited to a parade, sidewalk gathering, street closure, or park gathering.

"Parade" means a procession, with or without vehicles, requiring the closure of town streets to normal traffic in order to protect safety.

"Park gathering" means a planned gathering of more than 200 persons in a public park.

"Political Speech" means interactive communication involving political conduct and words that are intended to directly rally public support for a particular issue, position, or candidate.

"Public areas or facilities" means public grounds, places and streets owned by or within the town limits of the Town.

"Sidewalk gathering" means a planned gathering of 15 or more persons standing on or moving along Town right-of-way, using the sidewalk where one is provided, and attracting the attention of the public.

"Spontaneous gathering" means an unplanned or unannounced coming together of persons, with or without vehicles, consisting of a parade, sidewalk gathering, or other gathering which may occur in response to unforeseen circumstances or events of immediate and obvious importance that allows no opportunity for obtaining a permit under this section.

"Street closing" means the temporary closing of a portion of a Town street to vehicular traffic.

"Town," for purposes of implementing this section, means the Town Manager or an officer or employee of the Town of Warrenton designated by the Town Manager.

"Traditional public forum" means a town-owned area which by long tradition is open to the expression of views, and includes public parks, Town streets and public sidewalks.

Sec. 14-103. Permit Requirement.

(a) *General Requirement.* Unless otherwise specifically provided by this section or other law, no organized public gathering, shall be conducted, allowed or maintained on or within public areas or facilities without first obtaining a permit therefor from the Town.

(b) *Application.* Except as provided in subsection (k) of this Section, an application for a permit and application fee shall be filed with the Town at least 5 business days in advance for a sidewalk gathering of between 15 and 200 persons and at least fourteen business days in advance for a parade, street closing, park gathering, or sidewalk gathering of more than 200 persons. No application fee is due for events with the primary purpose of political speech. The application for a Special Event permit shall include a public safety plan if required by subsection (d) of this section. If a park gathering also uses park facilities available for rental or seeks changes to the general rules set out in subsection (h) of this section, then the organizer must also, pay all applicable fees to the Town, and enter into a park use contract. The application will set forth:

(1) The name of the applicant and the names of the persons who will be in charge of the event, at least one of whom will be present at all times during the event;

(2) The date, time, duration, nature and place or route of the proposed event;

(3) An estimate of the number of persons expected to attend over the course of the event and the maximum expected at any one time; and

(4) A statement or description of equipment and facilities to be used.

(c) *Issuance; grounds for denial.* The Town shall, by the end of the business day following the business day the application is received, and subject to the provisions of this section, issue a permit on proper application unless grounds exist under this subsection to deny the permit. If the permit is denied, the Town will inform the applicant of the reason for denial and of the applicant's appeal rights granted by subsection (n) of this section. A permit may be denied only if one or more of the following grounds exist:

(1) A Town-sponsored event or a repair or construction project is scheduled for that time and place, or a prior application for a permit for the same time and place or

overlapping times and places has been made that has been or will be granted, and the nature of the events or projects does not reasonably allow multiple occupancy of that particular area. In such cases, the Town shall offer an alternative space or time, taking care to separate groups whose proximity might create a breach of the peace, or allot the space as the applicants may agree;

(2) It reasonably appears that the event will present an unreasonable danger to the public health or safety;

(3) The event is of such nature or duration that it cannot reasonably be accommodated in the particular location applied for, because (i) it is a non-forum, or (ii) an unreasonable risk of damage to public areas or facilities, or (iii) an unreasonable risk of interference with planned Town activities, or (iv) the area proposed is too small for the number of persons expected. In such cases, the Town shall suggest an alternative location, if one exists, that would not pose such unreasonable risks;

(4) The application is for an area in excess of the reasonable needs of the applicant given the number of people expected at the event. In cases covered under this provision, the Town shall issue a permit for such area as is needed for the size of the applicant's planned event;

(5) The applicant has failed to pay any costs owed to the Town under subsection (l) of this section;

(6) A public safety plan is required by subsection (d) of this section and has not been submitted or the public safety plan has been rejected;

(7) The application is for a parade but the applicant does not have at least 100 persons willing to take part;

(8) The application is for a parade or street closure and would unreasonably interfere with pedestrian or motor vehicle traffic, in which case the Town shall suggest an alternative time or location for the event. An application unreasonably interferes with traffic if it would:

a. Occur at the same time or overlapping times with one or more other parade(s) or street closure(s) in the vicinity; or

b. Close any part of the streets shown in the accompanying map as "Exempted Streets"; or

c. Otherwise unreasonably interferes with traffic for specific reasons articulated by the Town, based on past experience or reasonable anticipation.

(9) The applicant or any person acting in concert with him or her violated any provision of subsection (f) of this section, or any park rule applicable to a park gathering, in relation to an event within the previous 12 months;

(10) The application is for a gathering focused on and taking place in front of a residence or dwelling place and would impair the peace and tranquility of the residence or dwelling place;

(11) The application is for a parade or street closure requiring the use of Town Police or Public Works staff and the proposed dates of the event are within one calendar day of an already approved parade, street closure, or Town-sponsored event, such that the Town will have inadequate staff to meet its operational needs.

(d) *Public Safety Plan.* When required by this subsection, the applicant shall submit a public safety plan to the Town to address traffic disruption, pedestrian safety, starting and ending times, lighting, and any other factors bearing on the safety, order, and accessibility of streets and sidewalks, including sign size, maximum number of persons in an area, sound amplification, and control of animals. The Town shall, upon request, assist the applicant in preparing the public safety plan. A public safety plan may be rejected only if it presents grounds under which a permit would be denied under subsection (c) of this section or creates an unreasonable risk of injury to pedestrians or interference with lawful businesses, commerce, professions, non-profit organizations, or civic events. For a renewal, the Town will require a new public safety plan if the prior public safety plan proved inadequate under this standard. The Town may charge a fee for preparation or review of the initial safety plan and any substantive revision to a prior safety plan.

(1) Public Safety Plans are required under the following circumstances:

a. Street closures and parades require a public safety plan.

i. Pursuant to Virginia Code § 15.2-2013(2), the public safety plan shall be accompanied by proof of insurance with an insurance company licensed to do business in the Commonwealth and insuring against personal injury, death, and property damage resulting from the temporary use of the street in a coverage amount of at least $1,000,000.00, naming the Town as an additional insured. However, under Virginia Code § 15.2-2014, the Town Manager may temporarily close any public right-of-way to vehicular traffic when in his or her judgment the public safety so requires, and shall do so if an applicant is unable to obtain insurance.

ii. The public safety plan shall provide for law enforcement personnel to direct traffic for any parade or for a street closure if necessary for public safety. The number of officers required shall be based solely on the reasonably anticipated number of participants and the location of the event. For purposes of this section, counter-demonstrators are not participants.

iii. The public safety plan shall provide for emergency medical services consistent with FEMA's Special Events Contingency Planning Job Aids Manual Guide To The Provisions of Medical Aid.

b. If a sidewalk gathering involves a procession of more than 50 persons crossing streets as part of the event, a public safety plan is required. The plan shall provide for law enforcement personnel for traffic control at any major intersections along the route of the procession.

c. If any part of an organized public gathering will occur between dusk and dawn, a public safety plan is required.

(2) An applicant shall submit any required public safety plan to the Town with the Special Event application.

(3) Any person hired to provide security under a public safety plan shall be either law enforcement personnel or a security officer licensed by or registered with the Virginia Department of Criminal Justice Services. Any persons or company hired to provide emergency medical services shall be licensed by or registered with the Virginia Department of Health Office of Emergency Medical Services.

(4) The chief of police or designee will review all public safety plans and advise if the plan is rejected, giving the reasons for the rejection. The applicant may revise a rejected public safety plan and resubmit it at least three business days before the event. If the resubmitted plan resolves the deficiencies noted in the rejection and there are no other grounds for rejecting the permit, the permit shall be granted. No changes may be made to an approved public safety plan without the express, written consent of the Town.

(5) If the chief of police or designee rejects the proposed public safety plan, he or she shall inform the applicant of the appeal rights granted under subsection (n) of this section.

(6) The public safety plan shall provide for the applicant to pay for the costs of any law enforcement personnel, emergency medical personnel or private contractors called for under the public safety plan. The applicant shall pay all costs incurred under this paragraph (d)(6) within seven calendar days after billing.

(7) No person may violate any of the terms of a public safety plan while participating in an organized public gathering.

(e) *Unattended displays on streets and sidewalks.* Nothing in this Article allows any person to leave a sign or other object in or on the public right-of-way (including sidewalks, utility strips, and unimproved portions of a dedicated right-of-way). Such unattended displays shall be treated as litter or abandoned property, depending on the circumstances.

(f) *Illegal activities.* Nothing in this section or any permit issued under it shall authorize a person to:

(1) Obstruct the entrance to any building, property, or vehicle, except to the extent expressly permitted by a public safety plan;

(2) Cross police lines, perimeters or barricades set up pursuant to Code of Virginia § 15.2-1714;

(3) Trespass on private property in violation of Code of Virginia § 18.2-119, or on school property in violation of § 18.2-128;

(4) Obstruct the free passage of others in violation of Code of Virginia § 18.2-404, except to the extent expressly permitted by a public safety plan;

(5) Create an unlawful assembly or riot in violation of Code of Virginia §§ 18.2-405 or 18.2-406;

(6) Engage in disorderly conduct in violation of Code of Virginia § 18.2-415;

(7) Engage in picketing that violates the National Labor Relations Act or Code of Virginia §§ 18.2-418, 18.2-419, 40.1-53, or 40.1-66;

(8) Violate the noise standards set out in section 58-35 of this Code; or

(9) Otherwise violate applicable law.

(g) *Authorized times and locations.* Organized public gatherings are permitted only from sun-up to sundown except as permitted by a public safety plan.

(h) *Permitted and prohibited activities.* Unless otherwise expressly provided by a public safety plan or Special event permit, the following general rules apply to all activities governed by this section, whether a permit is required or not:

(1) The maximum size of signs carried by persons in the gathering shall be three feet by two feet. Any support used may be no larger than 1" × 1" × 36" with no sharp ends. However, the maximum size of signs and sign supports in a parade, street closure or park gathering may be varied in a public safety plan or park rental contract, taking into account the available area and the planned activities. Signs may not be so similar to traffic signs that motorists are likely to mistake them for actual road signs. No portion of a sign is allowed in the portion of the right-of-way available for use by motor vehicles.

(2) The minimum area required for a sidewalk gathering is calculated at the rate of five linear feet of sidewalk per person.

(3) Except for trained assistance animals, no animals shall be present at a sidewalk gathering, and any animals in a parade or park gathering must be under constant control as provided for in the public safety plan.

(4) The police may mark off areas needed for sight distance by drivers, and persons participating in the event shall stand clear of such areas.

(5) Accepting payment for goods or services is permitted only if the applicant has all necessary licenses.

(6) Except for lawfully carried firearms, no one present at an organized public gathering may carry any weapon. A "weapon" for purposes of this provision includes (i) any of the items which may not be carried hidden from observation without a concealed weapon permit under Virginia Code § 18.2-308 and (ii) any other object with a sharp point or edge, except a knife with a blade of less than three inches.

(7) No person in an organized public gathering may use any television screen or other changeable display visible to drivers, or otherwise unreasonably distract drivers.

(8) No person in an organized public gathering may use sound amplification equipment, except to the extent expressly permitted by a public safety plan and/or the special event permit.

(9) Sleeping is not permitted as part of any organized public gathering.

(10) No structures may be built or placed on public property except as permitted by a public safety plan, park rental contract, or Special Event Permit.

(11) No person in an organized public gathering may coerce, intimidate, or harass any other person with physical contact, light, odor, fireworks, or noise.

(12) No person may violate any park rule or regulation.

(i) *Term.* No permit for an organized public gathering shall be issued for a period in excess of seven days, which need not be consecutive, provided that permits may be extended for like periods upon a new application. If another applicant has requested use of the same location and multiple occupancy of that location is not reasonably possible, however, then the Town shall allot the space via the method set out in subsection (m) of this section. Multiple applications by the same applicant for substantially the same location shall be treated as a single application.

(j) *Area of gathering; possession of permit.* Except for events exempted from the permit requirement of this section by subsection (k) below:

(1) It shall be unlawful to hold an organized public gathering except in the area noted on the permit.

(2) It shall be unlawful to hold an organized public gathering except when there is present at the event at least one person designated as a person in charge on the application or by written notice to the Town.

(k) *Exceptions.* The permit provisions of this section shall be optional for:

(1) Organized public gatherings by 14 or fewer people on streets or sidewalks, or by 200 or fewer persons in a park;

(2) Activities by the U.S. government, Commonwealth of Virginia, or Town of Warrenton, or any division, department, or agency thereof;

(3) Spontaneous gatherings;

(4) Funeral processions where law enforcement either provides traffic control or determines that no traffic control is needed.

(l) *Financial responsibility.* The applicant is responsible for any and all damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, then he or she shall pay the Town for the reasonable cost of assisting the applicant in developing any public safety plan for that event as well as any reasonable overtime or third party costs incurred by the Town in relation to the event.

(m) *Date of application; overlapping applications.* No permit shall be granted for any event beginning more than six months after the date of application. If two or more applications are made for overlapping areas and times, and the nature of the events or projects does not reasonably allow multiple occupancy of that particular area, then the one received first will be honored and the Town will suggest alternative times and/or locations for the later one. All applications received on the same day will be considered simultaneous. An application

for renewal will be considered simultaneous with a new application for the same or overlapping area and time. If there are two or more simultaneous applications for overlapping areas and times, then the Town will contact the applicants and attempt to accommodate all applicants' needs by agreement. If agreement cannot be reached, the permit for the overlapped area and time shall be awarded by lot.

(n) *Appeals.* Within five calendar days a person denied a permit or whose public safety plan is rejected may appeal that decision to the Town Manager. After appropriate notice to interested parties, if any, the Town Manager shall hear and decide the appeal within two business days. Within three calendar days of the Town Manager's decision on appeal the appellant may further appeal any adverse decision to the Town Council. After appropriate notice to interested parties, if any, the Town Council shall hold a timely meeting to hear and decide the appeal.

(o) *Waiver.* The Town may grant waivers on request, but only if the inadequacy being overlooked does no harm to the policies furthered by the application requirements and only if the waiver and the grounds for it are recorded in writing contemporaneously with the granting of the waiver.

(p) *Abatement of hazards and obstructions.* This subsection applies whether there is a permit for the gathering or not and whether the public gathering is organized or not. If any gathering on public areas or facilities creates a hazard to public safety or violates any provisions of this section, then the Town may require that the hazard or violation be promptly ended or that the gathering move to the nearest location where the risk of harm will be diminished to a reasonable level in light of the purposes of this Article. Any such direction shall be narrowly tailored to abate the risk of harm without limiting the public gathering more than reasonably necessary. Failure to obey such direction constitutes a violation of this section. A "hazard to public safety" as used in this subsection includes any condition or action that:

(1) Creates a hazard or obstruction to pedestrians or traffic beyond what is permitted by a public safety plan,

(2) Damages public facilities; or

(3) Would have justified denial or displacement of the event under subsection (c) of this section.

(q) *Penalty.* Any person intentionally violating any of the provisions of this section for which no other penalty is provided by Town ordinance or state law shall be guilty of a class 3 misdemeanor. The burden of proving the application of any exception under subsection (k)(2), (3), or (4) shall be on the person asserting the exception.

(r) *Severability.* If any portion of this Article is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the remaining portions of this Article, and such invalid provisions or portions thereof shall be severable.

Thomas Cureton, Town Clerk

Draft proposed new ordinance in Chapter 14, Streets and Sidewalks, as a new Article VI., Use of Public Grounds, consisting of Sections 14-101 through 14-103.

Sec. 14-101. Purposes.

The purposes of this Article VI are: Protecting the right of the people to peaceably assemble, protecting the right of the people to freedom of speech, protecting the right of the people to petition the government for a redress of grievances, protecting public safety, preserving property rights, protecting the peace and tranquility of residential property, making sure that streets, sidewalks, parks and other public places are available for their intended purposes, coordinating multiple uses of space, assuring financial accountability for damage to public facilities, and protecting the operation of government. In any application of this section to expressive behavior, the intent of this section is to be consistent with constitutional guarantees of free expression, freedom of assembly, and the right to petition by providing reasonable, content-neutral and narrowly tailored time, place and manner restrictions that serve the purposes of this Article, while preserving ample and adequate alternative channels of communication.

Sec. 14-102. Definitions.

(a) ***Definitions.*** For purposes of this section, the following terms have the meanings given below:

"Event" means an occurrence at a given location for some defined period of time, and includes but is not limited to a parade, sidewalk gathering, street closure, and a park gathering.

"Non-forum" means a town-owned facility or area not suitable for public assembly for safety reasons, including but not limited to any town office, town storage or utility facility, or similar location. Persons present in non-forums without authority are trespassing.

"Organized public gathering" means any gathering of persons, with or without vehicles, in or on public areas or facilities for any activity as a group, and includes but is not limited to a parade, sidewalk gathering, street closure, or park gathering.

"Parade" means a procession, with or without vehicles, requiring the closure of town streets to normal traffic in order to protect safety.

"Park gathering" means a planned gathering of more than 200 persons in a public park.

"Political Speech" means interactive communication involving political conduct and words that are intended to directly rally public support for a particular issue, position, or candidate.

"Public areas or facilities" means public grounds, places and streets owned by or within the town limits of the Town.

"Sidewalk gathering" means a planned gathering of 15 or more persons standing on or moving along Town right-of-way, using the sidewalk where one is provided, and attracting the attention of the public.

"Spontaneous gathering" means an unplanned or unannounced coming together of persons, with or without vehicles, consisting of a parade, sidewalk gathering, or other gathering which may occur in response to unforeseen circumstances or events of immediate and obvious importance that allows no opportunity for obtaining a permit under this section.

"Street closing" means the temporary closing of a portion of a Town street to vehicular traffic.

"Town," for purposes of implementing this section, means the Town Manager or an officer or employee of the Town of Warrenton designated by the Town Manager.

"Traditional public forum" means a town-owned area which by long tradition is open to the expression of views, and includes public parks, Town streets and public sidewalks.

Sec. 14-103. Permit Requirement.

(a) *General Requirement.* Unless otherwise specifically provided by this section or other law, no organized public gathering, shall be conducted, allowed or maintained on or within public areas or facilities without first obtaining a permit therefor from the Town.

(b) *Application.* Except as provided in subsection (k) of this Section, an application for a permit and application fee shall be filed with the Town at least 5 business days in advance for a sidewalk gathering of between 15 and 200 persons and at least fourteen business days in advance for a parade, street closing, park gathering, or sidewalk gathering of more than 200 persons. No application fee is due for events with the primary purpose of political speech. The application for a Special Event permit shall include a public safety plan if required by subsection (d) of this section. If a park gathering also uses park facilities available for rental or seeks changes to the general rules set out in subsection (h) ofthis section, then the organizer must also, pay all applicable fees to the Town, and enter into a park use contract. The application will set forth:

(1) The name of the applicant and the names of the persons who will be in charge of the event, at least one of whom will be present at all times during the event;

(2) The date, time, duration, nature and place or route of the proposed event;

(3) An estimate of the number of persons expected to attend over the course of the event and the maximum expected at any one time; and

(4) A statement or description of equipment and facilities to be used.

(c) *Issuance; grounds/or denial.* The Town shall, by the end of the business day following the business day the application is received, and subject to the provisions of this section, issue a permit on proper application unless grounds exist under this subsection to deny the permit. If the permit is denied, the Town will inform the applicant of the reason for denial and of the applicant's appeal rights granted by subsection (n) of this section. A permit may be denied only if one or more of the following grounds exist:

(1) A Town-sponsored event or a repair or construction project is scheduled for that time and place, or a prior application for a permit for the same time and place or

overlapping times and places has been made that has been or will be granted, and the nature of the events or projects does not reasonably allow multiple occupancy of that particular area. In such cases, the Town shall offer an alternative space or time, taking care to separate groups whose proximity might create a breach of the peace, or allot the space as the applicants may agree;

(2) It reasonably appears that the event will present an unreasonable danger to the public health or safety;

(3) The event is of such nature or duration that it cannot reasonably be accommodated in the particular location applied for, because (i) it is a non-forum, or (ii) an unreasonable risk of damage to public areas or facilities, or (iii) an unreasonable risk of interference with planned Town activities, or (iv) the area proposed is too small for the number of persons expected. In such cases, the Town shall suggest an alternative location, if one exists, that would not pose such unreasonable risks;

(4) The application is for an area in excess of the reasonable needs of the applicant given the number of people expected at the event. In cases covered under this provision, the Town shall issue a permit for such area as is needed for the size of the applicant's planned event;

(5) The applicant has failed to pay any costs owed to the Town under subsection (1) ofthis section;

(6) A public safety plan is required by subsection (d) of this section and has not been submitted or the public safety plan has been rejected;

(7) The application is for a parade but the applicant does not have at least 100 persons willing to take part;

(8) The application is for a parade or street closure and would unreasonably interfere with pedestrian or motor vehicle traffic, in which case the Town shall suggest an alternative time or location for the event. An application unreasonably interferes with traffic if it would:

a. Occur at the same time or overlapping times with one or more other parade(s) or street closure(s) in the vicinity; or

b. Close any part of the streets shown in the accompanying map as "Exempted Streets"; or

c. Otherwise unreasonably interferes with traffic for specific reasons articulated by the Town, based on past experience or reasonable anticipation.

(9) The applicant or any person acting in concert with him or her violated any provision of subsection (f) of this section, or any park rule applicable to a park gathering, in relation to an event within the previous 12 months;

(10) The application is for a gathering focused on and taking place in front of a residence or dwelling place and would impair the peace and tranquility of the residence or dwelling place;

(11) The application is for a parade or street closure requiring the use of Town Police or Public Works staff and the proposed dates of the event are within one calendar day of an already approved parade, street closure, or Town-sponsored event, such that the Town will have inadequate staff to meet its operational needs.

(d) *Public Safety Plan.* When required by this subsection, the applicant shall submit a public safety plan to the Town to address traffic disruption, pedestrian safety, starting and ending times, lighting, and any other factors bearing on the safety, order, and accessibility of streets and sidewalks, including sign size, maximum number of persons in an area, sound amplification, and control of animals. The Town shall, upon request, assist the applicant in preparing the public safety plan. A public safety plan may be rejected only if it presents grounds under which a permit would be denied under subsection (c) of this section or creates an unreasonable risk of injury to pedestrians or interference with lawful businesses, commerce, professions, non-profit organizations, or civic events. For a renewal, the Town will require a new public safety plan if the prior public safety plan proved inadequate under this standard. The Town may charge a fee for preparation or review of the initial safety plan and any substantive revision to a prior safety plan.

(1) Public Safety Plans are required under the following circumstances:

a. Street closures and parades require a public safety plan.

1. Pursuant to Virginia Code § 15.2-2013(2), the public safety plan shall be accompanied by proof of insurance with an insurance company licensed to do business in the Commonwealth and insuring against personal injury, death, and property damage resulting from the temporary use of the street in a coverage amount of at least $1,000,000.00, naming the Town as an additional insured. However, under Virginia Code § 15.2-2014, the Town Manager may temporarily close any public right-of-way to vehicular traffic when in his or her judgment the public safety so requires, and shall do so if an applicant is unable to obtain insurance.

11. The public safety plan shall provide for law enforcement personnel to direct traffic for any parade or for a street closure if necessary for public safety. The number of officers required shall be based solely on the reasonably anticipated number of participants and the location of the event. For purposes of this section, counter-demonstrators are not participants.

111. The public safety plan shall provide for emergency medical services consistent with Ji'EMA's Special Events Contingency Planning Job Aids Manual Guide To The Provisions of Medical Aid.

b. If a sidewalk gathering involves a procession of more than 50 persons crossing streets as part of the event, a public safety plan is required. The plan shall provide for law enforcement personnel for traffic control at any major intersections along the route of the procession.

c. If any part of an organized public gathering will occur between dusk and dawn, a public safety plan is required.

(2) An applicant shall submit any required public safety plan to the Town with the Special Event application.

(3) Any person hired to provide security under a public safety plan shall be either law enforcement personnel or a security officer licensed by or registered with the Virginia Department of Criminal Justice Services. Any persons or company hired to provide emergency medical services shall be licensed by or registered with the Virginia Department of Health Office of Emergency Medical Services.

(4) The chief of police or designee will review all public safety plans and advise if the plan is rejected, giving the reasons for the rejection. The applicant may revise a rejected public safety plan and resubmit it at least three business days before the event. If the resubmitted plan resolves the deficiencies noted in the rejection and there are no other grounds for rejecting the permit, the permit shall be granted. No changes may be made to an approved public safety plan without the express, written consent of the Town.

(5) If the chief of police or designee rejects the proposed public safety plan, he or she shall inform the applicant of the appeal rights granted under subsection (n) of this section.

(6) The public safety plan shall provide for the applicant to pay for the costs of any law enforcement personnel, emergency medical personnel or private contractors called for under the public safety plan. The applicant shall pay all costs incurred under this paragraph (d)(6) within seven calendar days after billing.

(7) No person may violate any of the terms of a public safety plan while participating in an organized public gathering.

(e) *Unattended displays on streets and sidewalks.* Nothing in this Article allows any person to leave a sign or other object in or on the public right-of-way (including sidewalks, utility strips, and unimproved portions of a dedicated right-of-way). Such unattended displays shall be treated as litter or abandoned property, depending on the circumstances.

(t) *Illegal activities.* Nothing in this section or any permit issued under it shall authorize a person to:

(1) Obstruct the entrance to any building, property, or vehicle, except to the extent expressly permitted by a public safety plan;

(2) Cross police lines, perimeters or barricades set up pursuant to Code of Virginia§ 15.2-1714;

(3) Trespass on private property in violation of Code of Virginia§ 18.2-119, or on school property in violation of§ 18.2-128;

(4) Obstruct the free passage of others in violation of Code of Virginia§ 18.2-404, except to the extent expressly permitted by a public safety plan;

(5) Create an unlawful assembly or riot in violation of Code of Virginia§§ 18.2-405 or 18.2-406;

(6) Engage in disorderly conduct in violation of Code of Virginia§ 18.2-415;

(7) Engage in picketing that violates the National Labor Relations Act or Code of Virginia §§ 18.2-418, 18.2-419, 40.1-53, or 40.1-66;

(8) Violate the noise standards set out in section 58-35 of this Code; or

(9) Otherwise violate applicable law.

(g) *Authorized times and locations.* Organized public gatherings are permitted only from sun-up to sundown except as permitted by a public safety plan.

(h) *Permitted and prohibited activities.* Unless otherwise expressly provided by a public safety plan or Special event permit, the following general rules apply to all activities governed by this section, whether a permit is required or not:

(1) The maximum size of signs carried by persons in the gathering shall be three feet by two feet. Any support used may be no larger than 1" x 1" x 36" with no sharp ends. However, the maximum size of signs and sign supports in a parade, street closure or park gathering may be varied in a public safety plan or park rental contract, taking into account the available area and the planned activities. Signs may not be so similar to traffic signs that motorists are likely to mistake them for actual road signs. No portion of a sign is allowed in the portion of the right-of-way available for use by motor vehicles.

(2) The minimum area required for a sidewalk gathering is calculated at the rate of five linear feet of sidewalk per person.

(3) Except for trained assistance animals, no animals shall be present at a sidewalk gathering, and any animals in a parade or park gathering must be under constant control as provided for in the public safety plan.

(4) The police may mark off areas needed for sight distance by drivers, and persons participating in the event shall stand clear of such areas.

(5) Accepting payment for goods or services is permitted only if the applicant has all necessary licenses.

(6) Except for lawfully carried firearms, no one present at an organized public gathering may carry any weapon. A "weapon" for purposes of this provision includes (i) any of the items which may not be carried hidden from observation without a concealed weapon permit under Virginia Code § 18.2-308 and (ii) any other object with a sharp point or edge, except a knife with a blade of less than three inches.

(7) No person in an organized public gathering may use any television screen or other changeable display visible to drivers, or otherwise unreasonably distract drivers.

(8) No person in an organized public gathering may use sound amplification equipment, except to the extent expressly permitted by a public safety plan and/or the special event permit.

(9) Sleeping is not permitted as part of any organized public gathering.

(10) No structures may be built or placed on public property except as permitted by a public safety plan, park rental contract, or Special Event Permit.

(11) No person in an organized public gathering may coerce, intimidate, or harass any other person with physical contact, light, odor, fireworks, or noise.

(12) No person may violate any park rule or regulation.

(i) *Term.* No permit for an organized public gathering shall be issued for a period in excess of seven days, which need not be consecutive, provided that permits may be extended for like periods upon a new application. If another applicant has requested use of the same location and multiple occupancy of that location is not reasonably possible, however, then the Town shall allot the space via the method set out in subsection (m) of this section. Multiple applications by the same applicant for substantially the same location shall be treated as a single application.

G) *Area of gathering; possession of permit.* Except for events exempted from the permit requirement of this section by subsection (k) below:

(1) It shall be unlawful to hold an organized public gathering except in the area noted on the permit.

(2) It shall be unlawful to hold an organized public gathering except when there is present at the event at least one person designated as a person in charge on the application or by written notice to the Town.

(k) *Exceptions.* The permit provisions of this section shall be optional for:

(1) Organized public gatherings by 14 or fewer people on streets or sidewalks, or by 200 or fewer persons in a park;

(2) Activities by the U.S. government, Commonwealth of Virginia, or Town of Warrenton, or any division, department, or agency thereof;

(3) Spontaneous gatherings;

(4) Funeral processions where law enforcement either provides traffic control or determines that no traffic control is needed.

(1) *Financial responsibility.* The applicant is responsible for any and all damage to public facilities caused by the applicant or by any agent or partner of the applicant. If a person receives a permit for an event and does not hold the event, then he or she shall pay the Town for the reasonable cost of assisting the applicant in developing any public safety plan for that event as well as any reasonable overtime or third party costs incurred by the Town in relation to the event. If the applicant has held an event in the Town previously and not paid the associated Special Event fees, no permit shall be granted to this applicant until these fees are paid.

(m) *Date of application; overlapping applications.* No permit shall be granted for any event beginning more than twelve months after the date of application. If two or more applications are made for overlapping areas and times, and the nature of the events or projects does not reasonably allow multiple occupancy of that particular area, then the one received first will be honored and the Town will suggest alternative times and/or locations for the later one.

All applications received on the same day will be considered simultaneous. An application

for renewal will be considered simultaneous with a new application for the same or overlapping area and time. If there are two or more simultaneous applications for overlapping areas and times, then the Town will contact the applicants and attempt to accommodate all applicants' needs by agreement. If agreement cannot be reached, the permit for the overlapped area and time shall be awarded by lot.

(n) *Appeals.* Within five calendar days a person denied a permit or whose public safety plan is rejected may appeal that decision to the Town Manager. After appropriate notice to interested parties, if any, the Town Manager shall hear and decide the appeal within two business days. Within three calendar days of the Town Manager's decision on appeal the appellant may further appeal any adverse decision to the Town Council. After appropriate notice to interested parties, if any, the Town Council shall hold a timely meeting to hear and decide the appeal.

(o) *Waiver.* The Town may grant waivers on request, but only if the inadequacy being overlooked does no harm to the policies furthered by the application requirements and only if the waiver and the grounds for it are recorded in writing contemporaneously with the granting of the waiver.

(p) *Abatement of hazards and obstructions.* This subsection applies whether there is a permit for the gathering or not and whether the public gathering is organized or not. If any gathering on public areas or facilities creates a hazard to public safety or violates any provisions of this section, then the Town may require that the hazard or violation be promptly ended or that the gathering move to the nearest location where the risk of harm will be diminished to a reasonable level in light of the purposes of this Article. Any such direction shall be narrowly tailored to abate the risk of harm without limiting the public gathering more than reasonably necessary. Failure to obey such direction constitutes a violation of this section. A "hazard to public safety" as used in this subsection includes any condition or action that:

(1) Creates a hazard or obstruction to pedestrians or traffic beyond what is permitted by a public safety plan,

(2) Damages public facilities; or

(3) Would have justified denial or displacement of the event under subsection (c) of this section.

(q) *Penalty.* Any person intentionally violating any of the provisions of this section for which no other penalty is provided by Town ordinance or state law shall be guilty of a class 3 misdemeanor. The burden of proving the application of any exception under subsection (k)(2), (3), or (4) shall be on the person asserting the exception.

(r) *Severability.* If any portion ofthis Article is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the remaining portions of this Article, and such invalid provisions or portions thereof shall be severable.

Thomas Cureton, Town Clerk

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 14th, 2026.
Agenda Title:	18 Court Street
Requested Action:	Hold the Public Hearing for Ordinance 2026-04
Department / Agency Lead:	Town Manager
Staff Lead:	Christopher E. Martino, Interim Town Manager.

Executive Summary:

In February 2025, the Town Council was informed of a potential redevelopment opportunity centered on 10 Hotel Street, where a private developer expressed interest in incorporating 18 Court Street into a broader project. In February, 2026, The Fauquier County Board of Supervisors approved a letter of intent for the sale of the Warren Green building located at 10 Hotel Street to the development firm of Madison Dale. The Town has received an offer from this same developer to purchase 18 Court Street for $509,286. (see offer attached).

Madison Dale's proposal is to invest approximately $5,000,000 to historically restore 18 Court Street and convert it into a 75-seat restaurant and accessory membership club. Mr. Kevin Ash, President and CEO of Madison Dale, shared with the Town Council at its March work session an in subsequent meetings with individual councilmembers that this development project would mirror *The Burg,* which he developed in Leesburg, VA. Mr. Ash also shared information about a Zoning Text Amendment and his firm's Financial Feasibility Plan for the Town of Warrenton at the March work session (attached).

Once operational, the newly renovated buildings are estimated to generate approximately $400,000 of additional revenue to the Town of Warrenton annually. The equivalent to an almost $0.016 real estate tax rate.

The Town Council has scheduled a public hearing to consider an Ordinance on the possible sale of 18 Court Street.

BACKGROUND

The 18 Court Street building, Tax Map Parcel: 6984-33-8623-000, was constructed in 1925 as the Fauquier National Bank. The property is located within the Town of Warrenton's Historic Overlay District and is a contributing structure. The Virginia Department of Historic Resources IS number is 156-0019-0020.

The building entered Town ownership in 1973 through its sale from Fauquier National Bank for the sum of $120,000. The deed of gift, bargain, and sale is recorded in Deed Book 290, Page 2 (attached). This marked the transition of a prominent former financial institution into a municipal asset. Originally constructed and used as a bank, the building was designed for a very different operational purpose than modern government service delivery. Its layout, structure, and architectural character reflected the needs of a mid-20th century financial institution, which the Town adapted over time to accommodate administrative offices and public functions.

The Property is shown as being zoned to the Central Business District (CBD) on the Town's earliest zoning maps. The last zoning map to show the parcel as CBD is the 1976 map. The Zoning map from 1986 is the first zoning map to show the property being zoned to the Public Semi-Public (PSP) zoning district. The parcel remains zoned to the PSP District today. The same is true for the 10 Hotel Street property (Warren Green Building).

Following its acquisition, the building was actively used for a variety of municipal purposes and served as a recognizable center of Town operations. As needs evolved, however, the limitations of adapting a former bank building to contemporary government use became more pronounced. While its historic construction and character offered durability and identity, those same qualities increasingly constrained the Town's ability to modernize the facility. Upgrading building systems, achieving full ADA compliance, and reconfiguring interior spaces to meet current service expectations proved difficult within the confines of the existing structure. This led to the purchase of the current Town Hall at 21 Main Street in 2020.

18 Court Street sat vacant and untouched until 2023, where targeted efforts were undertaken to restore the building to limited use, allowing the Town to extend its functionality in the near term. However, ongoing challenges—including the need for asbestos and mold remediation, structural considerations, and the inherent limitations tied to the building's age and historic form—have continued to restrict its viability for full municipal operations. Over time, these factors contributed to a steady decline in use, as the building could no longer efficiently support the operational demands of the Town, even as it remains well-suited for potential adaptation to alternative uses.

In February 2025, the Town Council was informed of a potential redevelopment opportunity centered on 10 Hotel Street, where a private developer expressed interest in incorporating 18 Court Street into a broader project. In response, the Town Manager received authorization to obtain an appraisal of the property to better understand its market position and inform future decision-making.

The appraisal was presented to Council in May 2025. The "As-Is" Market value of the Fee Simple estate of the property as of May 1, 2025, was $1,420,000.

Later in 2025, environmental and health concerns prompted the cessation of personnel operations within 18 Court Street while allowing the first floor to continue to be utilized for temporary and limited activities.

While remediation efforts were completed, the building's age, structural condition, and lack of modern systems—including ADA compliance—limit its ability to be reestablished as a primary municipal hub without substantial capital investment. In November 2025, Council was formally briefed on the condition of Town facilities, including the full vacancy of 18 Court Street and its readiness for potential disposition.

In March 2026, Mr. Kevin Ash presented a work session proposal to the Council outlining the inclusion of 18 Court Street as part of the 10 Hotel Street redevelopment project. Advancing this proposal would require associated zoning actions, which Council authorized staff to begin processing concurrent with its consideration. Council also directed staff to solicit additional interest in the property. Public notice and outreach were conducted, including advertisement on the Town's website.

Current Situation:

Facilities assessment of 18 Court Steet:

The Fleet and Facilities Manager provided an assessment of the building. The assessment is based on two independent third-party reports: a May 2025 real estate appraisal establishing an as-is market value of $1,420,000, and a January 2024 limited asbestos survey documenting widespread asbestos-containing materials (ACMs) throughout all three building levels. This report presents the findings of that assessment and offers a frank cost-versus-value analysis for executive consideration, as the financial picture that has emerged raises serious questions about the viability of continued investment in this property.

The assessment identified nine distinct deficiencies spanning mechanical, environmental, structural, envelope, and accessibility categories.

Four items are classified as Immediate priority, meaning they present active health and safety hazards or are mandatory prerequisites before any other construction can proceed: (1) a damaged friable asbestos pipe elbow in the basement storage room, confirmed at 48% chrysotile and requiring abatement by a Virginia-licensed contractor before any other work in that area;

(2) a comprehensive building-wide ACM abatement encompassing an estimated 3,275 SF of asbestos floor tile, approximately 375 linear feet of pipe insulation, drywall joint compound, plaster base coat, and all exterior window caulking, materials present on every level of the building;

(3) the primary rooftop HVAC unit, now operating at roughly 50% of rated capacity and beyond its useful service life, causing temperature imbalances and elevated humidity that accelerate ACM fiber disturbance risk; and

(4) building-wide domestic water line failure manifesting as persistent discolored water at all fixtures, indicative of systemic deterioration of the original 1938-era pipe infrastructure.

These four items alone carry an estimated remediation cost of $265,000 to $495,000.

Beyond the immediate priorities, four short-term deficiencies add further cost burden: active basement moisture intrusion requiring full sump replacement and waterproofing remediation ($40,000–$80,000); deteriorated exterior masonry requiring lime-based repointing and spall repair under Architectural Review Board (ARB) oversight ($120,000–$200,000); restoration of the original wood windows following mandatory ACM caulk abatement ($80,000–$150,000); and baseline ADA improvements to accessible routes, restrooms, and signage on the main level ($50,000–$100,000). Full multi-floor ADA compliance, legally required if the building is to serve the public on all occupied levels, demands passenger elevator installation, a uniquely expensive undertaking in a historic masonry building estimated at $700,000 to $900,000, more than double the cost of a comparable non-historic installation. Each of these items is made more complex and more expensive by the building's historic status, which subjects all exterior work to the Secretary of the Interior's Standards and mandatory ARB review.

The central finding of this assessment is that the total estimated cost of remediation — $1,255,000 to $1,925,000 in construction costs alone, approaches or exceeds the building's current appraised market value of $1,420,000 across virtually every scenario. When soft costs are included (design fees, permitting, project management, and ARB review, conservatively estimated at 20%), the all-in project cost range rises to $1,506,000 to $2,310,000, exceeding market value at the midpoint and surpassing it by over $800,000 at the high end.

Put plainly: the Town would be investing between $1.5 million and $2.3 million into a building worth $1.42 million, before receiving a single dollar of functional return. This cost-to-value inversion is not a close call at the midpoint; it is a material imbalance that Facilities Management believes must be placed directly before executive leadership and the Town Council as the primary financial fact governing any decision about this property.

Facilities Management recommends that the Town pursue no major capital investment in 18 Court Street until a formal property disposition analysis has been completed and a strategic decision has been made by Council.

Land Use

Redevelopment of the property to use for the hotel proposal will require a multi-step approval process, to include:

1. A Zoning Ordinance Text Amendment to revise the current zoning ordinance to allow Hotels, and Clubs and Lodges, as a Permitted, by-right use within the Central Business District (CBD) zoning district. Currently, these uses require a Special Use Permit (SUP), which is a legislative process, requiring public hearing before both the Planning Commission and Town Council. Per Council direction, a ZOTA to allow this chance in approval process will be initiated by Council

during the April meeting. Following this initiation, staff from the Community Development Department will prepare draft changes to the Zoning Ordinance provisions that govern these uses in the CBD zoning district and then present these draft changes to the Planning Commission for review and recommendation, and then to Town Council for final approval or denial.

2. A Zoning Map Amendment to change the zoning district designation of the property from Public-Semi-Public Institutional (PSP) to Central Business District (CBD). The property, acquired in the 1970's by the Town, was assigned to the PSP zoning district in the 1980's; in the PSP district, Public or Governmental Buildings are a Permitted, by-right use. Should the governmental or public use of the building cease, such as via the currently proposed sale of the building to a private property owner, the zoning designation of the property will need to be changed. A Zoning Map Amendment, or Rezoning, to change the zoning district designation of the property is a legislative approval process, requiring public hearings before both the Planning Commission and Town Council. As a part of a Rezoning of the property, the property owner may choose to voluntarily offer restrictions on the use or development of the property or other considerations to offset the impact of the proposed development to surrounding properties or public facilities. These voluntary restrictions - or Proffers - must undergo legal review as a part of any Rezoning approval.

Town staff cannot currently say what redevelopment, if any, would need to take place for any other offers proposed until the Town has received those.

Summary of Submissions and comments received.

For the purposes of this process, the Town defines a "proposal" as a formal, actionable submission that includes a defined scope, intended use, and financial consideration, demonstrating the capacity and intent to execute the project. While public feedback and conceptual ideas were received, no additional submissions met this threshold. As such, the proposal presented by Mr. Ash remains the sole qualifying offer for Council's consideration at this time. The Town has received an alternative use submission from the Warrenton Neighborhood Arts project.

The Town received letters of support for the proposed development project of 10 Hotel Street and 18 Court Street from the Fauquier County Board of Supervisors and Experience Old Town Warrenton (EOTW). Fauquier County Chamber of Commerce, The Virginia Restaurant Lodge and Travel Association, and the Warrenton Preservation Alliance. The Town also received 25 submissions from the public, however, none of these submissions were a formal proposal. The breakdown of submissions is as follows:

For the Sale, in Town – 12

Against the Sale, in Town - 7

For the Sale, Out of Town - 5

Against the Sale, Out of Town – 7

Neutral, in Town- 1

Submissions and comments for the 18 Court Street item can be found here. 18 Court Street Property | Warrenton, VA

STAFF RECOMMENDATION

Staff's recommendation is that following the conclusion of the public hearing, adopt Ordinance 2026-04 and proceed with the sale of 18 Court Street. Transitioning the property to the private sector represents the most fiscally responsible path forward for the Town. This action directly relieves the municipality of the compounding financial liabilities associated with deferred maintenance, mandatory ADA compliance, and extensive future capital improvements. Furthermore, the sale catalyzes downtown economic activity by returning a dormant building to the commercial tax rolls and attracting the vital private capital necessary to authentically preserve, renovate, and activate the historic structure.

Alternatives & Consequences

To assist the Council in its evaluation, the following alternative paths and their respective financial and operational consequences have been outlined below.

Alternative 1 Adopt Ordinance 2026-04, an Ordinance to sell the 18 Court Street property Pursuant to VA State Code § 15.2-1800 — *Staff Recommended. This option transitions the property to the private sector, prioritizing economic development and fiscal relief over municipal control.*

This action directly relieves the municipality of the compounding financial liabilities associated with deferred maintenance, mandatory ADA compliance, and extensive future capital improvements. Furthermore, the sale catalyzes downtown economic activity by returning a dormant building to the commercial tax rolls and attracting the vital private capital necessary to authentically preserve, renovate, and activate the historic structure. The project has the following attributes as detailed below:

- Selling the property would generate $509,286.00 in General Fund Revenue for the Town.
- The Current Proposal under consideration would allow the investment of $5,000,000 to historically restore 18 Court Street Building and $7,00,000 in the 10 Hotel Street property for a combined $12,000,000 investment into the Town of Warrenton.
- Once Operational the buildings are estimated to generate $400-$500,000 in revenue which is

- Catalyzes downtown economic activity: Returns a dormant building to active, productive use, directly supporting downtown vitality, foot traffic, and the goals of the Old Town Character District.
- Strengthens the Town's financial position: Provides a near-term fiscal injection through immediate sale proceeds while permanently returning the property to the commercial tax rolls for long-term revenue generation and attracting vital private capital to restore the historic structure.
- Additional revenue of $395,000-498,000 over the first 5 years of operation. Which is the equivalent of almost a $0.0106- $0.02 real estate tax rate increase.
- The Town would avoid having to invest $1.5-$2.3 Million dollars into the building which would require additional debt issuances from the Town.
- Eliminates ongoing municipal liabilities: Divests the Town of the compounding financial burden of deferred maintenance, mandatory ADA compliance, and extensive future capital improvement obligations in the range of $1,506,000 to $2,310,000.

Alternative 2: Retain and Reinvest for Alternative Uses (Public-Private Partnership) *This option retains Town ownership while leasing or partnering with an outside entity to activate the space.*

Retaining the property would require the continued allocation of financial and staff resources, potentially limiting the Town's ability to address more immediate and critical infrastructure needs. Competing priorities include necessary improvements to the Police Department, 21 Main Street, the W.A.R.F., and the Town Shop, where deferred maintenance—such as roof repairs—poses direct risks to personnel and service delivery. No staff are currently assigned to 18 Court Street, and existing capacity does not support additional operational responsibilities. The shared space would not return the building to the tax roles and would have a lessened direct impact on the tax revenues.

The project has the following attributes as detailed below:

- Shared operational burden: Distributes some financial and operational responsibilities between the Town and a private, non-profit, or community partner entity.
- Community and economic alignment: Creates opportunities for adaptive uses that serve both community needs and broader economic development objectives without permanently selling the asset.
- May enable redevelopment scenarios that are infeasible for the Town alone, such as a private partner leveraging historic tax credits or targeted commercial grants.
- Before a partner can realistically occupy the space, the Town must still bear the heavy financial burden of bringing the building up to baseline ADA standards and life-safety code compliance.
- Would require extensive future capital improvement obligations in the range of $1,506,000 to $2,310,000.
- Requires negotiations regarding roles, maintenance responsibilities, liability, and the long-term allocation of financial risk.

- Relies heavily on partner interest and long-term financial stability, introducing the risk that the Town may eventually have to subsidize the operation or reclaim a failed project.
- Frequently necessitates ongoing municipal financial incentives, favorable lease terms, or policy concessions to keep the partnership economically viable for the outside entity.

Impacts

18 Court Street currently is of no value to the Town and broader community. At present, no core Town services or public-facing functions operate out of 18 Court Street. No leases are presently executed at 18 Court Street, and the conditions of the facility make it require significant investment for use.

The building's ability to support future service delivery is similarly limited. Primary municipal operations have already shifted to 21 Main Street, which now functions as the central hub for both Town and County activity within the county seat. In contrast, 18 Court Street offers constrained office space, lacks ADA accessibility, and presents functional limitations that make it impractical as a primary municipal facility without substantial investment. Even with improvements, the building would likely serve only as auxiliary space. However, the Town has demonstrated the ability to meet auxiliary space needs through alternative venues, including schools and auditoriums, reducing the necessity of maintaining 18 Court Street for this purpose.

Maintaining the building in its current condition carries ongoing operational and capital implications. The cost to sustain baseline utilities, including electricity and HVAC, remains significant, while the existing HVAC system is no longer operating and is beyond its useful life. To restore the building to meaningful use, substantial investment would be required, including remediation of asbestos, mold, and pest-related issues, installation of an elevator, and broader upgrades to achieve ADA compliance. As with any structure of this age, additional structural deficiencies may be identified during renovation, further increasing costs and uncertainty.

The building is presently surplus property and not dedicated to a public use. It is not a place to which the general public has the right to resort, and is not presently a place in which the public has an interest as affecting safety, health, morals, and welfare of the community like a polling location or school building would be.

Retaining the property would require the continued allocation of financial and staff resources, potentially limiting the Town's ability to address more immediate and critical infrastructure needs. Competing priorities include necessary improvements to the Police Department, 21 Main Street, the W.A.R.F., and the Town Shop, where deferred maintenance—such as roof repairs—poses direct risks to personnel and service delivery. No staff are currently assigned to 18 Court Street, and existing capacity does not support additional operational responsibilities.

Conversely, disposition of the property would eliminate these ongoing burdens, return the building to the tax rolls, and create opportunities for private investment and job creation. While the Town would forgo future use of the space, current and anticipated needs can be accommodated through existing facilities and alternative locations. In this context, the property represents a limited-service asset for municipal operations but a potentially valuable contributor to the Town's long-term economic development and tax base growth.

Traffic & Parking:

The Madison-Dale proposal includes an offer to the Fauquier County Government to redevelop the 10 Hotel street building (Old Warren Green Hotel) as well at the 18 Court Street property. The 10 Hotel Street building has a traffic load of 45-50 employees and customers daily. The 18 Court Street when fully occupied and used as the town hall building carried a traffic load of 25-30 employees and users daily. The Town's zoning ordinance provides relief (exemption for on-site parking) to properties in the CBD for parking when they are within 300' of a municipal parking lot. A traffic impact analysis is not required until certain thresholds are met. Unless the peak hour traffic generated by the use is greater than 500 vehicles, or greater than 5,000 vehicles per day, the Town does not require the traffic study. Special Use permit applications do require a traffic analysis with the submission regardless of the number of trips generated. Section 8-23 of the Town Code regulates the confinement and removal of trash on the property. Currently, the Town is working with EOTW on shared municipal dumpsters to align with the refuse requirements in Old Town.

Policy Direction/Warrenton Plan 2040

Historic Resources Goals

HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy. Transitioning the building to private ownership creates the opportunity for adaptive reuse that the Town is currently unable to support financially. This enables the historic structure to be conserved and reinvested in a way that activates the space, enhances local economic activity, and returns the property to productive use.

HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation. Transitioning the property to private ownership creates an opportunity for a dedicated buyer to invest the necessary capital to authentically preserve and highlight the building's history—an investment the Town is currently unable to make. Through the Town's established zoning and architectural review processes, we can ensure the structure's historic narrative is not only protected but actively integrated into a dynamic new use. This allows the building's story to be lived and experienced by the community for generations to come, rather than remaining dormant under municipal ownership

HR-3: Educate the community on the value of historic resources. A successful private adaptive reuse project will transform a dormant building into a highly visible, practical example of historic preservation in action. By allowing private investment to revitalize the space, the property becomes an active, lived-in part of the community. This breathes new life into its story, serving as a powerful, tangible educational tool that showcases the value and viability of reinvesting in Warrenton's historic fabric.

HR-4: Enhance the environment through preservation and sustainability best practices. Selling the property unlocks the private capital necessary to implement modern sustainability and preservation best practices—a level of investment that would be challenging to execute using public funds. Through robust permitting and design review oversight, the Town retains the authority to guide this private investment, ensuring the building's rehabilitation enhances the environment while meticulously honoring and restoring its historic architecture.

HR-5: Protect the rich histories of existing neighborhoods. *T*he sale empowers the Town to leverage its strong regulatory framework and architectural review standards to ensure the neighborhood's rich history is honored and protected. By transitioning to an oversight role, the Town can mandate that the private redevelopment respects the historic context of the site. This facilitates the critical financial investment needed to restore the property's prominence and character within the neighborhood without draining public resources.

HR-6: Promote asset-based economic development through historic resources. By transitioning this property to the private sector, the Town transforms a static municipal liability into a vibrant, revenue-generating asset. This sale attracts the vital capital required to fully restore the building's historic grandeur, directly promoting economic development that is authentically anchored in the downtown core's heritage. The revitalized property will stand as a testament to how historic assets, when backed by necessary investment and guided by municipal oversight, can drive modern economic vitality.

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. Selling 18 Court Street reduces the Town's inventory of publicly controlled space. However, because the building currently lacks functional municipal use, this sale does not diminish the Town's ability to provide central public services, as those operations are supported by alternative facilities that better meet current operational needs.

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. The sale strongly supports this goal by relieving the Town of ongoing maintenance obligations and significant capital costs associated with remediation, ADA compliance, and system upgrades. Consistent with Strong Towns principles, this disposition allows limited public funds to be redirected away from an underutilized asset and toward higher-priority facilities that directly support municipal service delivery.

Economic & Fiscal Resilience Goals

E-1: Grow a strong, diversified, and resilient economy that supports residents and businesses alike. Repositioning a limited-service municipal building into a private commercial asset returns the property to the tax rolls. This incremental development supports broader economic vitality and contributes to a more resilient and diversified local tax base.

E-2: Increase the employment base to allow residents to live and work in Warrenton. Enabling private investment and commercial revitalization of the property directly supports local job creation and economic activity within the downtown core.

E-3: Promote Warrenton as a cultural, entertainment, and arts center. Depending on the ultimate commercial or mixed-use application proposed by the buyer, an activated 18 Court Street has the potential to introduce new venues, dining, or retail spaces that enhance the cultural, social, and entertainment draw of the Old Town area.

E-4: Support Character Districts as unique mixed-use neighborhood centers. Transitioning this site to private, active use bolsters the Old Town Character District by turning a vacant or underutilized footprint into a contributing element of a vibrant, walkable, mixed-use environment.

E-5: Be proactive in the Town's Economic Development. The Town's willingness to evaluate redevelopment proposals, and strategically realign its assets reflects a deliberate, active role in economic development, rather than passively holding an underutilized structure.

Land Use & Character Districts

L-1: Organize Land Use According to Character Districts in select areas and protect existing neighborhoods. The sale facilitates the transition of the property to a use more aligned with the commercial and mixed-use focus of its specific Character District, while utilizing existing infrastructure and structures rather than encroaching on established residential 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*.* Selling the property is the catalyst needed to bring this objective to life. By transitioning the building to the private sector, the Town invites the vital investment required to transform an underutilized space into a vibrant, active contributor to the Old Town Character District. Rather than a vulnerability, the Town's strong regulatory framework and architectural review processes serve as a powerful safeguard. This oversight ensures that the private redevelopment will seamlessly maintain, preserve, and beautifully renovate the historic character of the building, achieving exactly what Plan 2040 envisions for this district.

Alignment with Strong Towns Principles

The proposed sale of 18 Court Street is fundamentally aligned with the Strong Towns approach to municipal governance, which prioritizes long-term financial resilience, productive land use, and the strategic allocation of public resources. Retaining a municipally owned building that requires substantial capital investment while producing limited service value represents an inefficient use of public funds. The disposition of this property embraces the following core Strong Towns concepts:

- ***Eliminating Unproductive Liabilities:*** A central tenet of Strong Towns is that municipalities must not take on or maintain long-term liabilities that do not generate a sustainable return on investment for the community. By divesting the deferred maintenance, ADA compliance costs, and future capital obligations of an underutilized building, the Town halts a continuous drain on its balance sheet.

- ***Maximizing Land Productivity:*** Strong Towns advocates for maximizing the financial productivity of land, particularly in historic downtown cores. Transitioning 18 Court Street to the private sector transforms a static public liability into a revenue-generating asset. It returns the property to the tax rolls and encourages private investment, increasing the economic yield of this central downtown parcel.
- ***Fostering Incremental, Private-Led Growth:*** Rather than the Town taking on the heavy financial burden of a massive, publicly funded renovation, the sale allows the private sector to step in. This encourages incremental development and adaptive reuse, allowing the historic structure to evolve organically to meet current market demands while preserving its structural presence.
- ***Prioritizing Essential Infrastructure:*** Strong Towns emphasizes that local governments should focus their limited resources on maintaining the critical infrastructure that already exists and serves the core needs of citizens. The sale enables the Town to redirect funds previously earmarked for 18 Court Street toward the upkeep and improvement of essential facilities that directly support municipal service delivery.

In this context, the disposition of 18 Court Street is not viewed as the loss of a public asset, but rather as a strategic financial realignment. It ensures the property can contribute productively to the community's wealth rather than depleting its resources, securing a more solvent and resilient future for the Town of Warrenton.

Fiscal Impact

The disposition of 18 Court Street represents a significant positive shift in the Town’s financial posture, transforming a static liability into a performing financial asset. The financial impact of this sale is realized through three distinct channels: immediate capital infusion, avoidance of future liabilities, and the expansion of the long-term commercial tax base.

Immediate Capital Infusion The proposed purchase price of $509,286.00 represents a direct, immediate infusion of capital into the Town's reserves. Rather than holding an underperforming asset, the Town can reinvest this substantial purchase amount into priority capital improvement projects, essential infrastructure, or strategic land acquisitions that better align with municipal service delivery, thereby offsetting future borrowing needs and reducing debt service burdens.

Avoidance of Capital Liabilities Under continued municipal ownership, the Town would be solely responsible for the heavy financial burden of rehabilitating the structure. By transitioning the property to the private sector, the Town avoids an estimated project cost range of $1,506,000 to $2,310,000, in immediate deferred maintenance, environmental remediation, and mandatory ADA compliance upgrades. This figure does not include the unquantified, long-term lifecycle costs of heating, cooling, and maintaining the building over the next several decades.

Expansion of the Commercial Tax Base Currently, as a municipally owned property, 18 Court Street generates zero tax revenue. Upon closing, the property immediately returns to the commercial tax rolls. Following the buyer's planned renovations, the expected assessed value of the revitalized property is projected to add an estimated $395,317 in direct revenues to the Town's tax base including Business, Professional, and Occupational License (BPOL) taxes, retail sales tax, and meals tax as well as the additional secondary tax impacts.

Projected Revenue Overview As illustrated in **Chart 1: Projected 5-Year Fiscal Impact** (attached), the compounding effect of the upfront sale proceeds, the massive reduction in avoided capital expenditures, and the introduction of new, recurring tax revenues produces a highly favorable net financial outcome. This trajectory directly aligns with Plan 2040 and Strong Towns principles by ensuring the Town's assets are financially productive and contribute positively to our long-term fiscal resilience.

Tax Revenue Projections						
Real Estate @ $0.055	4,675	4,675	4,909	4,909	5,154	5,154
Business Property @ $1.00	5,500	4,500	3,500	2,500	1,500	1,500
Sales Tax	5,573	5,852	6,145	6,452	6,774	7,113
Meals Tax @ 6%	300,000	315,000	330,750	347,288	364,652	382,884
Lodging Tax @ 4%	68,328	71,744	75,332	79,098	83,053	87,206
BPOL:						
Hotel @ $0.1683	6,241	6,553	6,881	7,225	7,586	7,965
Restaurant @ $0.10	5,000	5,250	5,513	5,788	6,078	6,381
	395,317	413,574	433,028	453,259	474,797	498,204

Retention of the building: While the sale of the property generates capital and expands the tax base, choosing to retain 18 Court Street carries severe and immediate financial consequences for the Town. Debt Service and Tax Rate Impact The immense capital required to remediate the structure, achieve full ADA compliance, and modernize failing mechanical systems cannot be absorbed by the Town's current operating budget. Funding a renovation of this scale would necessitate the issuance of municipal bonds. To responsibly cover the annual debt service on these bonds, the Town would be forced to enact a multiple-cent increase to the real estate tax rate or identify other sources of revenue.

Retaining this property would effectively place a direct, long-term financial burden on all Town taxpayers to subsidize a building with limited operational utility.

Opportunity Cost and Pressing Municipal Needs: Furthermore, dedicating this magnitude of public capital to 18 Court Street would severely compromise the Town's ability to address other, highly critical infrastructure deficiencies. The capital improvement requirements of our primary public safety, public works, and core administrative facilities are far more pressing and imminent than the rehabilitation of a redundant historic structure. Prioritizing a multi-million-dollar investment into 18 Court Street over the essential facilities that directly support daily municipal service delivery represents an unsustainable misallocation of public funds and contradicts the Town's commitment to responsible fiscal stewardship.

Legal Impact

The sale of public property requires compliance with applicable Virginia statutes and Town ordinances. Ordinance 2026-04 has been introduced to consider the sale of the property, establishing the legal framework for potential disposition.

The sale of 18 Court Street would require the Town to ensure full compliance with Virginia state law governing the disposition of public property. This includes proper public notice, appraisal of the property to establish fair market value, and adherence to Town Policies. Any deviation from these requirements could expose the Town to legal challenges from prospective buyers or the public, potentially delaying the sale or creating liability.

Additionally, the transfer of ownership would shift responsibility for compliance with building codes, accessibility standards, and environmental regulations to the private buyer. This reduces the Town's legal exposure for ongoing maintenance, safety, or code violations.

Timing Impact

Rezoning and other operations should happen in conjunction with the sale of 18 Court Street.

ATTACHMENTS

1.
2.
3.

April 14th, 2026
Town Council
Regular Meeting
Ordinance 2026-04

ORDINANCE 2026-04
AN ORDINANCE TO SELL THE 18 COURT STREET PROPERTY PURSUANT TO VA STATE CODE § 15.2-1800.

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

WHEREAS, the Town of Warrenton is the owner of a certain parcel of real property located at 18 Court Street, further identified as Tax Map Parcel [**6984-33-8623-000**] (the "Property"); and

WHEREAS, the Town Council of the Town of Warrenton has determined that the Property is not presently dedicated to public use; is not a place to which the general public has a right to resort; and is not presently a place in which the public has an interest as affecting the safety, health, morals, and welfare of the community.

WHEREAS, the Town Council of the Town of Warrenton has determined that the Property is not needed for public use or municipal purposes and that it is in the best interest of the Town of Warrenton and the County of Fauquier to dispose of said Property; and

WHEREAS, pursuant to **Virginia Code § 15.2-1800**, a public hearing was held on April 14th, 2026, after notice was published once a week for two successive weeks in a newspaper having general circulation in the locality; and

NOW THEREFORE BE IT ORDAINED, by the Town Council of the Town of Warrenton, Virginia, this 14th Day of April, 2026, that the Town shall hereby;

Section 1. Authorization of Sale

The Governing Body hereby authorizes the sale of the Property described as 18 Court street tax map parcel: 6984-33-8623-000 to [Purchaser entity for the purchase price of $[Amount].

Section 2. Terms and Conditions

The sale of the property shall proceed in accordance with standard terms for municipal real-estate conveyances, including customary provisions regarding the “as is” condition of the property, allocation of closing responsibilities, and the form of deed to be used at settlement. All final terms will be incorporated into the purchase agreement and closing documents.

Section 3. Execution of Documents

The Town Manager is hereby authorized and directed to execute a Purchase and Sale Agreement, the Deed of Conveyance, and any other closing documents necessary to effectuate the transfer of the Property, subject to approval as to form by the Town Attorney.

Section 4. Effective Date

This ordinance shall take effect immediately upon its adoption.

ATTATCHMENT:

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

ATTEST: _____
Town Recorder



MADISON DALE

DESIGN. DEVELOP. CONSULT.

18 Court Street

Warrenton, VA 20186

- 9 February 2026 –

Opportunity Statement & Solution

The vision for the **Warren Green Hotel**, located at **10 Hotel Street**, is to create a refined and welcoming destination dedicated primarily to guest accommodations. This building will focus on providing spacious, comfortable, and thoughtfully designed rooms that prioritize the guest experience.

To support and enhance this experience, **18 Court Street** is envisioned as the Hotel's dedicated amenities building. By relocating shared functions to this complementary property, the design maximizes available space at 10 Hotel Street for guest rooms while creating a dynamic, amenity-rich environment next door.

The plan for 18 Court Street includes a curated collection of lifestyle and hospitality offerings such as a fully equipped fitness center, an inviting restaurant, and a members-oriented social club. Madison Dale will bring The Chase Social Club to the Warren Green Hotel (please see The Chase offerings attached).Additional features may include an intimate speakeasy and flexible coworking spaces designed to encourage connection, relaxation, and community.

Together, these two properties function as a cohesive destination - balancing privacy and comfort with vibrant social energy - while elevating the overall guest experience at the Warren Green Hotel.



Business Commons Pantry in Hotel Burg



Business Commons Pantry in Hotel Burg



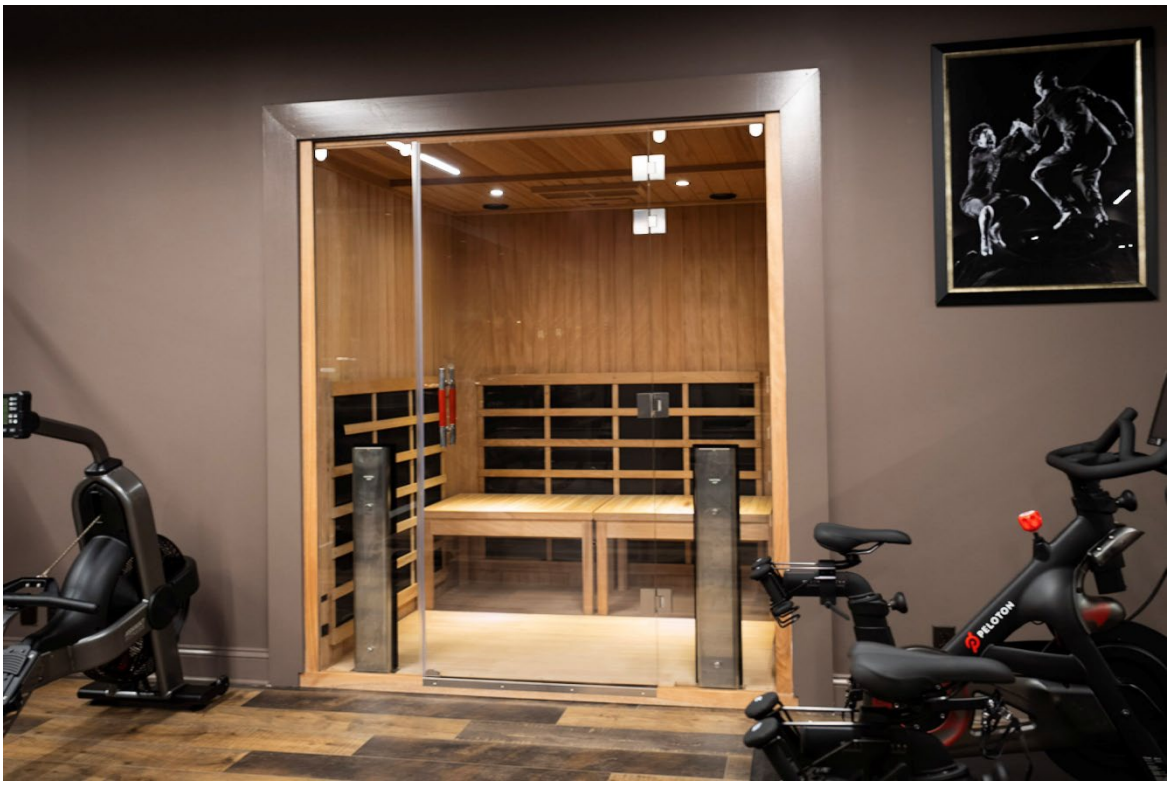
Business Commons Library in Hotel Burg





Members-Only Speakeasy in Hotel Burg



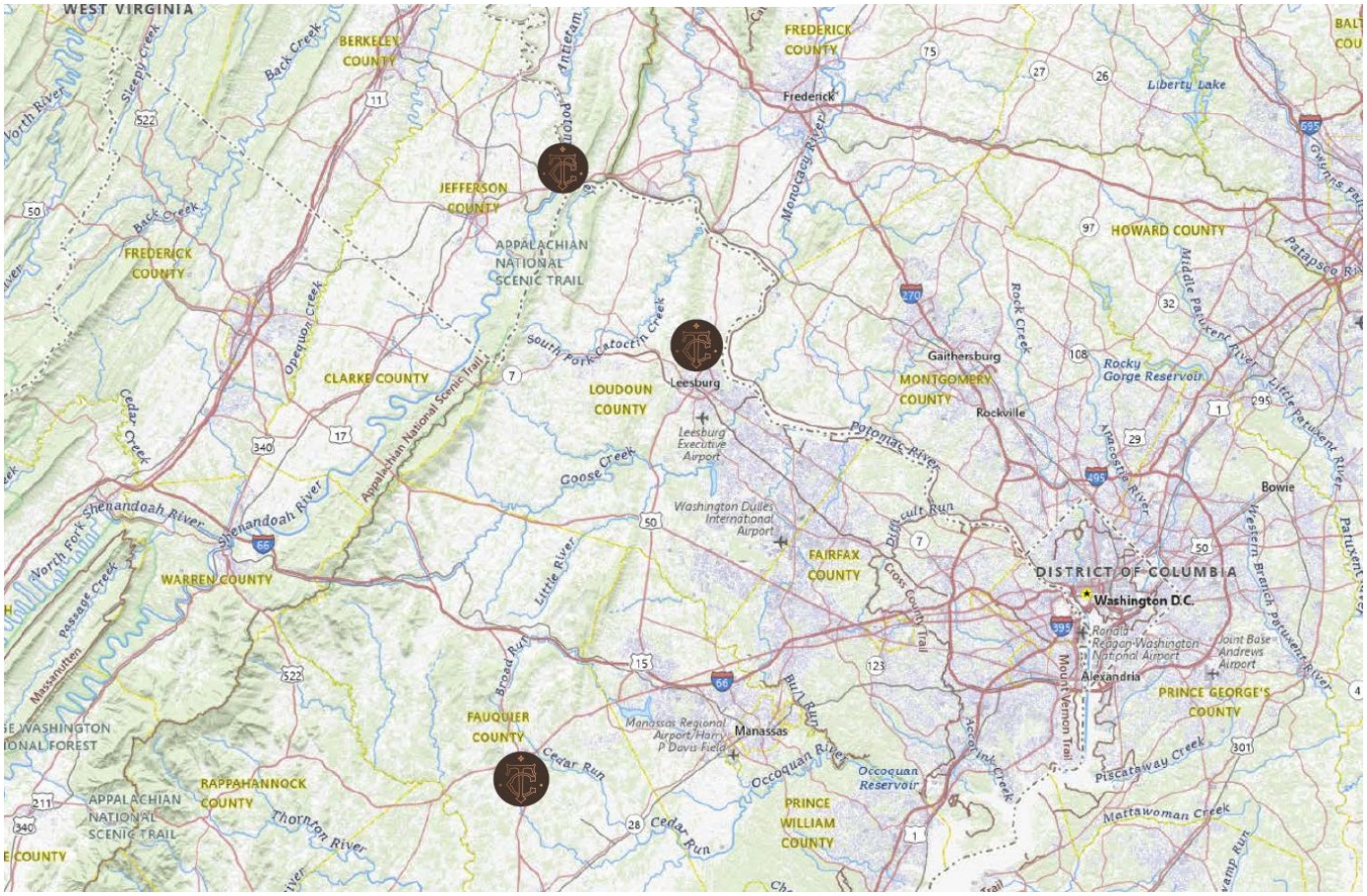


Members-Only Gym in Hotel Burg





The Huntōn – elevated dining at Hotel Burg



The Chase Locations -

- ❖ Hotel Burg | *Leesburg, VA*
- ❖ <u>Coming soon!</u> Warrenton, VA

Purchase Plan for Town of Warrenton (TOW)

Purchase property for $509,286.00

The Warren Green Hotel (10 Hotel Street) is currently being evaluated in anticipation of a potential sale, with a projected valuation of **$2,000,000** prior to the application of an **eight-year tax moratorium**.

With **12,222 square feet of above-grade space**, this reflects an effective valuation of **$163.63 per square foot**, establishing a strong benchmark for comparable properties within the project.

The 18 Court Street building contains **4,640 square feet of above-grade space**, which supports a comparative valuation of approximately **$759,286.00** when applying the same pricing metrics of $163.63 per square foot. From this figure, a projected cost of **$250,000** has been allocated for the construction of an **ADA-compliant elevator**, resulting in an adjusted, supportable purchase figure of **$509,286.00**.

An ADA-compliant elevator was installed at the Warren Green Hotel during previous renovations, and the inclusion of a similar improvement at 18 Court Street is intended to align both properties in terms of accessibility, functionality, and long-term valuation.

Earnest Money Deposit: An earnest money deposit in the amount of **$20,371.44** shall be provided to demonstrate good faith and commitment to the transaction and to provide protection for the TOW.

Down Payment: A down payment in the total amount of **$40,742.88**, comprised of the earnest money deposit and an additional **$20,371.44** deposit at time of closing, to be applied to purchase amount. This combined amount represents approximately **8%** of the **$509,286 purchase price**, comparable to the terms proposed for the potential sale of the 18 Court Street.

Seller Financing: TOW must agree to the seller finance on the remaining amount minus the deposit/earnest monies at a SOFR current rate of 3.98% (variable and will set upon closing; interest to start upon closing with the balloon payment at the end of the 5 years or the financing will stop upon an early refinance in advance of the 5 years.

18 Court Street (Warrenton Municipal Building)

18 Court Street, 20186 Warrenton, VA
TOTAL AREA: 6717.21 sq ft • **LIVING AREA:** 6717.21 sq ft • **FLOORS:** 4 • **ROOMS:** 20

SUBMITTED BY Johnny Switzer
jswitzer@warrentonva.gov

▼ Ground Floor

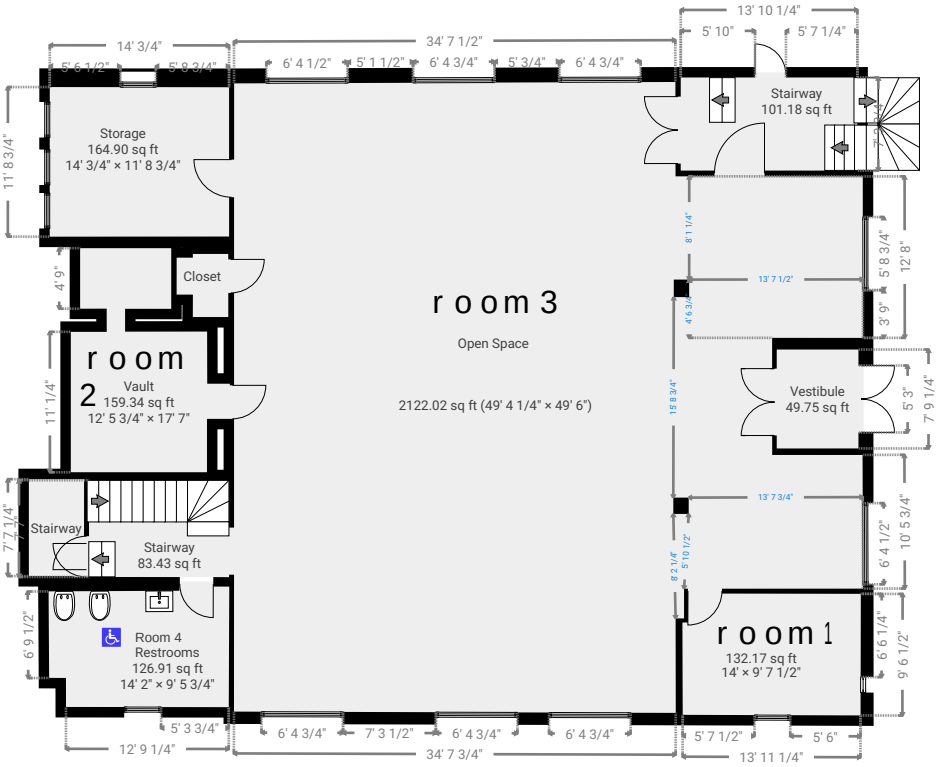
TOTAL AREA: 2989.21 sq ft • **LIVING AREA:** 2989.21 sq ft • **ROOMS:** 4

Usage Area's

Green Area
VFW Exclusive

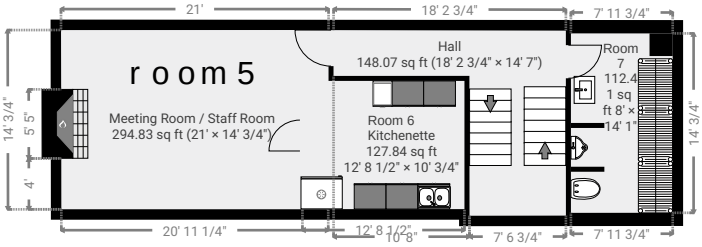
Yellow Area
Shared Space

Red Area
Town Exclusive

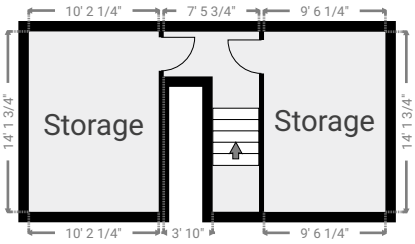


▼ 1st Floor

TOTAL AREA: 662.51 sq ft • **LIVING AREA:** 662.51 sq ft • **ROOMS:** 2



▼ 2nd Floor



attachment A - Grant of use areas 18 court street related to the moa between town of warrenton and veterans of foreign wars post 9835.

accepted by:

By:_____ By:_____ by:_____
Town manger mayor commander, vfw post 9825

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0' 8' 16' 24'

Madison Dale Estimates for 10 Hotel Street & 18 Court Street [1]

10 Hotel Street	2026	2027	2028	2029	2030	2031	2032	2033
Rooms			25	25	25	25	25	25
Rooms Revenue			1,708,200	1,793,610	1,883,291	1,977,455	2,076,328	2,180,144
Hotel Bar			1,000,000	1,050,000	1,102,500	1,157,625	1,215,506	1,276,282
			2,708,200	**2,843,610**	**2,985,791**	**3,135,080**	**3,291,834**	**3,456,426**

18 Court Street	2026	2027	2028	2029	2030	2031	2032	2033
Restaurant			4,000,000	4,200,000	4,410,000	4,630,500	4,862,025	5,105,126
Memberships			2,000,000	2,100,000	2,205,000	2,315,250	2,431,013	2,552,563
			6,000,000	**6,300,000**	**6,615,000**	**6,945,750**	**7,293,038**	**7,657,689**
Values								
Real Estate [2]			8,500,000	8,500,000	8,925,000	8,925,000	9,371,250	9,371,250
Personal Property [3]			550,000	450,000	350,000	250,000	150,000	150,000
Revenue Summary								
Meals Tax Revenue			5,000,000	5,250,000	5,512,500	5,788,125	6,077,531	6,381,408
Lodging Tax Revenue			1,708,200	1,793,610	1,883,291	1,977,455	2,076,328	2,180,144
All Revenue			8,708,200	9,143,610	9,600,791	10,080,830	10,584,872	11,114,115
Tax Revenue Projections								
Real Estate @ $0.055			4,675	4,675	4,909	4,909	5,154	5,154
Business Property @ $1.00			5,500	4,500	3,500	2,500	1,500	1,500
Sales Tax			5,573	5,852	6,145	6,452	6,774	7,113
Meals Tax @ 6%			300,000	315,000	330,750	347,288	364,652	382,884
Lodging Tax @ 4%			68,328	71,744	75,332	79,098	83,053	87,206
BPOL:								
Hotel @ $0.1683			6,241	6,553	6,881	7,225	7,586	7,965
Restaurant @ $0.10			5,000	5,250	5,513	5,788	6,078	6,381
			395,317	413,574	433,028	453,259	474,797	498,204
Less: Tourism Zone Rebates *(Town Code, Chapter 15, Article VIII)* :								
Business Property			(5,500)	(4,500)	(3,500)			
BPOL - Hotel, Memberships			(6,241)	(6,553)	(6,881)			
BPOL - Restaurant			(5,000)	(5,250)	(5,513)			
			(16,741)	(16,303)	(15,893)			
Net tax revenue projected			**378,576**	**397,271**	**417,135**	**453,259**	**474,797**	**498,204**
A **Assume 50% of net tax revenue**			**189,288**	**198,636**	**208,567**	**226,629**	**237,398**	**249,102**

Sale of 18 Court Street

Financing revenue									
Earnest money deposit	20,371								
Balance of deposit at closing	20,371								
Principal financed @ SOFR (3.98%) [4]		17,327	17,327	17,327	17,327	17,327			
Balloon payment in Year 5						468,543			
B **Total revenue from sale**	**40,743**	**17,327**	**17,327**	**17,327**	**17,327**	**485,870**			
C **Reduction in operating expenditures [5]**		**25,000**	**25,500**	**26,010**	**26,530**	**27,061**	**27,602**	**28,154**	
A+B+C **Total revenue**	**40,743**	**42,327**	**232,115**	**241,972**	**252,424**	**739,560**	**265,000**	**277,256**	

Total revenue impact over 8 years **2,091,398**

Notes:

[1] Projected 5% growth

[2] Based on current assessment of Hotel Burg in Leesburg. 5% increase in 2030 and 2032 based on reassessment every 2 years.

[3] Assume personal property (furniture, fixtures, and equipment) investment of $1 million; Commissioner of Revenue depreciation schedule applied.

[4] Used rate stated in initial offer. Variable rate based on SOFR requested. Analysis is based on fixed rate.

[5] The Town currently pays electric, cable, natural gas, and property insurance. Assume 2% annual increase in operating expenditures

Warrentonians,

We are writing to express our strong support for the proposed sale of the historic Warren Green Hotel building and the property at 18 Court Street, with the intent to revitalize both into a vibrant hotel and event space.

The Experience Old Town Warrenton Board fully endorses this initiative, as do the majority of businesses polled in Old Town Warrenton. This project aligns perfectly with our shared mission to enhance economic vitality while preserving the historic character of our community.

The Warren Green Hotel holds a cherished place in our town's rich history. Originally established on the site of the Norris Tavern in 1819 and rebuilt in 1876 after a fire, it has hosted countless notable figures and events over the centuries—including a banquet for General Lafayette in 1825, stays by presidents such as Andrew Jackson, and a memorable visit by President Theodore Roosevelt in 1909. Restoring this iconic property to its original purpose as a hotel would honor that legacy, breathe new life into a key piece of Warrenton's historic fabric, and allow future generations to experience the same charm and hospitality that drew luminaries like Roosevelt here.

Reviving these buildings as a hotel and event space would be a tremendous gift for our community. It promises to create new jobs in hospitality, maintenance, events, and related services; attract visitors who will support our local shops, restaurants, and attractions; and generate increased economic activity that strengthens Old Town Warrenton as a whole.

We recognize that any significant project brings potential concerns, such as parking and traffic. These are understandable and important to address. However, they are ultimately "good problems" – hosting more visitors is the natural results of successful growth and revitalization. Thriving towns like ours have always worked collaboratively to solve such challenges through thoughtful planning, infrastructure improvements, and community input, all while preserving our historic character. The benefits of restoring these historic assets far outweigh the manageable adjustments required, delivering long-term vitality, pride, and prosperity to Warrenton.

We wholeheartedly endorse this initiative and stand ready to support efforts that advance historic preservation alongside economic progress.

Sincerely,

Board of Directors
Experience Old Town Warrenton

BOARD OF SUPERVISORS OF FAUQUIER COUNTY
10 HOTEL STREET
WARRENTON, VIRGINIA 20186
Tel: (540) 422-8020
Fax: (540) 422-8022
bos@fauquiercounty.gov

March 24, 2026

Warrenton Town Council
21 Main Street
Warrenton, VA 20186

Dear Members of the Warrenton Town Council,

On behalf of the Fauquier County Board of Supervisors, we write to you with respect and appreciation for your continued partnership in serving the residents and businesses of Warrenton and the broader County community. We humbly request your support in the redevelopment of the Warren Green Building.

Over the past several years, the Board of Supervisors has carefully considered the future of the Warren Green property. Since 2021, we have explored options for its use, guided by a commitment to responsible stewardship and the evolving economic needs of our community. In 2024, we initiated a more formal process to evaluate how this property might best serve the public moving forward.

After thoughtful deliberation, we have chosen to pursue the sale and redevelopment of the Warren Green Building with the intention of returning it to productive economic use. This decision reflects a set of guiding principles: preserving the historic character of the property, strengthening the local economy, supporting small businesses, and ensuring long-term sustainability for both the Town and the County. At present, the property does not generate revenue and remains underutilized. We believe that returning it to private-sector stewardship, particularly as a boutique hotel and hospitality destination, offers the greatest opportunity to realize its full potential while honoring its historic role.

We also believe the economic benefits of this project are both meaningful and measurable. Based on current estimates, redevelopment could generate approximately $90,000 annually in real estate tax revenue and an additional $25,000 in personal property tax revenue. Most significantly, the Town of Warrenton could receive more than $200,000 annually in transient occupancy tax revenue, assuming a conservative 50–75% occupancy rate. Additional revenues would include BPOL taxes and increased food and beverage tax receipts driven by greater activity at local restaurants and retailers. Beyond these direct revenues, the project is

expected to create jobs and stimulate broader economic activity by encouraging visitors to stay longer and engage more fully with the Town's businesses.

We believe this project represents a meaningful opportunity to attract visitors and serve as a catalyst for economic development in downtown Warrenton. We remain committed to working collaboratively and transparently with the Town Council to ensure this effort reflects our shared goals and benefits the entire community.

Thank you for your time, your partnership, and your thoughtful consideration.

Respectfully,

Kevin T. Carter
Chairman

cc: Fauquier County Board of Supervisors

VIRGINIA
RESTAURANT · LODGING · TRAVEL
ASSOCIATION

5101 Monument Ave., Suite 206
Richmond, VA 23230
(p) 804-288-3065

April 10, 2026

Warrenton Town Council
Town Hall
21 Main St.
Warrenton, VA 20186

Mayor Nevill and Town Councilors,

I write on behalf of the Virginia Restaurant, Lodging & Travel Association (VRLTA), Virginia's unified voice for the restaurant, hotel lodging, and tourism development industries and their suppliers. I am pleased to offer our strong support for the proposed boutique hotel project in Old Town Warrenton. We believe this project aligns closely with Warrenton's economic development priorities and will bring significant long-term benefits to the community.

A thoughtfully designed boutique hotel in Old Town Warrenton will fill a notable gap in the local lodging market while complementing the historic character that makes the town unique. Projects like this help strengthen downtown vitality by increasing foot traffic, supporting nearby restaurants and retailers, and expanding opportunities for tourism. Visitors who choose to stay in walkable, historic districts consistently spend more at local businesses, contributing directly to the health of the small business community.

The hospitality and tourism sector is one of Virginia's most important economic drivers, supporting hundreds of thousands of jobs statewide and supporting an overall contribution of over 35 billion dollars annually to the Commonwealth's economy. Investment in high-quality lodging infrastructure is essential to sustaining the Town's economic health. Warrenton is well positioned to attract leisure travelers and regional tourists. The addition of a boutique hotel will enhance the town's ability to capture that demand while elevating the overall visitor experience.

VRLTA applauds the vision behind this project and encourages the Town of Warrenton to support its advancement. We are confident it will serve as a welcome asset to both residents and visitors and will contribute meaningfully to the continued vibrancy of Old Town.

If you have any questions about this or other tourism matters, please do not hesitate to reach out to VRLTA Director of Government Affairs, Tommy Herbert at Tommy@VRLTA.org or (804) 761-3235.

Best Regards,

Eric Terry
President
Virginia Restaurant Lodging and Travel Association

ECONOMIC DEVELOPMENT & LEGISLATIVE AFFAIRS
THE FAUQUIER CHAMBER

Town of Warrenton
21 Main Street
Warrenton, Virginia 20186

March 24th, 2026

Dear Mayor Nevill & Members of the Warrenton Town Council,

On behalf of the Chamber of Commerce and our member businesses, we write to express our strong support for the proposed redevelopment of the historic Warren Green Hotel and the related investment in the 18 Court Street property. We believe this project represents a meaningful opportunity to strengthen the Town of Warrenton's economy, support local businesses, and enhance the overall vitality of our historic downtown.

Since 2021, the Fauquier County Board of Supervisors has explored options to return the Warren Green building to its original role as a boutique hotel. In 2024, the Board formally initiated a strategic process aimed at transitioning this important community asset back into productive economic use. Currently, the property generates no revenue for the town. Redevelopment would transform it into a productive asset that provides significant financial and economic benefits to both the Town of Warrenton and Fauquier County.

The economic advantages of this project are substantial however the most meaningful benefits will be realized at the town level. Assuming an average daily rate of $325 with a 70% occupancy rate, the current 4% lodging tax would generate approximately $85,000 annually. This revenue would be further supplemented by food and beverage tax receipts generated from the hotel as well as hotel guests patronizing other local restaurants throughout Warrenton. These two revenue streams alone would well offset the estimate annual cost of maintenance and result in a notable net gain to the town.

Beyond tax revenue, this project would help to drive an incremental economic advantage for the town and the taxpayer. Visitors that stay multiple days exploring our town stimulate greater support and opportunity for our businesses, restaurants, retailers, and service providers.

Additionally, overnight visitor spending brings with it additional economic advantages.

Every dollar spent by an overnight guest represents revenue that would not otherwise enter the local economy. These outside dollars expand economic activity rather than simply redistributing existing local spending. Multiday visitors typically spend their dollars across sectors beyond just lodging, such as dining, retail, and recreation, creating a broader economic ripple effect that supports local wages and incremental tax revenue. By providing for overnight visitation in the center of Warrenton, the Warren Green redevelopment would allow the town to capture a greater share of this visitor spending and ensure those outside dollars flow directly into our local businesses and tax base.

Middleburg, Charlottesville, and other similar communities across Virginia have demonstrated how thoughtfully developed lodging strengthens local economies by successfully leveraging boutique hotels and historic accommodations to capture significant visitor spending, reinforcing vibrant downtown districts and drawing outside dollars that support local businesses and municipal revenues.

Parking concerns have also been addressed through collaboration between the county and the development team. Solutions include the use of a county-owned lot located at the corner of West Lee Street and John Marshall Street, ensuring that access and convenience for visitors and residents remain a priority.

The Warren Green building has long been a cornerstone of Warrenton and Fauquier County history having served as a hotel with a popular dining room, a tavern, and even a school. During its time as a hotel and gathering place, it welcomed many notable visitors and served as a central meeting place for the community. Restoring the building to its historic purpose provides an opportunity not only to preserve this legacy but also to reestablish it as a vibrant hub for hospitality, dining, and community activity.

Returning the Warren Green building to use as a boutique hotel will create a powerful multiplier effect for commerce and the local tax base. Overnight accommodations in Old Town will encourage visitors to extend their stays and engage more deeply with local businesses.

For these reasons, the Fauquier Chamber of Commerce strongly believes the redevelopment of the Warren Green property represents not only an opportunity, but a strategic investment in the economic future of Warrenton. We see daily the dedication and resilience of our local business community, and projects that attract visitors and introduce new dollars into our local economy are among the most effective ways to strengthen that foundation.

We respectfully encourage the Town Council to work collaboratively with the County and the development partners to move this project forward so that Warrenton can continue to grow as a destination that celebrates its history while supporting the long-term prosperity of its businesses and residents.

Thank you for your time and consideration.

Sincerely,

Ray Knott
Vice Chair of Economic Development
& Legislative Affairs
The Fauquier Chamber of Commerce

Priscilla Hottle
Board Chair
Fauquier Chamber of Commerce

Examined & mailed to own of this Warrenton this 1st day of June 1973 Mary H. Schwartz

BOOK 290 PAGE 2

1402

THIS DEED (which is in part a deed of gift and in part a deed of bargain and sale), made this 11 day of May, 1973, between THE FAUQUIER NATIONAL BANK OF WARRENTON, Warrenton, Virginia, a national banking association, GRANTOR, and the TOWN OF WARRENTON, a municipal corporation of the State of Virginia, GRANTEE, WITNESSETH:

WHEREAS, the hereinafter described real estate has an appraised value in excess of $120,000.00, but the Grantor wishes to convey said real estate to the Grantee for the sum of $120,000.00, it being the intention of the Grantor that to the extent that the appraised value of said real estate exceeds said sum of $120,000.00 this be a deed of gift;

NOW, THEREFORE, in consideration of the premises and of the sum of $120,000.00 to be paid to the Grantor by the Grantee as hereinafter provided, the Grantor doth hereby bargain, sell, grant and convey, unto the Grantee, all of the following described real estate, to-wit:

That certain lot of land situate at the corner of Court and Hotel Streets, in the Town of Warrenton, Centre Magisterial District, Fauquier County, Virginia, together with the building thereon which was formerly the main office of The Fauquier National Bank of Warrenton, which lot of land is composed of the following two adjoining parcels:

(A) A parcel of land containing 3907 Square Feet according to April 1971 plat and metes and bounds description of James G. Butler, Jr., C.L.S., which plat and metes and bounds description are attached hereto and made a part of this deed, which said 3907 Square Foot parcel consists of the property which was conveyed to said Bank by deed of James V. Brooke, et als, dated April 19, 1902, recorded May 14, 1902, in Deed Book 93, Page 261, in the Clerk's Office of the Circuit Court of Fauquier County, Virginia, and of the property which was conveyed to said Bank by deed of the Board of Supervisors of Fauquier County dated November 8, 1923, recorded December 13, 1923, in Deed Book 125, Page 116, in said Clerk's Office, less and excepting, however, from said last mentioned property a portion thereof which was conveyed to Fauquier County by deed of said Bank dated November 8, 1923, recorded December 13, 1923, in Deed Book 125, Page 118, in said Clerk's Office.

JAMES G. BUTLER, JR.
CERTIFIED LAND SURVEYOR
21 CULPEPER STREET
WARRENTON, VIRGINIA 22186

PHONE: 347-2100

April 1971

Description Of The
Fauquier National Bank
Of Warrenton Property
(As Referred To In Deed Book 93, Page 261, and
Deed Book 125, Page 116, Fauquier County Land Records)
Warrenton, Virginia

Beginning at a point at the northwesterly intersection of Hotel and Court Streets, said point being the extreme southerly corner of the herein described lot, thence running along the northerly right of way line of Hotel Street, N 59° 20' 34" W 66.46 feet to a point being a corner to the County of Fauquier Property, thence departing Hotel Street and running with the outline of the said County Property the following courses; N 31° 09' 30" E 54.51 feet to a point which lies within the present bank building, S 58° 50' 30" E 10.50 feet to another point which lies within the present bank building, N 31° 09' 30" E 5.00 feet to a point in a concrete gutter and S 58° 50' 30" E 56.76 feet to a point in the westerly right of way line Court Street, thence departing the County Property and running along said Court Street right of way line S 31° 55' 49" W 58.94 feet to the point and place of beginning, containing 3907 square feet of land, and being in accordance with a plat of survey hereto attached and being made a part hereof.

Note: Property corners will be appropriately marked.

BOOK 290 PAGE 4

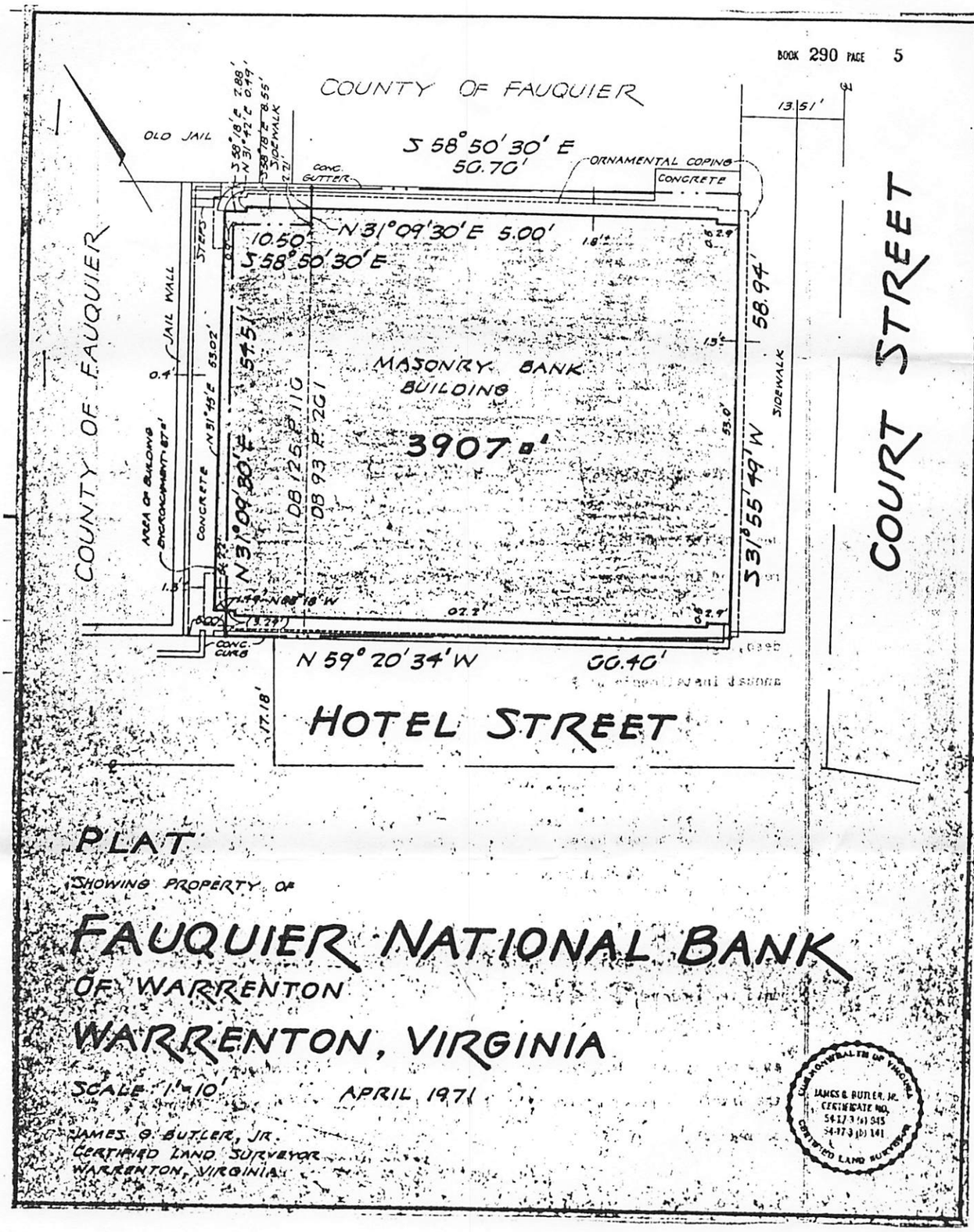
JAMES G. BUTLER, JR.
Certified Land Surveyor
23 CULPEPER STREET
WARRENTON, VIRGINIA 22186
PHONE: 347-3122

June 1, 1971

Description Of Bank Building Encroachment
Into County Of Fauquier Property
Town Of Warrenton
Fauquier County, Virginia

Beginning at a point lying on the outside face of wall of the present bank building, said point lies N 31° 09' 30" E 3.29 feet from the extreme westerly corner of the Fauquier National Bank Property, thence running through the County Of Fauquier Property along the outside face of said bank building the following courses, N 58° 18' W 1.49 feet to a point, N 31° 45' E 53.02 feet to a point, S 58° 18' E 2.88 feet to a point, N 31° 42' E 0.49 feet to a point and S 58° 18' E 8.55 feet to a point where the outside face of the bank building intersects the property line between the County Of Fauquier and the said Bank Property, thence running along said property line, which lies within the present bank building, S 31° 09' 30" W 2.21 feet to a point, N 58° 50' 30" W 10.50 feet to a point and S 31° 09' 30" W 51.22 feet to the point and place of beginning, containing 87 square feet of land, and shown on the accompaning plat as the cross-hatched area lying on the westerly side of the Bank Property.

BOOK 290 PAGE 5



PLAT

SHOWING PROPERTY OF

FAUQUIER NATIONAL BANK OF WARRENTON

WARRENTON, VIRGINIA

SCALE: 1"=10' APRIL 1971

JAMES G. BUTLER, JR.
CERTIFIED LAND SURVEYOR
WARRENTON, VIRGINIA

COMMONWEALTH OF VIRGINIA
JAMES G. BUTLER, JR.
CERTIFICATE NO.
54-173 (A) 545
54-173 (B) 141
CERTIFIED LAND SURVEYOR

(B) A parcel of land containing 87 Square Feet according to June 1, 1971 metes and bounds description of James G. Butler, Jr., (which metes and bounds description is attached hereto and made a part of this deed), being the cross-hatched area shown on the aforesaid plat of James G. Butler, Jr., and being the same identical property which was conveyed to said Bank by deed of the County Board of Supervisors of Fauquier County, Virginia, dated November 5, 1971, recorded November 8, 1971, in Deed Book 272, Page 229, in said Clerk's Office.

The above real estate is conveyed subject to the right, if any, of the public to use as a passage way the five foot one inch strip of land mentioned in deed to the Grantor from James V. Brooke, et als, dated April 19, 1902, recorded in Deed Book 93, Page 261, in said Clerk's Office.

The Grantee, as evidenced by its joining in the execution of this deed, agrees to pay to the Grantor the aforesaid sum of $120,000.00 in four annual installments of $30,000.00 each as follows:

$30,000.00 in cash, without interest, on or before December 31, 1973

$30,000.00 in cash, without interest, in the year 1974, on or before December 31st of that year

$30,000.00 in cash, without interest, in the year 1975, on or before December 31st of that year

$30,000.00 in cash, without interest, in the year 1976, on or before December 31st of that year

TO HAVE AND TO HOLD the above described real estate, together with all rights, ways, easements and appurtenances thereunto belonging, unto the Grantee, in fee simple.

Except as to the aforesaid right, if any, of the public to use as a passage way the five foot one inch strip of land hereinabove mentioned, the Grantor covenants that it will WARRANT GENERALLY the property hereby conveyed.

WITNESS the following signatures and seals of the parties hereto, the Grantor having caused its name to be signed hereto by its President and

its corporate seal to be affixed and attested by its Cashier, said officers having been duly authorized to execute this deed on behalf of the Grantor by resolution duly adopted by the Grantor's Board of Directors at its meeting held on the 16th day of March, 1973, and the Grantee having caused its name to be signed hereto by its Mayor and its official seal to be affixed and attested by its Recorder, said officers having been duly authorized to execute this deed on behalf of the Grantee by resolutions duly adopted by the Council of the Town of Warrenton at its meetings held on the 10th day of April, 1973 and the 1st day of May, 1973.

THE FAUQUIER NATIONAL BANK OF WARRENTON

BY _____
PRESIDENT

ATTEST:

_____
CASHIER

TOWN OF WARRENTON

BY _____
MAYOR

ATTEST:

_____
RECORDER

STATE OF VIRGINIA

COUNTY OF FAUQUIER, to-wit:

I, Erma B. O'Neal, a Notary Public in and for the County of Fauquier, State of Virginia, do certify that J. W. Lainhart and C. Hunton Tiffany, whose names as President and Cashier, respectively, of The Fauquier National Bank of Warrenton are signed to the foregoing deed dated the 11th day of May, 1973, have each acknowledged the same before me in my County and State aforesaid.

My commission expires the 8th day of Sept., 19 73.

Given under my hand this 11th day of May, 1973.

_____
NOTARY PUBLIC

BOOK 290 PAGE 8

STATE OF VIRGINIA

COUNTY OF FAUQUIER, to-wit:

I, Erma B. O'Neal, a Notary Public in and for the County of Fauquier, State of Virginia, do certify that B. M. Haley and Mary C. Matteo, whose names as Mayor and Recorder, respectively, of the Town of Warrenton are signed to the foregoing deed dated the 11th day of May, 1973, have each acknowledged the same before me in my County and State aforesaid.

My commission expires the 8th day of Sept., 1973.

Given under my hand this 11th day of May, 1973.

Erma B. O'Neal
NOTARY PUBLIC

Virginia: In the ~~Clerk's~~ Office of Fauquier Circuit Court, May 17, 1973
This instrument was this day received in said Office and with certificate admitted to record at 10:55 A.M.
Tax of $ 120.00 imposed by Section 58-54(b) Paid
Teste: H. H. Berman Clerk

Municipal
Building
Deed

Jacquier Bank
to
Town of Hamilton

FACILITY CONDITION ASSESSMENT

18 COURT STREET

WARRENTON, VIRGINIA | FAUQUIER COUNTY | PIN: 6984-33-8623

PREPARED BY	REPORT DATE	AS-IS APPRAISED VALUE
Town of Warrenton Facilities Management	**March 2026** Source Data: May 2025 / Jan 2024	**$1,420,000** Fee Simple — May 1, 2025

EXECUTIVE SUMMARY

This Facility Condition Assessment (FCA) documents the physical condition of the Town of Warrenton-owned property at 18 Court Street, a Class B masonry office building constructed in 1938 and listed as a contributing resource within the Warrenton Historic District. The assessment is based on a May 2025 real estate appraisal and a January 2024 limited asbestos survey — two independent third-party reports commissioned by or available to the Town.

The building presents a substantial and compounding set of deferred maintenance and code compliance deficiencies. Nine distinct deficiency items were identified across mechanical, environmental, structural, envelope, and accessibility categories. Total remediation costs are estimated at $1,255,000 to $1,925,000 — a range that approaches or exceeds the building's current appraised market value even before accounting for soft costs, design fees, permitting, or escalation.

PROPERTY DESCRIPTION

18 Court Street is a two-story-over-basement masonry commercial building located in the heart of Warrenton's Central Business District. Originally constructed in 1938 as a bank facility — evidenced by the original vault that remains in the basement — the building has been repurposed and has served as a Town of Warrenton municipal office and community services facility. It occupies a 3,920 SF (0.09-acre) lot at the corner of Court Street and sits within the Warrenton Historic District, which imposes design review requirements for any exterior alterations.

Address	18 Court Street, Warrenton, Virginia 20186
County / PIN	Fauquier County | PIN: 6984-33-8623
Zoning	CBD — Central Business District
Year Built	1938
Building Class	Class B Masonry
Gross Building Area	8,613 SF (Main Level: 3,551 SF | 2nd Level: 1,511 SF | Finished Basement: 3,551 SF)
Site Area	3,920 SF (0.09 acres)
Historic Status	Contributing resource, Warrenton Historic District
Current Use	Town of Warrenton municipal offices and community services (owner-occupied)
Parking	No on-site parking; municipal lot available nearby
Flood Zone	FEMA Zone X — Minimal flood hazard
Assessed Value	$1,695,200 (Land: $351,600 + Improvements: $1,343,600) — Note: assessor records reflect incorrect GBA
Appraised Value	$1,420,000 As-Is Market Value (Fee Simple) — Real Property Valuations Group, LLC, May 1, 2025

SCOPE & METHODOLOGY

This Facility Condition Assessment was prepared as a review of findings from two independent third-party reports:

- Real Estate Appraisal Report — Prepared by Real Property Valuations Group, LLC (Timuchin Ulvi, VA-4001-007395; Justin Shelton, VA-4001-013328). Client File No. 01863. Effective Date: May 1, 2025; Appraisal Date: May 16, 2025. The appraisal employed the Sales Comparison Approach using six comparable transactions and reconciled a value of $165/SF for a total as-is market value of $1,420,000.
- Limited Asbestos Survey — Prepared by The EI Group, Inc. (EI Project No. IHRI230220.00; Inspector: Todd Manning, VA Asbestos Inspector No. 3303001951). Survey dates: December 14 and 21, 2023; Report date: January 11, 2024. Laboratory analysis performed by EHS Laboratories, Richmond, VA (NVLAP Accreditation No. 101882-0). The survey included collection and analysis of 75 bulk samples representing 122 sample layers.

Historic District Compliance Note

Because 18 Court Street is a contributing resource within the Warrenton Historic District, all exterior rehabilitation work — including masonry repointing, window restoration, roofing, and any new mechanical penetrations — must comply with the Secretary of the Interior's Standards for Rehabilitation and is subject to design review by the Town's Architectural Review Board (ARB). This requirement adds design, review, and approval time to any rehabilitation schedule and may constrain the scope of permissible interventions, potentially increasing unit costs relative to comparable non-historic work.

DEFICIENCY SUMMARY

The nine deficiency items identified in this assessment are summarized below and organized by priority classification. Detailed narrative findings follow the table.

#	System / Deficiency	Priority	Est. Cost	Notes
1	HVAC — Rooftop Package Unit (50% capacity failure)	IMMEDIATE	$80,000–$120,000	Unit at end of service life; all zones affected
2	Asbestos-Containing Materials — Damaged Pipe Elbow (Basement)	IMMEDIATE	$5,000–$15,000	48% chrysotile; poor condition; abate immediately
3	Asbestos-Containing Materials — All Remaining In-Place ACMs	IMMEDIATE	$150,000–$300,000	Mandatory abatement prior to any renovation scope
4	Domestic Water Lines — Scale & Rust Buildup (Building-Wide)	IMMEDIATE	$30,000–$60,000	Discolored water; replacement or full relining required
5	Basement Foundation Waterproofing & Sump System	SHORT-TERM	$40,000–$80,000	Active moisture intrusion; sump requires full replacement
6	Exterior Masonry Facade — Mortar Deterioration & Spalling	SHORT-TERM	$120,000–$200,000	Historic District; Secretary of Interior Standards apply
7	Historic Wood Windows — Restoration & ACM Caulk Abatement	SHORT-TERM	$80,000–$150,000	Contributing historic element; ACM caulk must be abated first
8	ADA Accessibility — Non-Elevator Upgrades	SHORT-TERM	$50,000–$100,000	Ramps, accessible restrooms, compliant signage
9	Elevator Installation — Full Multi-Floor ADA Compliance	LONG-TERM	$700,000–$900,000	Only main floor currently ADA-accessible

■ IMMEDIATE	■ SHORT-TERM	■ LONG-TERM
Health/safety risk or pre-construction prerequisite. Address before any other work.	Material deficiency affecting function, safety, or historic fabric. Address within 1–3 years.	Capital improvement for full code compliance or enhanced functionality. 3–10 year horizon.

DETAILED DEFICIENCY FINDINGS

1. Asbestos-Containing Materials (ACM) — Damaged Pipe Elbow

PRIORITY: IMMEDIATE | Estimated Cost: $5,000–$15,000

A 3-inch diameter mudded thermal system insulation (TSI) pipe elbow located in the basement storage room was confirmed to contain 48% chrysotile asbestos and was observed to be in damaged/friable condition at the time of the December 2023 survey. Friable ACM in a damaged state presents an active inhalation hazard and constitutes the highest-priority finding in this report. Virginia regulations require that abatement of damaged friable ACM be performed by a Virginia-licensed asbestos abatement contractor under the oversight of a licensed project monitor prior to any other work in the affected area. This item must be resolved before any other construction, renovation, or mechanical work proceeds in the basement.

2. Asbestos-Containing Materials — All Remaining In-Place ACMs

PRIORITY: IMMEDIATE (Pre-Construction) | Estimated Cost: $150,000–$300,000

Beyond the damaged pipe elbow, the January 2024 limited asbestos survey confirmed the presence of multiple additional asbestos-containing materials distributed throughout all three building levels. The following materials were confirmed positive and must be abated prior to any renovation or demolition activities:

- Friable 6-inch diameter pipe insulation throughout basement: 60–65% chrysotile — approximately 175 linear feet
- Friable 3-inch diameter pipe insulation throughout basement: 55% chrysotile — approximately 200 linear feet
- Drywall joint compound, basement office #1 and ground floor hallway: 2% chrysotile (all non-plaster walls building-wide are presumed ACM)
- Plaster wall base coat, basement vault/workshop: 2% chrysotile (all similar plaster base coat building-wide is presumed ACM)
- 12"x12" light brown floor tile, basement vault/workshop: 2% chrysotile — approximately 225 SF
- Brown floor tile and black mastic, basement storage room: 3–5% chrysotile — approximately 1,500 SF (poor condition, mostly covered)
- Black floor tile mastic, basement kitchen: 3% chrysotile — approximately 150 SF
- Gray floor tile beneath sheet vinyl, third floor file room: 4% chrysotile — approximately 200 SF
- Olive 12"x12" floor tile, third floor kitchenette/bathroom: 4% chrysotile — approximately 1,200 SF (mostly covered by carpet)
- Exterior window caulking: 3% chrysotile, Category II non-friable — all exterior windows building-wide are presumed ACM

Additionally, roofing materials and pipe insulation within walls and chases are presumed ACM and were not sampled. The total confirmed ACM floor tile area is approximately 3,275 SF. All in-place ACMs that are not damaged may legally remain in situ until disturbed; however, the scope and scale of materials present means that virtually any renovation scenario will trigger a full or near-full abatement of the building interior. An Asbestos Operations & Maintenance (O&M) Plan should be prepared and maintained for occupant protection during the interim period.

3. HVAC Systems — Rooftop Package Unit

PRIORITY: IMMEDIATE | Estimated Cost: $80,000–$120,000

The primary rooftop package HVAC unit servicing the building is operating at approximately 50% of its rated capacity and has exceeded its typical useful service life of 15–20 years. At half capacity, the unit is unable to adequately condition all occupied areas of the building, resulting in temperature imbalances, reduced indoor air quality, and elevated humidity that may accelerate deterioration of interior finishes and ACM materials. Continued operation of a degraded HVAC system in a building with widespread confirmed ACMs heightens the risk of fiber disturbance and dispersion. Replacement with a properly sized, energy-efficient system is an immediate priority. The replacement scope should be coordinated with the ACM abatement scope to avoid disturbing insulated pipe runs during mechanical work.

4. Domestic Water Distribution — Scale & Rust Buildup

PRIORITY: IMMEDIATE | Estimated Cost: $30,000–$60,000

The domestic water distribution system throughout the building exhibits significant scale and rust accumulation, manifesting as persistent discolored water at fixtures building-wide. This condition indicates advanced deterioration of the original 1938-era or mid-century pipe infrastructure. The discoloration creates a health concern for building occupants and may indicate failure of galvanized steel or cast iron distribution lines. Options include full pipe replacement (most reliable), epoxy pipe lining (less invasive), or a hybrid approach. Given the building's age and the extent of the condition, full replacement is the recommended approach. Coordination with ACM abatement is essential, as pipe runs pass through areas with confirmed ACM pipe insulation.

5. Basement Foundation Waterproofing & Sump System

PRIORITY: SHORT-TERM | Estimated Cost: $40,000–$80,000

The basement perimeter waterproofing membrane has degraded and is no longer effectively preventing moisture infiltration through the foundation walls. Active moisture intrusion was noted in the appraisal report. The existing sump system, which manages groundwater infiltration, requires complete replacement rather than repair. Chronic moisture intrusion in the basement poses risks to structural integrity, creates conditions favorable to mold growth, threatens stored materials and equipment, and exacerbates the condition of ACM floor tiles already described as in poor condition. Remediation should include exterior curtain drain improvements where accessible, interior waterproofing membrane application, and installation of a new sump pump system with battery backup.

6. Exterior Masonry Facade — Mortar Deterioration & Spalling

PRIORITY: SHORT-TERM | Estimated Cost: $120,000–$200,000

The 1938 brick masonry facade exhibits deteriorated mortar joints, localized brick spalling, and biological staining (moss, lichen, and efflorescence) at multiple elevations. Deteriorated mortar joints allow water infiltration into the wall assembly, which can accelerate brick deterioration, contribute to basement moisture intrusion, and in freeze-thaw cycles cause progressive structural damage to the masonry. As a contributing resource in the Warrenton Historic District, masonry repointing and repair must use lime-based mortars matched to the original mix in composition and joint profile to comply with the Secretary of the Interior's Standards. Portland cement-based mortars, which are harder than historic brick, are prohibited as they trap moisture and accelerate spalling. An ARB pre-application consultation and formal approval will be required prior to any exterior masonry work.

7. Historic Wood Windows — Restoration & ACM Caulk Abatement

PRIORITY: SHORT-TERM | Estimated Cost: $80,000–$150,000

The building retains its original wood double-hung windows, which are contributing elements to the building's historic character and to its status within the Warrenton Historic District. The windows show signs of deterioration including paint failure, glazing compound failure, sash rope deterioration, and operational difficulty. All exterior window caulking has been confirmed or presumed to contain asbestos (3% chrysotile, Category II non-friable) and must be abated by a licensed contractor before any window restoration work begins. Window replacement with non-historic units would not be approvable under ARB review; restoration in-kind is the required approach. Restoration scope should include full stripping and repainting, regazing, weatherstripping, sash rope replacement, and hardware restoration.

8. ADA Accessibility — Non-Elevator Improvements

PRIORITY: SHORT-TERM | Estimated Cost: $50,000–$100,000

The building currently provides accessible entry and circulation only at the main level. No accessible path of travel exists to the basement or second floor. In the short term, non-elevator ADA improvements should be addressed including: (a) accessible route from public right-of-way to main entrance meeting current slope and surface requirements; (b) accessible restroom(s) compliant with ADA Standards for Accessible Design; (c) accessible service counters, signage with Braille, and accessible hardware on interior doors serving the main level. These improvements do not require an elevator and can be phased into a renovation project independently.

9. Elevator Installation — Full Multi-Floor ADA Compliance

PRIORITY: LONG-TERM | Estimated Cost: $700,000–$900,000

Full ADA compliance requiring access to all occupied levels — including the finished basement (3,551 SF) and second floor (1,511 SF) — mandates installation of a passenger elevator. Given the building's masonry construction, historic status, and existing floor plan configuration, elevator installation is a complex and expensive undertaking. A new elevator shaft would need to be constructed within or adjacent to the existing building footprint without compromising the historic envelope, requiring both structural engineering and ARB approval. The elevator machine room, shaft walls, and pit all require space allocation that will impact existing floor area. The cost range of $700,000–$900,000 reflects the premium associated with historic building installation; conventional new-construction elevator installations in comparable mid-rise buildings typically range from $150,000–$300,000. This item is classified as long-term given its complexity, cost, and dependency on completing all immediate and short-term items first.

COST SUMMARY

The following cost summary presents order-of-magnitude estimates for all identified deficiencies. Estimates are based on current regional construction cost data for the Northern Virginia / Piedmont market and carry an accuracy range of -20% to +50%. All costs are in 2026 dollars and do not include soft costs (design, permitting, project management, ARB review) which typically add 15–25% to construction costs for historic rehabilitation projects of this type.

IMMEDIATE PRIORITY	
HVAC Rooftop Package Unit Replacement	$80,000 – $120,000
ACM Abatement — Damaged Pipe Elbow (Basement Storage Room)	$5,000 – $15,000
ACM Abatement — All Remaining In-Place ACMs (Building-Wide)	$150,000 – $300,000
Domestic Water Line Replacement (Building-Wide)	$30,000 – $60,000
Immediate Priority Subtotal	**$265,000 – $495,000**
SHORT-TERM PRIORITY	
Basement Foundation Waterproofing & Sump System Replacement	$40,000 – $80,000
Exterior Masonry Facade Restoration (Repointing, Spalling, Staining)	$120,000 – $200,000
Historic Wood Window Restoration (post-ACM abatement)	$80,000 – $150,000
ADA Accessibility — Non-Elevator Improvements	$50,000 – $100,000
Short-Term Priority Subtotal	**$290,000 – $530,000**
LONG-TERM PRIORITY	
Elevator Installation — Full Multi-Floor ADA Compliance	$700,000 – $900,000
Long-Term Priority Subtotal	**$700,000 – $900,000**
TOTAL ESTIMATED REMEDIATION COST (All Deficiencies)	**$1,255,000 – $1,925,000**
Soft Costs Adder (est. 20% — Design, Permitting, ARB Review)	$251,000 – $385,000
Total All-In Estimated Project Cost	**$1,506,000 – $2,310,000**
REFERENCE: As-Is Appraised Market Value (May 2025)	$1,420,000

Cost vs. Value: Key Finding

The total estimated all-in rehabilitation cost ($1,506,000–$2,310,000) exceeds the building's current as-is appraised market value of $1,420,000 in all but the most optimistic scenario. Even the construction-only estimate (excluding soft costs) for the full scope ranges from $1,255,000 to $1,925,000 — approaching or exceeding market value at the midpoint. This relationship is a critical consideration in evaluating whether further capital investment in the property is economically justified relative to alternative disposition or relocation strategies.



EXPERIENCE WARRENTON VIRGINIA

PLANNING COMMISSION

Annual Report 2025



PLANNING COMMISSION MEMBERS



Left-to-right: Steve Ainsworth, Darine Barbour, Ryan Stewart, Terrance Lasher, & James Lawrence

Ryan Stewart, *Chair*
Serving Since 2017

Terrance Lasher, *Vice Chair*
Serving Since 2023

Darine Barbour, *Secretary*
Serving Since 2023

James Lawrence
Serving Since 2018

Steve Ainsworth
Serving Since 2021

4
Public Hearings

10
Work Sessions

MEETING HIGHLIGHTS

JANUARY

The Planning Commission held their organizational meeting to elect a Chair and Vice Chair WORK SESSION

The updated Planning Commission By-Laws were reviewed, and the Annual Report draft was reviewed WORK SESSION

APRIL

Zoning Ordinance Text Amendment - ZOTA-25-1 – A Text Amendment to Remove Data Centers as a Permissible Use within the Industrial District. On March 22, 2025, Town Council adopted a Resolution to initiate a text amendment to Articles 3, 9, and 12 of the Town of Warrenton Zoning Ordinance. This text amendment is for the purpose of removing Data Centers as a Permissible Use within the Industrial District and therefore making Data Centers an impermissible Use within the Town of Warrenton PUBLIC HEARING

MAY

Zoning Ordinance Text Amendment - ZOTA-25-1 – A Text Amendment to Remove Data Centers as a Permissible Use within the Industrial District. On March 22, 2025, Town Council adopted a Resolution to initiate a text amendment to Articles 3, 9, and 12 of the Town of Warrenton Zoning Ordinance. This text amendment is for the purpose of removing Data Centers as a Permissible Use within the Industrial District and therefore making Data Centers an impermissible Use within the Town of Warrenton WORK SESSION

AUGUST

LWAV-25-2 – Daniels Property – An Exception to Authorize a Dead-End Street (Culde-Sac) for an Eight-Lot Residential Subdivision Per Subdivision Ordinance Section 2.7 Variations and Exceptions and Section 4.2.10 Streets WORK SESSION

Zoning and Future Land Use Map Update - Effective June 1, 2025, the Town of Warrenton increased its boundaries. The Zoning Ordinance Article 2-5.4 states the Planning Commission shall prepare and present recommended zoning classification to the Town Council within twelve (12) months of the effective date of the annexation or boundary line adjustment. Some parcels in this boundary line adjustment are subject to a court ordered zoning classification WORK SESSION

Training Budget Discussion WORK SESSION

SEPTEMBER

LWAV-25-2 – Daniels Property – An Exception to Authorize a Dead-End Street (Culde-Sac) for an Eight-Lot Residential Subdivision Per Subdivision Ordinance Section 2.7 Variations and Exceptions and Section 4.2.10 Streets PUBLIC HEARING

SUP 2025-02 Home Depot WORK SESSION

Zoning and Future Land Use Map Update - Effective June 1, 2025, the Town of Warrenton increased its boundaries. The Zoning Ordinance Article 2-5.4 states the Planning Commission shall prepare and present recommended zoning classification to the Town Council within twelve (12) months of the effective date of the annexation or boundary line adjustment. Some parcels in this boundary line adjustment are subject to a court ordered zoning classification WORK SESSION

Training Budget Discussion WORK SESSION

OCTOBER

SSUP 2025-02 Home Depot PUBLIC HEARING

NEW BUSINESS

LWAV-25-2 – Daniels Property – An Exception to Authorize a Dead-End Street (Culde-Sac) for an Eight-Lot Residential Subdivision Per Subdivision Ordinance Section 2.7 Variations and Exceptions and Section 4.2.10 Streets PUBLIC HEARING

NOVEMBER

Zoning and Future Land Use Map Update - Effective June 1, 2025, the Town of Warrenton increased its boundaries. The Zoning Ordinance Article 2-5.4 states the Planning Commission shall prepare and present recommended zoning classification to the Town Council within twelve (12) months of the effective date of the annexation or boundary line adjustment. Some parcels in this boundary line adjustment are subject to a court ordered zoning classification WORK SESSION

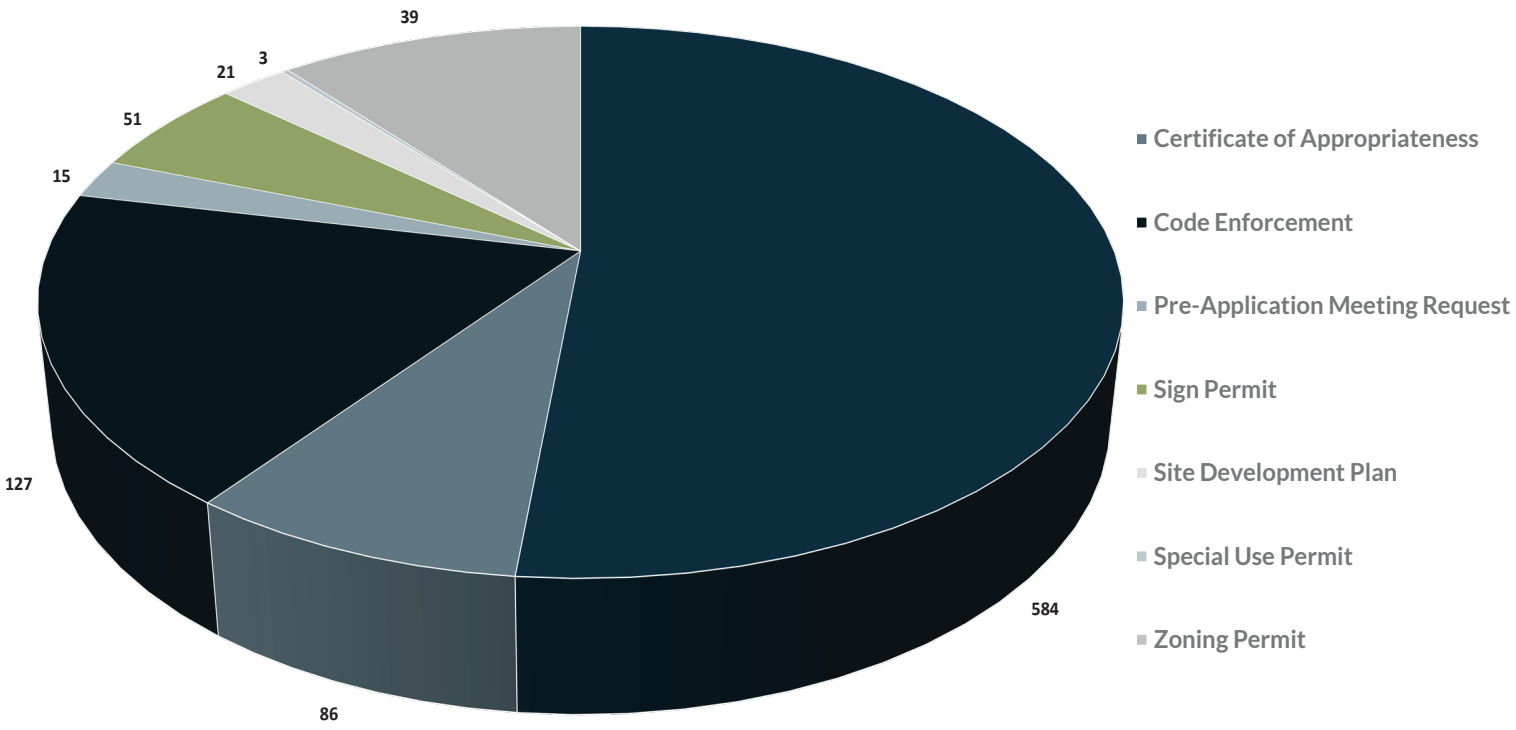
LEGEND

ZOTA | *Zoning Text Amendment* ***ZMA*** | *Zoning Map Amendment* ***SUP*** | *Special Use Permit*

PERMIT PROCESSING

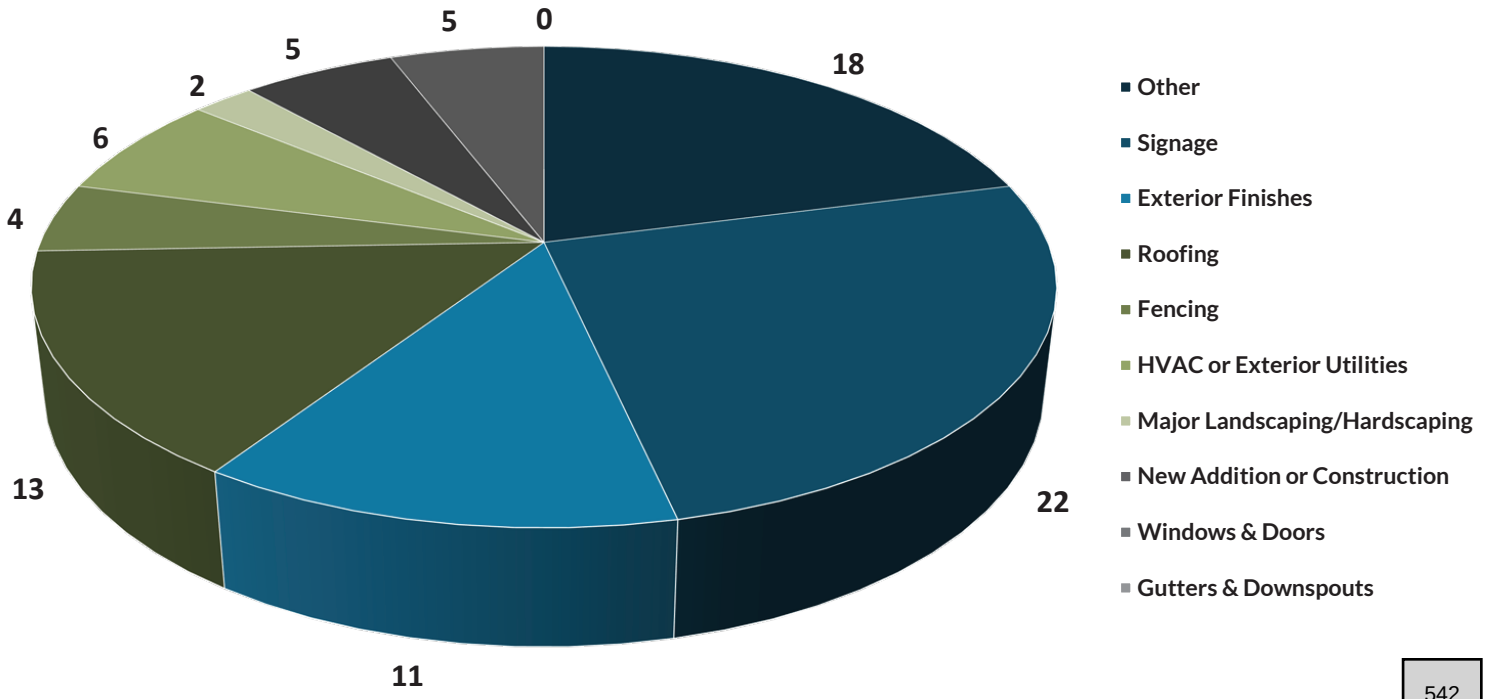
2025 Permit Applications

926 TOTAL



2025 Certificates of Appropriateness

86 TOTAL



PLANNING COMMISSION
UPDATES - MOVING FORWARD

In December, Denise Harris, former Planning Manager, officially resigned after a ten-year career with the Town of Warrenton to pursue a great new opportunity with Culpeper County. Her vacancy was filled by the Town's Historic Preservation Planner, Casey DeHaven (Squyres).

ZONING ORDINANCE
UPDATE CONTINUES

Town of WARRENTON
ZONING ORDINANCE UPDATE
connections. community. character.

Code Assessment Public Draft (January 2025) - The Code Assessment was released to the public on January 16, 2025. A public forum was held on Tuesday, January 28 at 6:30 PM. A Code Assessment survey was handed out, asking to give feedback on the analysis and recommendations in the Code Assessment. The survey stayed open until February 7.

The recommendations in the Code Assessment are organized around four key themes:

1. Create a User-Friendly Zoning Ordinance
2. Update the Zoning District and Use Regulations
3. Update Development Standards
4. Allow More Opportunities for Attainable and Affordable Housing

March 2026, the first installment of a rewritten Zoning Ordinance presented.

Scan QR code for continued updates!

2025 Planning Commission Goals

- **Provide the Town Council with recommendations on land use applications, policies, and plans that will result in balanced, equitable, orderly growth.**
- **Ensure recommendations are well informed and legally defensible.**
- **Be transparent and open to the public on all matters related to land use.**
- **Base recommendations on the adopted policy and plans that set forth the vision for the Town.**
- **Develop a best practice process for the adoption of the Capital Improvement Program.**
- **Be engaged and informed on the Comprehensive Plan goals in reviewing current land use applications.**
- **Continue to examine and attend training seminars.**
- **Collaborate with adjacent Planning Commissions.**
- **Perform site visits, as appropriate, for land use applications.**
- **Be engaged and informed on the activities of the Town and community.**
- **Learn from the success stories of other jurisdictions that are applicable to Warrenton.**



Town of Warrenton

Community Development Department
21 Main Street
Warrenton, VA 20186
(540) 347-1101

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:	April 14th, 2026.
Agenda Title:	Consent Agenda- Meeting Minutes
Requested Action:	Review and consider approval of the Town Council Meeting Minutes
Department / Agency Lead:	Town Clerk
Staff Lead:	Stephen Clough, MMC

EXECUTIVE SUMMARY

The following draft minutes have been submitted by the Town Clerk for consideration for approval by the Town Council:

- Draft March 11th, 2025, Regular Town Council meeting.
- Draft April 8th, 2025, Regular Town Council meeting.
- Draft April 21st, 2025, Special Town Council meeting.

BACKGROUND

The Town Council Meeting minutes are created by the Town Clerk for each meeting of the Town Council to summarize the meetings and act as an official record for the proceedings per Warrenton Town Code (Code 1981, § 2-31).

Per Virginia Code § 2.2-3707(i) the meeting minutes will contain the following:

(a) the date, time, and location of the meeting;
(b) the members of the public body recorded as present and absent; and
(c) a summary of the discussion on matters proposed, deliberated, or decided, and a record of any votes taken.

In addition, for electronic communication meetings conducted in accordance with § 2.2-3708.2 or 2.2-3708.3, minutes shall include (1) the identity of the members of the public body who participated in the meeting through electronic communication means, (2) the identity of the members of the public body who were physically assembled at one physical location, and (3) the identity of the members of the public body who were not present at the location identified in clause (2) but who monitored such meeting through electronic communication means.

STAFF RECOMMENDATION

Review and consider approval of the Town Council Meeting Minutes.

Service Level/Collaborative Impact

The minutes of the Town Council Meetings help facilitate transparency in Government with records management and availability.

Policy Direction/Warrenton Plan 2040

The minutes are an integral part of Plan Warrenton 2040 as they document the steps taken by the Staff and Town Council towards every goal laid out in the Comprehensive plan.

Fiscal Impact

No additional impact is expected. Minutes creation is an assigned duty of the Town Clerk and falls within the budget amount for that role.

Legal Impact

The Town Council Meeting minutes are the legal record of the proceedings and actions of the Town Council

ATTACHMENTS

1. Draft March 11th, 2025, Regular Town Council meeting.
2. Draft April 8th, 2025, Regular Town Council meeting.
3. Draft April 21st, 2025, Special Town Council meeting.

TOWN COUNCIL REGULAR MEETING

21 Main Street

Tuesday, March 11, 2025 at 9:00 AM

MINUTES

AN OPEN MEETING OF THE TOWN COUNCIL OF THE TOWN OF WARRENTON, VIRGINIA, WAS HELD ON MARCH 11th, 2025, AT 9:00 AM

Work Session	
PRESENT	Mr. Carter Nevill, Mayor; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Paul Mooney; Mr. Eric Gagnon; Mr. Frank Cassidy, Town Manager; Mr. Stephen Clough, Town Clerk; Mr. Chap Petersen Town Attorney.
ABSENT	Mr. David McGuire
Regular Meeting	
PRESENT	Mr. Carter Nevill, Mayor; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. Paul Mooney; Mr. David McGuire; Mr. Frank Cassidy, Town Manager; Mr. Stephen Clough, Town Clerk; Mr. Chap Petersen Town Attorney.

I. WORKSESSION - 9:00 AM

The Mayor called the meeting to order at 9:00 AM. He stated that a physical quorum was present and that Mr. McGuire would not be present during the morning session but would be present this evening.

The agenda was amended at the request of the Town Manager to move item "H," Emergency Management Update, to the second item following the VDOT presentation. Hearing no opposition, the agenda was modified.

1. Transportation Planning Update from the Virginia Department of Transportation

Ms. Denise Harris, Planning Manager, gave an overview of transportation planning and projects in the Town. She introduced Resident Engineer Mark Nesbitt and District Planning Manager Chuck Proctor, who would give a presentation on various studies and the SMART SCALE applications.

Mr. Chuck Proctor presented an update on Smart Scale applications, the Shirley Avenue pipeline study, and the Metz Road/East Lee Street study. He reported that the Town successfully secured 100% federal funding for the Lee Highway/Branch Avenue shared-use path and intersection improvements, which includes replacing a deteriorating box culvert. The Fletcher Drive corridor

project was not funded this round due to cost-benefit scoring, but Mr. Proctor strongly recommended resubmitting it in the next cycle.

Mayor Nevill asked how aggressive growth in neighboring districts like Culpeper affect Warrenton's funding.

Mr. Proctor clarified that funding is strictly determined by a cost-benefit ratio based on a seven-year congestion forecast, rather than regional aggressiveness.

Mr. Proctor reviewed the Shirley Avenue pipeline study, which recommends roundabouts at Culpeper Street, Carriage House, and the Hospital, along with partial access points at Garrett and Keith Streets, and filling sidewalk gaps.

Mayor Nevill requested consideration for pedestrian-friendly transitions into residential areas.

Councilmen William Semple raised concerns about the platooning effect of traffic from the signalized Alwington Boulevard intersection feeding into smaller roundabouts, expressing worry over future traffic from new commercial developments.

Councilman Eric Gagnon requested that VDOT carefully review the blind spot at the Green Street and Falmouth intersection, as well as the slip lane conflict points at the Walmart entrance.

Mr. Proctor concluded with the Metz/East Lee Street study, noting that while the intersection experiences congestion, it currently lacks the high crash data required to score well for Smart Scale funding. He presented a hybrid roundabout concept but noted the estimated cost is now between $12 million and $15 million.

Ms. Harris added that the Town is looking into interim road diet solutions for the corridor.

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2. Emergency Management: Columbia Gas of Virginia Natural Gas Emergency

Johnny Switzer, Emergency Coordinator, provided an update on the March 5th natural gas emergency, caused by an over-odorization issue that triggered multiple 911 calls and evacuations. He reported that the Emergency Operations Center (EOC) was activated within the first hour, bringing together Town, County, and VDEM resources. Mr. Switzer stated the Town will seek full reimbursement from Columbia Gas for the operational costs and disruptions incurred and requested authorization to finalize a VDEM interagency agreement.

Mr. Aaron Bakey, Vice President of Gas Operations for Columbia Gas, apologized for the incident. He confirmed there was no gas leak or breach of the system; rather, the mechanical odorant injection system introduced an excessive amount of mercaptan.

Ms. Katrina Jones Robleski, Director of Public Affairs, acknowledged significant communication gaps during the initial hours of the incident and committed to improving emergency messaging.

Councilmen Gagnon expressed deep concern that it took customer reports to identify the failure, noting the lack of an internal alarm system for over-odorization. He strongly urged Columbia Gas

to utilize direct-to-customer app alerts in the future and advocated for an independent third-party investigation to accurately assess the incident.

Councilmen Semple questioned the safety of undetected underlying gas leaks in older homes that were only discovered due to the excess odorant.

Councilmen Paul Mooney asked if the excess odorant caused pilot lights to extinguish, which Columbia Gas Director of Systems Operations Tim Bealer confirmed, explaining that the rich mixture triggers safety shutoffs in appliances.

Mayor Nevill requested that Columbia Gas commit to holding a public community meeting within the next two weeks to answer residents' questions directly. Ms. Robleski agreed to coordinate the meeting with Town staff.

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3. Planning Commission Update

Mr. Frank Casssidy, Town Mnager, stated there was no Planning Commission Update as they had not met this month. He reminded Council that there is still a seat available for a Council member on the Planning Commission

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4. Proposed Budget Discussion

Ms. Brooke Campbell, Budget Manager, presented the preliminary FY 2026 combined budget summary, noting that staff must deliver a balanced proposed budget to the Council by April 1. She reported that current revenues fall short of operating expenditures by approximately $800,000 for the General Fund. The Town Manager has reviewed all departmental requests and concluded that any further reductions to the General Fund operating budgets would result in a direct reduction of town services.

Attachment 1 Discussion - Outside Funding Overview

Ms. Campbell presented a summary of outside funding requests from various agencies.

Councilwoman O'Halloran requested staff to check if Fauquier County also contributes to these same agencies to avoid duplication of taxpayer funding.

Mr. Cassidy noted that while the Council can review these items, outside funding represents only 0.1% of the total budget, and cutting it completely would not solve the Town's long-term structural deficit.

Attachment 2 Discussion - Legal Expenses

Staff sought input from the Council on anticipated legal expenses for FY 2026.

Ms. Campbell noted that the Town has spent approximately $278,000 year-to-date through February.

Attachment 3 Discussion - Real Estate Tax Bill Examples

Ms. Campbell outlined real estate tax revenue scenarios, noting that each one-cent increase on the real estate tax rate provides an estimated $200,000 in additional revenue for the General Fund. The scenarios presented included maintaining the current 4-cent rate (average annual bill of $183.50), raising it to 5 cents (resulting in an average bill of $275), or raising it to 7 cents (resulting in an average bill of $320).

Attachment 4 Discussion - Example of Possible Sanitation Fee

Ms. Campbell presented a scenario for a new sanitation fee designed to cover refuse and recycling costs. An annual sanitation fee of approximately $175 per household (about $15 per month) would generate an estimated $700,000 in revenue.

Councilmen Francis questioned whether the fee revenue would go directly into the General Fund or be separated into an Enterprise Fund.

Mr. Cassidy clarified that establishing an Enterprise Fund would likely be the cleaner administrative option to ensure the fees are isolated and directly support sanitation operations.

Attachment 5 Discussion - General Fund Capital and Maintenance Projects

Ms. Campbell reported that there are currently no new capital projects that would trigger the need for Planning Commission review. She stated that the proposed Capital Improvement Program (CIP) document will be delivered to the Council alongside the proposed operating budget on April 1.

Unassigned Fund Balance Review

Councilman Semple raised concerns regarding the Town’s unassigned fund balance, asking why it has dropped to 34%, which falls below the Town's adopted 50% policy goal.

Ms. Stephanie Miller, Director of Finance, presented slides explaining the fund balance and the policy. She clarified that the FY 2024 unassigned fund balance ended in compliance at 52%. However, the projected ending balance for FY 2025 is 36% because a significant portion of the balance has been reclassified as committed or assigned to fund ongoing capital projects that carry over into the next year.

Budget Strategy and Cuts Discussion Councilman Mooney expressed his strong belief that the deficit should be addressed with "meaningful cuts" to the budget before the Council considers tax increases or new sanitation fees. He suggested that the Council hold a special work session dedicated specifically to reviewing budget line items.

Mr. Cassidy agreed to the special meeting, noting that having these detailed, collaborative discussions is the exact purpose of the budget process.

Water, Sewer, and Stormwater Funds

Ms. Campbell concluded the presentation by noting that FY 2026 is Year 3 of the planned rate increases prescribed by the water and sewer rate study. This rate increase will generate approximately $2 million, allowing the Town to cash-fund critical capital projects rather than taking on increased debt. The stormwater management fund is stable and projected to remain flat compared to FY 2025.

RECESS

Mayor Nevill called for a recess at 12:18 PM for a lunch break. The Council reconvened the work session at 1:00 PM and moved to the next item on the agenda.

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5. Main Street

Concept, Design, Parklets, Sidewalk Café

Mr. Frank Cassidy, Town Manager, and Mr. Michael Wharton, Project Coordinator, presented concept plans for the VDOT revenue-sharing Main Street improvement project.

Mr. Wharton explained that the project, originally planned to run from Courthouse Square down to Calhoun Street, had to be scaled down due to significant cost escalations. The current agreed-upon scope now extends from Court Street to Fifth Street.

Two design concepts were presented to the Council for consideration:

- **Concept A** features standard sidewalk bump-outs at intersections to maintain existing parking spaces.
- **Concept B** features an extended sidewalk that would pull the pedestrian area all the way out to the roadway edge, eliminating some parking spaces to create a permanent, wider sidewalk area.

Councilman Mooney raised a concern regarding the loss of parking spaces under Concept B, specifically noting the negative impact it could have on citizens with limited mobility who need to access downtown.

Mr. Cassidy addressed this concern, stating that while some spaces on Main Street would be lost, the Town plans to offset this by gaining additional parking spaces during the upcoming reconfiguration of the 21 Main Street lot behind Town Hall.

The discussion then shifted to the temporary parklet program. Mr. Cassidy stated that the temporary wooden parklets put in place in the parking spaces during the COVID-19 pandemic ("Rollout Warrenton") did not meet minimum ADA, fire access, or traffic collision safety standards. Because that temporary program was officially ended in November, he explained that the Town would need to draft and pass a brand-new ordinance establishing strict design standards to authorize them again.

Councilman Mooney and Councilman Semple strongly urged the Council to find a way to allow the parklets to return. They emphasized the overwhelming popularity of the parklets among residents and the vital revenue they generated for Main Street businesses, arguing they should be permitted at least until the heavy construction on Main Street actually begins.

In comparing the parklets to the proposed permanent designs, Councilman Semple pointed out a distinct difference with Concept B: while the new extended brick sidewalks would be wider, the Town's Sidewalk Café rules would require the tables to be placed directly next to the buildings. He noted this prevents patrons from sitting out in the sunshine, which was a major draw of the parklet structures.

Following the discussion, the Council directed staff to explore a safe, temporary compromise (such as utilizing M-rated bollards) and to investigate drafting an ordinance that might allow businesses to utilize the spaces until construction begins.

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7. Arrington Voluntary Settlement Agreement

Mr. Roy Barnett, representing Van Meter Companies, delivered a presentation detailing the Arrington project's three-year timeline, emphasizing the developer's transparency and adherence to County and Town requests. He noted that the project density was reduced to 270 units (including 16 affordable units), the southern ridge line was protected with open space easements, and over $1 million in school proffers were committed.

Mr. Barnett also clarified that road alignments were intentionally designed to prevent Arlington Boulevard from becoming a bypass, though it will be expanded to four lanes up to the commercial boundary to mitigate school traffic.

Councilman Gagnon expressed frustration with the procedural history, stating that the Town's Planning Commission was deliberately bypassed during the Voluntary Settlement Agreement (VSA) process, stripping them of the opportunity to shape the Planned Residential District (PRD) zoning to better suit Warrenton's affordable housing needs.

Councilman Semple echoed these concerns and asked Mr. Barnett if Van Meter would support a motion to defer the VSA ordinance for four months to allow the Town Planning Commission to conduct a formal review and hold public hearings.

Mr. Barnett responded that while they would respect the Council's decision, their strong preference is to proceed with the current agreement.

8. Water Sewer Capacity Commission Discussion

Mayor Nevill reported that Councilmembers O'Halloran and Francis held a preliminary meeting with Mr. Steven Friend, Director of Public Utilities, regarding water and sewer capacity projections. Based on that meeting, it was concluded that there is no immediate need to form a separate formal commission. Councilmembers O'Halloran and Francis will continue to act as liaisons and report back to the committee as a whole as the Town reviews its utility assumptions and zoning density updates.

9. Agenda Review

Mr. Cassidy reviewed the items for the evening's regular meeting, which include a recognition of the Youth Arts Commission, Ordinance 25-01 finalizing Snow Emergency Routes, the ordinance repealing the execution of the Voluntary Settlement Agreement, and a Consent Agenda featuring ZOTA 25-1 (removing data centers as a permissible use). Additionally, he requested Council's consensus to immediately transition a vacant part-time Water Treatment Plant position to full-time to address critical staffing shortages. The Council expressed no opposition, and the item will be officially added to the next month's agenda while human resources processing begins.

The meeting was adjourned at 1:51 p.m.

With no further business, this meeting was adjourned at 1:51 PM on Tuesday, March 11th, 2025.

II. REGULAR MEETING - 6:30 PM

Mayor Carter Nevill called the regular meeting of the Warrenton Town Council to order at 6:30 PM. All members were present, establishing a quorum to conduct business.

INVOCATION.

Ms. Vellanda Harris, Chaplain at Fauquier Hospital, led the invocation.

PLEDGE OF ALLEGIANCE.

Mayor Nevill led the Pledge of Allegiance.

PROCLAMATIONS AND RECOGNITIONS.

A Proclamation Recognizing March, 2025, as Youth Art Month in the Town of Warrenton, Virginia.

Ms. Carla Cole, Lead Art Teacher for Fauquier County at Auburn Middle School, requested that the Mayor proclaim March as Youth Art Month. She promoted the ongoing art walk on Main Street and the upcoming Fine Arts Festival at Liberty High School.

Ms. Emily Alfaro, a student from Liberty High School, was recognized for her artwork displayed in the chambers, noting her piece was a Monet-inspired African safari painting.

Mayor Nevill read the proclamation officially recognizing March 2025 as Youth Art Month in the Town of Warrenton, emphasizing the importance of art education in developing problem-solving skills, critical thinking, and multicultural awareness.

Mr. Frank Cassidy, Town Manager, presented the "Excellence in Action" recognitions. He announced the hiring of Jacqueline Padilla as a Visitor Center Specialist and Jennifer Storch as the new Head Guard at the WARF. He congratulated Seth Cannonier on his promotion to Superintendent of Public Utilities, replacing Rick Grigsby who retired after 35 years of service.

Mr. Cassidy recognized LaurenKruk for completing event management school and becoming a certified festival and events associate. Finally, he commended the collaboration of Parks and Rec, Facilities, Public Works, and Community Development for restoring the Eva Walker Park overlook following an ice storm and for hosting a highly successful pop-up sledding and hot chocolate event at the WARF.

CITIZEN'S TIME.

Mr. Alexander Dyle, representing Ellie's Place, spoke strongly in favor of maintaining the Main Street parklets on a continuous, permanent basis. He noted that the parklets dramatically increase revenue for both restaurants and retail shops, citing a recent $6,000 sale at Hartman Jewelers directly resulting from visitors sitting outside. He also stated he was unaware of any safety accidents caused by the parklets.

Mr. Raheed Ibrahim, a Ward 4 resident, thanked the current Town Council for fighting the growth of data centers. He recalled the previous council's approval of the Amazon data center and the lack of transparency surrounding it. He praised the current council for acting on the voters' mandate to stop big tech companies, replace the town attorney, establish an open government commission, and reintroduce a zoning ban on future data centers.

Mr. Joe Washington, representing First Baptist Church, addressed a financial burden regarding a gas line built under their church 27 years ago, seeking relief or assistance from the Town for replacement costs. He also inquired whether the Town or the property owner is responsible for snow removal on the sidewalks. Mayor Nevill clarified that property owners are responsible for clearing the sidewalks in front of their properties.

APPROVAL OF THE AGENDA.

Councilman Larry Kovalik moved to approve the agenda as presented. Councilman Roy Francis seconded the motion

Motion to approve the agenda.

Ayes: **Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. Paul Mooney; Mr. David McGuire.**
Nays:
Abstention:

Absent:

PUBLIC HEARINGS.

a) Ordinance 2025-01 Snow Emergency Routes

Mr. Cassidy introduced the ordinance, explaining that it updates and clarifies the Town's snow emergency routes to capture all main arterials, including East Lee Street, Keith Street, and Carriage House Lane. He stated that this ordinance provides the Town with the official authority to enforce parking restrictions and tow vehicles during declared snow emergencies.

Mayor Nevill opened the public hearing at 6:58 PM. No citizens signed up to speak regarding the ordinance. Mayor Nevill closed the public hearing at 6:59 PM.

Councilman Paul Mooney asked for a review of the procedures during a snow emergency.

Mr. Cassidy explained that the Town monitors weather events, posts notices on social media and in the paper 12 hours in advance, and provides a 3-hour window for residents to move vehicles. Law enforcement officers actively attempt to contact vehicle owners to avoid towing. Crews prioritize clearing these main arterials before moving to collector streets and subdivisions.

Councilwoman O'Halloran made a motion to approve the ordinance, seconded by Councilman Kovalik.

Ayes: **Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. Paul Mooney; Mr. David McGuire.**
Nays:
Abstention:

Absent:

Ordinance 2025-01 Was passed unanimously.

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b) An Ordinance Repealing Ordinance 2024-17 which authorized the execution of a Voluntary Settlement Agreement between the town of Warrenton and Fauquier County.

Mr. Cassidy provided a brief introduction, noting that the ordinance presents the Council with options to stay the course, delay, or change direction regarding the Voluntary Settlement Agreement (VSA) currently headed to a three-judge panel.

Mayor Nevill opened the public hearing at 7:07 PM.

Mr. Roy Barnett, representing Van Meter Companies, requested that his slide presentation from the afternoon work session be entered into the public record.

Ms. Margaret Strano spoke against repealing the VSA. As a county resident on town water, she argued that the housing development will be built regardless of annexation. She stressed that the Town would be foolish to walk away from millions of dollars in proffers, a new $5 million pump station, a 25-acre commercial parcel, and 16 affordable housing units.

Ms. Wanda Baker spoke in favor of repealing the VSA, questioning why the County would hand over prime business land to the Town. She expressed severe concerns regarding traffic congestion, school overcrowding, and the Town's water and sewer capacity.

Ms. Michelle Shropshire expressed opposition to the development near her home on Leeton Court. She raised concerns regarding minimal buffer areas, tree removal, potential liabilities from flood zones near Leeton Lake, and future road and water connections impacting her community.

Mr. Barnett responded to Ms. Shropshire's concerns, assuring the Council that the Arrington project is downstream from Leeton Lake and will have no effect on it. He also offered to remove the proposed stub street connection to alleviate the neighborhood's concerns.

Mayor Nevill closed the public hearing at 7:17 PM.

Councilman William Semple moved to approve Ordinance 2025-02 (repealing the VSA) with an amendment to the "Whereas" clauses, stating the Town wishes to defer the VSA for four months to allow the Town's Planning Commission to thoroughly review the zoning changes and propose modifications before presenting the VSA to the circuit court. Councilman Kovalik seconded the motion.

Councilman Eric Gagnon supported the repeal, arguing that the original VSA process bypassed the Town Planning Commission and ignored citizen input.

Councilman Kovalik agreed, emphasizing that the Town is adopting a Planned Residential District (PRD) zoning it does not currently have and must allow its Planning Commission to review and administer it properly.

Councilwoman O'Halloran noted that the developer would have gone to the Planning Commission had they been asked, and the Town should not punish the developer for past procedural advice.

Councilman Mooney and Councilman David McGuire strongly opposed the repeal, highlighting the risk of losing $12 million in proffers, schools funding, and commercial tax base if the developer builds by-right in the County.

Councilman Francis supported the repeal, primarily citing unresolved concerns regarding the Town's water and sewer capacity.

A motion was made by Councilmen Kovalik to approve 2025-02 with the following changes-

WHEREAS, the Town wishes for its Planning Commission to thoroughly review the zoning changes proposed within the VSA, and propose modifications (if any) to the Town prior to the Circuit Court's approval of the VSA;

WHEREAS, the Town no longer desires to present the VSA, as drafted without the Planning Commission's review and recommendations, to the Circuit Court for approval and further action thereon;

Ayes: **Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Mr. Eric Gagnon;**

Nays: **Ms. Michele O'Halloran; Mr. Roy Francis; Mr. Paul Mooney; Mr. David McGuire.**

Abstention:

Absent:

After discussion, the motion failed by a vote of four to three. Ordinance 2025-02 was not passed. The Ordinance previously passed in support of the Voluntary Settlement Agreement was not overturned.

CONSENT AGENDA.

Councilman McGuire moved to approve the Consent Agenda as written. Councilman Francis seconded the motion.

Mr. Cassidy clarified that the consent agenda was larger than usual because it included carried-over items from the weather-canceled February meeting. He also clarified that item "m" (ZOTA-25-1) does not formally adopt the zoning ban on data centers, but rather initiates the text amendment process, sending it to the Planning Commission for review.

Ayes: **Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. Paul Mooney; Mr. David McGuire.**

Nays:

Abstention:

Absent:

Departmental Quarterly Reports

Police Department Report

Finance Department Report

Community Development Department Report

Parks and Recreation Department Report

Public Works and Utilities Department Report

Capital Improvement Program

Street Maintenance Report

Human Capital

Office of Emergency Management Report

Fleet and Facilities Department Report

Information and Technology Department Report

2024 Planning Commission Annual Report

2024 Board of Zoning Appeals Annual Report

Zoning Ordinance Text Amendment - ZOTA-25-1 - Remove Data Centers as a Permissible Use within the Industrial District. By request of Town Council, staff has prepared a Resolution to initiate a text amendment to Articles 3, 9, and 12 of the Town of Warrenton Zoning Ordinance. This text amendment is for the purpose of removing Data Centers as a Permissible Use within the Industrial District, and therefore make Data Centers an impermissible Use within the Town of Warrenton. Upon approval of this Resolution by Town Council, staff will begin work to prepare a draft text amendment for consideration by the Planning Commission.

Confirmation of Emergency Declaration

The Consent agenda was adopted.

NEW BUSINESS.

Commission for Open and Transparent Government

Councilman Gagnon introduced a resolution to appropriate $60,000 to appoint Mr. Whitson Robinson as special counsel for the Commission for Open and Transparent Government. He stated that the funds would cover legal fees on a pay-as-you-go basis and third-party forensic IT services to investigate past development projects, primarily the Amazon data center, using subpoena powers.

Councilman McGuire moved to defer the discussion, arguing that spending $60,000 requires a clear statement of work and that the attorney position should be opened up to multiple applicants for a fair process. Councilman Mooney seconded the motion to defer. Councilman Semple opposed the deferral, stating the commission itself will produce the operational guidelines and criteria. Councilman Kovalik and Councilman Gagnon opposed the deferral, emphasizing the urgent need to restore the public's trust in local government.

Motion to defer

Ayes:	**Mr. Paul Mooney; Mr. David McGuire.**
Nays:	**Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Mr. Eric Gagnon; Ms. Michele O'Halloran; Mr. Roy Francis;**
Abstention:	
Absent:	

The motion to defer was defeated 5-2.

Councilman Semple moved to approve the resolution for the appropriation of funds and the appointment of Special Counsel. Councilwoman O'Halloran seconded the motion.

Ayes:	**Mr. Roy Francis, Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Mr. Eric Gagnon; Ms. Michele O'Halloran; Mr. Paul Mooney;**
Nays:	**Mr. David McGuire.**
Abstention:	
Absent:	

Mr. Whit Robinson was appointed as Special Counsel for the Transparency Commission.

UNFINISHED BUSINESS.

- There was no unfinished business.

TOWN ATTORNEY'S REPORT.

Mr. Patrick Corish of Mr. Petersen's firm provided an update to the Council. He reported on the ongoing FOIA email case, stating that out of approximately 3,000 emails reviewed, 2,600 will be disclosed, and 500 will be provided to the opposing party with privilege redactions. He continued stating that the Amazon rezoning trial has been pushed back to February 2026. The firm is preparing to represent the Town's VSA position at the special court hearing on April 24. Three circuit court matters are pending regarding building code violations on historic properties (including 3 Hotel Street and 11 Culpeper Street). The criminal and traffic docket is being outsourced to the Commonwealth's Attorney. Finally, the office is reviewing Planning

Commission bylaws, third-party contracts, and free speech regulations in front of the Fauquier General District Court.

TOWN MANAGER'S REPORT.

Mr. Cassidy announced that the African American Historical Association is purchasing property to move to Warrenton, and the Town is working to provide them with a museum display at Town Hall. He also reported that the first “Your Town”Academy, featuring the Police and IT departments, concludes this week, and the first graduating class will be introduced in April.

COUNCILMEMBERS TIME.

Councilman McGuire - He reflected on the turbulent times the country is facing and warned of difficult economic hardships ahead. He stressed the military principle of "mission first, people always," noting that local government sometimes forgets the people they are affecting. He urged everyone to keep their wits about them, be kind to one another despite political differences, and remember that life is too short to lose sight of humanity.

Councilman Gagnon - He echoed Councilman McGuire’s concerns about the economy, predicting that the incoming federal administration will make significant cuts to the federal budget and workforce. He emphasized that this will have a very real and heavy impact on Warrenton, as many residents work directly or indirectly for the federal government. Because of this, he strongly advocated for being fiscally conservative and cutting Town expenses "to the bone" to bridge the projected $800,000 deficit before the Council even considers raising property taxes or adding new fees like trash pickup.

Councilwoman O'Halloran - She shared that when she first ran for office, she had no idea what it would entail, but praised the Town staff for being absolutely wonderful, responsive, and cooperative in helping her and the citizens. She jokingly stated that the staff are her favorites, "except for Frank [Cassidy]." Echoing the call for kindness, she reminded everyone to be neighborly, noting that many people are secretly going through hard times or job losses, so it is important to be compassionate when encountering someone having a bad day.

Councilman Kovalik - He thanked the students for the beautiful artwork adorning the chambers. He then reminded citizens of their "dual citizenship," explaining that living in Warrenton means they are also in the Center District of the County and the Warrenton Service District. He warned that this comes with heavy infrastructure obligations, particularly regarding water and sewer capacity, which is a precious resource that must be carefully managed to avoid costly fines or expenditures. He urged residents to stay engaged and attend Board of Supervisors and County Planning Commission meetings, not just Town Council meetings.

Vice Mayor Semple - He reflected on the long-term consequences of land-use decisions, noting that a 1980s zoning decision is what recently led to 135 homes being built behind his fence. Looking at the town's future sewer capacity (the Whitman timeline), he questioned what options

the town will have when it inevitably runs out of capacity. He strongly advocated the "Strong Towns" concept—building incrementally from the inside out and preserving the small-town feel by investing in the town's greatest asset: Old Town and Main Street. He stated he is not a fan of simply expanding town borders but stressed that the Town and County must work hand-in-hand to realize a common, sustainable vision for the decades to come.

Councilman Francis - He agreed with the warnings about difficult economic times ahead, noting that people often get too comfortable and fail to appreciate what they have until times get tough. Reflecting on his short time on the Council (noting he has 3 years and 9 months left), he expressed what a profound pleasure it is to represent Ward 1. He encouraged citizens in the audience to get involved and consider running for office themselves, stating that if people knew how the government actually ran, they would be amazed. He joked that at 79 years old, age is clearly not an issue to start serving.

Councilman Mooney - He thanked the students for the artwork, noting that one specific piece brought him to a very peaceful place. He announced that Town staff will be working with Columbia Gas to set up a dedicated public meeting where citizens can directly ask the utility questions about the recent gas emergency. He praised the Town staff for their incredible work in applying for and securing tens of millions of dollars in VDOT grants to improve local roads. After congratulating Seth Cannonier on his promotion and Rick Grigsby on his 35-year career, he reiterated his strong support for bringing back the Main Street parklets, urging citizens to voice their opinions to the Council. He concluded by wishing everyone a Happy St. Patrick's Day.

Mayor Nevill - He commended Town staff, Emergency Management Coordinator Johnny Switzer, and local first responders for their rapid, communicative response to the Columbia Gas emergency, noting they got information to the public much faster than the utility company itself. He assured residents that the Council will continue to hold Columbia Gas accountable. Mayor Nevill then warned against the "cancer of fear" that breeds distrust and division during turbulent times. Regarding town growth, he urged residents to welcome new neighbors into the community rather than viewing them as "the other" ruining the town's character, noting that new residents bring strength, vibrancy, and resilience. He concluded by encouraging everyone to get off their screens, engage face-to-face, support local businesses, and be better neighbors.

ADJOURNMENT.

With no further business, this meeting was adjourned at 8:35 PM on Tuesday, March 11th, 2025.

I hereby certify that this is a true and exact record of actions taken by the Town Council of the Town of Warrenton on March 11th, 2025.

_____

Stephen M. Clough

Town Recorder

Attachments:

1) Handouts to Council from Citizen's time. March 11th, 2025.
2) Citizen Comment Emails and form submissions.
3) Signed legislation.

TOWN COUNCIL REGULAR MEETING

21 Main Street

Tuesday, April 08, 2025 at 9:00 AM

MINUTES

AN OPEN MEETING OF THE TOWN COUNCIL OF THE TOWN OF WARRENTON, VIRGINIA, WAS HELD ON April 8th, 2025, AT 9:00 AM

Work Session

PRESENT — Mr. Carter Nevill, Mayor; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Paul Mooney; Mr. Eric Gagnon; Mr. Frank Cassidy, Town Manager; Mr. Stephen Clough, Town Clerk; Mr. Chap Petersen Town Attorney.

ABSENT — Mr. David McGuire

Regular Meeting

PRESENT — Mr. Carter Nevill, Mayor; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Paul Mooney; Mr. Eric Gagnon;Mr. David McGuire; Mr. Frank Cassidy, Town Manager; Mr. Stephen Clough, Town Clerk; Mr. Chap Petersen Town Attorney.

I. WORKSESSION - 9:00 AM

Mayor Carter Nevill called the work session to order at 9:00 AM. A quorum was established with all members present except Councilman David McGuire.

Councilman Larry Kovalik made a motion to amend the agenda to move Item G (Closed Session) to the beginning of the meeting due to time constraints he was facing. Councilman Paul Mooney seconded the motion.

The vote for the motion was unanimous, as follows:

Ayes: Mr. Paul Mooney; Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon.

Nays:

Abstention:

Absent: Mr. David McGuire.

Draft

The motion passed unanimously, and the agenda was amended to move Item G to the beginning of the work session.

A. Closed session

Councilmen Mooney moved that the Council convene in closed session as permitted by Virginia Code 2.2-3711 A 1 for a personnel matter involving the assignment, appointment, promotion, performance, demotion, salaries, disciplining, or resignation of a specific public officer, specifically dealing with Town Attorney Chap Petersen. Councilman Kovalik seconded the motion.

The vote was as follows:

Ayes: Mr. Paul Mooney; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon.

Nays: None.

Abstention: None.

Absent: Mr. David McGuire.

The motion passed unanimously, and the Council entered closed session.

Upon returning from closed session, Councilman Mooney moved to certify that only matters lawfully exempted from open meeting requirements and identified in the motion to convene were heard, discussed, or considered in the closed session. Councilman Roy Francis seconded the motion.

The vote was as follows:

Ayes: Mr. Paul Mooney; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon.

Nays: None.

Abstention: None.

Absent: Mr. David McGuire.

The motion passed unanimously, and the closed session was certified.

B. Planning Commission Update

Draft

Mr. Frank Cassidy, Town Manager, reported that the Planning Commission did not meet previously but will be meeting this month. He noted that one of the items on their upcoming agenda is the request to change the zoning amendment regarding data centers.

C. Budget Work Session: Proposed Budget

Mr. Frank Cassidy, Town Manager, introduced the budget discussion, thanking the Council for their engagement over the past several months. He noted that the proposed budget delivered on April 1 represents staff's best efforts to put the Town on a sustainable upswing. He reminded the Council that they have until May to set the proposed tax rate and will be scheduling meetings with Davenport, the Town's financial advisors, throughout April.

Ms. Brooke Campbell, Budget Manager, presented an overview of the FY 2026 proposed budget. She stated that General Fund operating revenues were not projected to cover operating expenditures. To balance the budget, staff proposed a real estate tax rate of 6.5 cents per $100 of assessed value (an increase of 0.0249 cents), which results in an increase of approximately $105 a year for the average residential bill. General Fund revenues are projected to increase by approximately $876,000 (5%), driven by the real estate tax increase and general reassessments. Other local taxes are projected to increase by 2%, while the meals tax is expected to remain level.

Ms. Campbell reported that General Fund expenditures are proposed to increase by $917,000 (5%). Primary drivers include a 6% increase in General Government Administration (due to legal, audit, and financial advisor services) and a 5% increase in Public Works (due to personnel raises, health insurance, and sidewalk contracts). She noted that outside agency contributions are fully funded in the proposed budget at the requested amounts, resulting in a $123,000 increase, allowing Council to make final decisions on funding levels.

Regarding capital expenditures, Ms. Campbell stated that General Fund capital will be funded by $5.1 million in debt. This includes capital improvement projects like Main Street, paving, and Eva Walker Park, as well as asset replacements like fleet vehicles, police radios, and the Rady Park bridge.

For the Water and Sewer Operating Fund, FY 2026 marks year three of the rate study, programming a 23% rate increase (a monthly increase of $12.70 for the average residential bill). This allows the fund to transfer cash to the capital program to avoid taking on new debt. Lastly, she requested a minor edit to the budget control policy to allow the Town Manager to accept donations and sponsorships under $50,000 without a supplemental appropriation.

Councilman Eric Gagnon expressed alarm regarding the $5.1 million in debt ("non-revenue receipts") required to fund General Fund capital improvements. He noted this represents roughly 20% of the $25 million General Fund revenue, pointing out that in recent years the Town used cash reserves or ARPA funds instead. He identified this reliance on debt and the drawing down of cash reserves as a structural issue.

Draft

Vice Mayor Semple expanded on this, noting the Town is borrowing heavily because it is reaching its 50% unrestricted reserve balance policy limit. He suggested the Council review the architecture of its fund balances, potentially discussing a reduction of the policy to 30% with Davenport or returning the $1.6 million currently locked in the budget stabilization fund. He questioned the practice of taking on long-term debt for short-term, recurring capital asset replacements (like fleet vehicles and elevators), warning that continuing this practice could add $20 million in debt service over the next decade.

Mayor Carter Nevill cautioned that while cutting expenses is important, the Council must address stagnant revenue streams. He stated that the Town is "behind the eight ball," as real estate taxes only account for 6% of the Town's revenue compared to 15-25% in peer communities. He defended the proposed 6.5-cent tax rate not as an arbitrary increase, but as a necessary correction to stabilize the Town's volatile revenue structure.

Councilman Larry Kovalik questioned the $1 million commitment for Eva Walker Park improvements, noting it requires taking out the "credit card" for a project that was planned years ago without funding attached. He suggested keeping it on the books as a placeholder but deferring the project to avoid the debt.

Mr. Cassidy agreed it could be removed, noting the Capital Improvement Plan contains a mix of "shiny objects" and absolute critical needs like road maintenance and salt sheds.

Vice Mayor Semple highlighted the WARF as a major systemic cost, noting it loses approximately $1.9 million a year net, costing households roughly $450 annually to maintain. He suggested the Council needs to assess its value and potentially explore alternative revenue generation or partnerships, noting that only 18% of attendees are Town residents. Mr. Cassidy responded that the WARF's recovery ratio is projected at 55%, which is expected for municipal recreation facilities, but staff is actively looking at raising membership rates, bringing in new fitness equipment, and reassessing contracts to close the gap.

Councilman Mooney pointed out that the adopted budget has grown from $26.5 million in 2022 to over $40 million proposed for this year. He emphasized the need to scrutinize spending to prevent a 21% year-over-year growth trend. He suggested finding efficiencies, such as deferring capital projects to pay off the WARF early to save taxpayers $1.4 million in interest. He strongly advocated for a dedicated work session to dive deeply into the budget line items.

Following this discussion, the Council reached a unanimous consensus to schedule a special budget work session on April 21st from 2:00 PM to 5:00 PM. Staff will also request that Davenport attend the session rather than holding separate one-on-one meetings.

D. Water Sewer Capacity Discussion

Mr. Cassidy and Mr. Steven Friend, Director of Public Utilities, provided an update on water and sewer capacity. Mr. Cassidy noted that after meeting with Council liaisons, it was determined a formal committee was unnecessary, as capacity is a continuous program managed by staff. He clarified that the Arrington Voluntary Settlement Agreement was factored into the 2022

capacity study, using the highest potential residential density (314 units) to ensure a conservative estimate.

Mr. Cassidy reported that the Town is in constant communication with the Department of Environmental Quality, (DEQ). The current permit is for 2.5 million gallons per day (MGD) and is up for renewal in two years. The Town will begin engaging DEQ to set the stage for increasing the permit to 3.0 MGD in the following cycle (seven years out), aligning with the anticipated completion of the wastewater plant upgrades. He confirmed no new wastewater plant is projected to be needed before 2040.

Regarding Inflow and Infiltration (I&I), flows have been reduced from 6 MGD to under 4 MGD. While heavy rain events cause temporary spikes, the plant recovers within hours or days, ensuring the Town does not violate its DEQ permit, which is based on long-term recovery.

Vice Mayor Semple requested a "big picture" calculation of what would happen if every current residential lot built an Accessory Dwelling Unit (ADU). Mr. Cassidy provided the calculation: adding an ADU to all 5,172 connections would add 1 million gallons of water and 724,000 gallons of wastewater per day, which would exceed current capacity. Vice Mayor Semple argued this highlights the need for strategic, long-range planning regarding zoning density changes before approving piecemeal developments.

Councilman Kovalik referenced the 2001 Tri-Party agreement, noting the County's role in rezoning properties within the exclusive service area. Mr. Cassidy reassured the Council that despite external zoning changes, the Town retains the ultimate authority to approve or deny specific connections to its utility system based on capacity limits.

E. Experience Old Town Warrenton Memorandum of Understanding

Mr. Cassidy presented the standard Memorandum of Understanding (MOU) with Experience Old Town Warrenton (EOTW). He noted the most significant change is that EOTW will take over full responsibility and financial management of the Farmer's Market, removing the Town as the middleman. The MOU has been reviewed by attorneys for both parties and signed by the EOTW Chairman, pending Council's authorization for the Town Manager to execute it. Councilman Mooney confirmed that EOTW had gathered signatures of support from businesses.

F. Vacation of Easement, Ordinance Request

Mr. Chap Petersen, Town Attorney, explained that staff identified several obsolete "relic" utility easements from generations ago that need to be formally vacated to accommodate modern development and utility plans. Vacating these easements requires an ordinance. The item will be advertised and added to the May agenda for a public hearing.

Draft

G. Main Street Discussion

Mr. Cassidy and Mr. Michael Wharton, Project Manager, led the discussion on Main Street improvements and parklets.

Mr. Cassidy confirmed that under the proposed "Concept B," the sidewalk would be extended to the edge of the current parking lane. He reassured the Council that the five parking spaces lost on Main Street would be replaced by the reconfiguration of the 21 Main Street parking lot behind Town Hall.

Addressing parklets, Mr. Cassidy reiterated that the temporary structures allowed during COVID-19 under the "RolloutWarrenton!" emergency declaration violated numerous traffic, fire, and ADA codes. He cautioned that continuing to allow non-compliant structures poses a severe liability risk to the Town. Implementing a formal, safe parklet program would require drafting a new ordinance and forcing businesses to purchase expensive, code-compliant structures that maintain a two-foot traffic buffer.

As an alternative, Mr. Cassidy proposed a "tactical urbanism" trial of Concept B. The Town would use barriers to block off the parking lane and route pedestrians through it, allowing restaurants to immediately utilize the entire widened sidewalk space for outdoor dining at no cost to the businesses.

Councilman Francis expressed concern over the permanent loss of parking spaces, particularly in the winter when outdoor dining is not utilized.

Councilman Mooney and Mr. Matt Carson (EOTW Chair) pointed out a flaw in the Town's sidewalk café proposal: placing tables strictly against the building only allows for small, two-person tables due to entrance clearances. They argued this prevents families from dining downtown, which was the primary benefit of the larger parklet structures.

Mr. Carson requested a compromise where the pedestrian walkway remains against the buildings, and the tables are placed on the street side of the sidewalk (enclosed by heavy concrete planters or bollards). While Mr. Cassidy warned that ABC alcohol containment laws and fire access make this configuration challenging, he agreed to set up the trial layout to test its viability.

The Council reached a consensus to proceed immediately with the temporary physical trial of Concept B using barriers/planters to maximize family seating. Concurrently, the Council directed the Town Attorney to begin drafting a formal Parklet Ordinance as a "backstop." The decision of Council was that if the Concept B trial fails to meet the needs of the businesses, the Town will be prepared to pass the ordinance, revert to Concept A (retaining parking), and allow businesses to build compliant parklets.

Councilmen Kovalik also requested staff look into painting "Don't Block the Box" striping at the Culpeper Street crosswalk to prevent gridlock; Mr. Wharton agreed to evaluate the intersection.

H. Agenda Review

Mr. Cassidy reviewed the items for the evening's Regular Meeting. He noted two additions to the Consent Agenda: directing the Town Attorney to begin drafting the Parklet Ordinance, and authorizing the conversion of a part-time water treatment plant operator position to full-time to address staffing burnout. Other items include the ZOTA update from the steering committee and the vote on the EOTW MOU. There are no public hearings scheduled for the evening.

With no further business, this meeting was adjourned at 12:45 PM on Tuesday, April 8th, 2025.

II. REGULAR MEETING - 6:30 PM

Mayor Carter Nevill called the regular meeting of the Warrenton Town Council to order at 6:30 PM. All members were present, establishing a full quorum to conduct business.

INVOCATION.

Pastor Zach Ritz of Veritas Church provided the invocation.

PLEDGE OF ALLEGIANCE.

Mayor Nevill led the Pledge of Allegiance.

PROCLAMATIONS AND RECOGNITIONS.

Mr. Frank Cassidy, Town Manager, presented the "Excellence in Action" recognitions. He honored Tracy Davis, a new fitness instructor with Parks and Rec. He also recognized Kevin Turner, a property and evidence officer with the Police Department, highlighting his dual role in managing training and his contributions to helping the department earn its fifth VLEPSC accreditation award.

Finally, Mr. Cassidy recognized the first graduating class of the Your Town Academy, sharing positive feedback from the participants regarding their new understanding of local government operations.

Mayor Nevill commended the program's success in increasing civic engagement and requested that staff submit the academy to the Virginia Municipal League (VML) for an innovation award.

Draft

CITIZEN'S TIME.

Mr. Chris Bonner addressed the Council in strong defense of the Warrenton Aquatic and Recreation Facility (WARF), calling it a crown jewel and an essential investment in community health. He argued against selling or closing the facility and suggested that user fees, which have not changed in ten years, are ripe for an increase. He also recommended commissioning a statistically valid survey of residents to gauge support.

Ms. Penny Perry echoed support for the WARF, stating she uses the facility four to five times a week for exercises. She described the fees as an absolute steal compared to private clubs and noted the WARF was a primary reason she and her husband chose to move to Warrenton over other towns. She urged the Council to protect the facility.

Ms. Janice Carswell, representing the William C. Taylor alumni committee and First Baptist Church, announced an upcoming Juneteenth celebration to be held on Main Street on June 14th. She invited the community to attend and noted they are actively looking for sponsors.

Ms. Robin Thompson shared historical memories of walking to the segregated Rosenwald Elementary School. Noting the deteriorating condition of the remaining structures, she asked the Council what it would take to place a historical marker along the Greenway to identify and preserve the legacy of where the historic Rosenwald school once stood. Mayor Nevill requested she email her full eight-page transcript to the Town Clerk so all Council members could read her complete statement.

APPROVAL OF THE AGENDA.

Councilman Roy Francis moved to amend the agenda to add an item under New Business for the reconsideration of his previous vote regarding the Arrington project. Councilman Larry Kovalik seconded the motion. The vote was as follows:

Ayes: Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Mr. Eric Gagnon.

Nays: Mr. Paul Mooney; Ms. Michele O'Halloran; Mr. David McGuire.

Abstention: None.

Absent: None.

The motion to amend the agenda passed 4-3

The motion passed by a vote of 4-3, and the agenda was amended to add the reconsideration of the Arrington project under New Business.

PUBLIC HEARINGS.

Draft

There were no public hearings scheduled for this meeting.

CONSENT AGENDA.

Authorization to convert part-time WTP operator position to full-time

Zoning Ordinance Update: Steering Committee

Experience Old Town Warrenton Memorandum of Understanding

Main Street Discussion

Councilman Paul Mooney moved to approve the Consent Agenda. Councilwoman Michele O'Halloran seconded the motion.

The vote for the motion was unanimous, as follows:

Ayes: Mr. David McGuire; Mr. Eric Gagnon; Ms. Michele O'Halloran; Mr. Larry Kovalik; Mr. William Semple; Mr. Roy Francis; Mr. Paul Mooney.

Nays: None.

Abstention: None.

Absent: None.

The consent agenda was adopted unanimously

NEW BUSINESS.

Reconsideration of Vote on Arrington Voluntary Settlement Agreement (VSA)

Councilman Francis introduced a motion to reconsider his March 11, 2025, vote regarding the adoption of Ordinance 2025-02 (which repealed Ordinance 2024-17 regarding the Arrington Voluntary Settlement Agreement). He stated that he agonized over the decision but concluded that due to significant concerns regarding water and wastewater treatment capacity, and the cumulative effect of currently approved developments, the Arrington project should be sent back to the Town's Planning Commission for a full and thorough review. The motion was seconded by Councilmen Kovalik.

A lengthy debate ensued regarding the procedural and financial implications of rescinding the March vote.

Councilman McGuire and Councilman Mooney strongly opposed the reconsideration, warning that stopping or indefinitely delaying the VSA risks the developer pulling out entirely and building by-right in the County.

Draft

Councilman Mooney emphasized that this would strip the Town of commercial revenue and $12 million in proffers, forcing taxpayers to bear the financial burden of a needed new pump station.

Councilman Gagnon, Councilman Kovalik, and Vice Mayor Semple supported the reconsideration, arguing the issue is strictly about the democratic process. They maintained that a major development like Arrington should not bypass the Town's Planning Commission, and expressed concern that citizens were excluded from meaningful input during the initial backdoor negotiations.

Mayor Nevill strongly opposed the reconsideration, speaking against the use of process to delay and punish an applicant who had already navigated over two dozen public meetings.

Town Attorney Chap Petersen clarified that the Town is scheduled to appear before a three-judge panel on April 24th. He Explained that to delay the hearing or send the project to the Planning Commission, the Council must officially withdraw from the VSA (repealing the December ordinance), which would return all parties to the start line.

Councilman Semple moved to call the question, which was seconded by Mr. Francis.

The vote to call the question was as follows:

Ayes: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Mr. Eric Gagnon.

Nays: Mr. Paul Mooney; Ms. Michele O'Halloran; Mr. David McGuire.

Abstention: None.

Absent: None.

The motion passed by a vote of 4-3, and the question was called.

The Council then voted on the motion to rescind the March 11 vote. The vote for the motion was as follows:

Ayes: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Mr. Eric Gagnon.

Nays: Mr. Paul Mooney; Ms. Michele O'Halloran; Mr. David McGuire.

Abstention: None.

Absent: None.

The motion passed by a vote of 4-3. The March vote was rescinded.

Following this vote, the Council debated how to proceed with the VSA, given the impending April 24th court date. Recognizing that unilaterally killing the deal without the developer present could be detrimental, Councilwoman O'Halloran moved to place the Arrington VSA on the

Draft

agenda for a special meeting on April 21st and to formally invite all parties, including the County and Van Meter, to attend and negotiate. Councilman McGuire seconded the motion.

The vote for the motion was as follows:

Ayes: Mr. David McGuire; Ms. Michele O'Halloran; Mr. William Semple, Vice Mayor; Mr. Roy Francis; Mr. Paul Mooney.

Nays: Mr. Eric Gagnon; Mr. Larry Kovalik.

Abstention: None. Absent:

None. The motion passed by a vote of 5-2, and the matter was deferred to a special meeting on April 21st.

UNFINISHED BUSINESS.

There was no unfinished business.

TOWN ATTORNEY'S REPORT.

Mr. Chap Petersen reported on the Virginia Supreme Court appeal, stating that the Town has withdrawn the appeal and expects to return to the circuit court. Once returned, he plans to make a motion to have the case dismissed, as all substantive issues have essentially been resolved.

TOWN MANAGER'S REPORT.

Mr. Frank Cassidy announced that the Afro-American Historical Association (AAHA) officially closed on their property today, and he welcomed them to the Town of Warrenton. He also announced that a Columbia Gas open house is scheduled for April 16th from 4:00 PM to 7:00 PM at the Town Council Chambers to discuss the recent over-odorization event. Staff confirmed they will ask Columbia Gas to contact all directly affected households to notify them of the meeting.

COUNCILMEMBERS TIME.

Mr. Mooney: Thanked everyone for their attendance and input. He shared that a team member from his company participated in the Your Town Academy and was "blown away" by the program, and he thanked Frank Cassidy, the Town Manager and staff for their work on it. He wished everyone a happy Easter and welcomed spring.

Draft

Mr. Francis: He thanked the audience for being there. Acknowledging that it had been a very long meeting, he stated he was not going to talk much but wanted to express his appreciation to the attendees.

Mr. Semple: He joked about his blood glucose monitor beeping, noting that despite the tense meeting, his blood sugar did not go through the roof. He expressed his belief that deferring the Arrington decision to April 21st was a wise and powerful choice because having all parties present will make the final decision much stronger. He emphasized the importance of applying the principles of the open and transparent commission to their own processes. He stressed the need for a long-range vision, urging the Council to think about what the town will be like 20 years from now. Noting the long-term impact of 1980s zoning decisions on his own property, he stated that decisions today require courage and a recognition that the Council's role is to leave the town a better place for children and grandchildren, even if current residents don't personally benefit.

Mr. Kovalik: He agreed with the sentiments of Councilmen Mooney, Francis, and Semple. He thanked the citizens for coming out and speaking during Citizen's Time, emphasizing that citizen input truly matters. He reminded everyone that "it's your town, it's my town, it's our town," and that the Council's goal is to make it the best town to hand off to the future. He acknowledged that the decisions they face are not easy and require a lot of thoughtful reflection.

Ms. O'Halloran: She reminded everyone that the Cultural Heritage Festival will be taking place on April 27th from noon to 4:00 PM at the WARF lower-level parking lot. She highlighted that the event is a combined collaborative effort between Fauquier County Parks and Rec and the Town of Warrenton Parks and Rec, and encouraged everyone to attend.

Mr. Gagnon: He thanked everyone for coming out for the long session, noting that it was a necessary discussion, and he looked forward to continuing the conversation on April 21st. He also referenced the budget work session from earlier in the day, stating that interesting ideas were exchanged and he said he looked forward to addressing the major structural problems in the budget to get spending under control.

Mr. McGuire: He expressed appreciation for the great, emotion-free debate among his colleagues. He emphasized the need for civility in politics, warning that "trade wars lead to shooting wars" and reminding everyone that they are all neighbors. He commended the Maryland state legislature for looking at reparations, stating it is a discussion that needs to be had. Regarding the budget, he stressed the need to make hard choices, suggesting the Town look at cutting costs without diminishing capabilities, such as evaluating twice-a-week garbage pickup or reviewing police rank structures and salary increases. He concluded by saying it is an honor and privilege to serve, expressing his belief in term limits, and wishing everyone a Happy Easter.

Mr. Nevill: He noted it had been a long night, wished everyone a Happy Easter.

ADJOURNMENT.

With no further business, this meeting was adjourned at 9:20 PM on Tuesday, April 8th, 2025.

I hereby certify that this is a true and exact record of actions taken by the Town Council of the Town of Warrenton on April 8th, 2025.

Stephen M. Clough
Town Recorder

Attachments:

1) Handouts to Council from Citizen's time. April 8th, 2025.
2) Citizen Comment Emails and form submissions.
3) Signed legislation.

Draft

The Town of Warrenton
P.O. Box 341
Warrenton, VA 20188
P (540) 347-1101
F (540) 349-2414

April 8th, 2025, Regular Town Council Meeting Minutes

Attachment 1: Handouts to Council.

Draft

I rise in defense of the Warrenton Aquatic and Recreation Facility, now targeted by those who wish to appear heroic by attacking it as costly. The WARF is an investment in community health, a service, like the police department and fire department. Some call it Warrenton's crown jewel. To sell it, close it or starve it is to betray a sacred trust. Voters will remember.

Financial remedies include raising taxes, now the lowest of any town in the commonwealth. User fees, unchanged for 10 years, are ripe for increase.

Help is on the way. Hundreds of new houses and townhouses are either under construction or planned. Those new residents represent a growing number of people who will populate WARF for generations to come.

To inform their decision-making, town leaders may gauge support for WARF by commissioning a statistically valid survey of residents, electronically and supplemented with telephone interviews. Council should visit the facility. It is unknown how many town decision makers have inspected WARF, much less worked out, taken a class or gone for a swim.

It is hard to refinance WARF in today's suddenly volatile economic environment. Far easier to demagogue by posturing as a passionate penny pincher. I am confident that this town council has the will and imagination to find a solution. Not because it is easy. Because it is the right thing to do.

#

Christopher Bonner
Warrenton Council, April 8, 2025

Draft

I rise in defense of the Wanamon Aquatic and Recreation Facility, now targeted by those who wish to appear heroic by attacking it as costly. The WARF is an investment in community health, a service, like the police department and fire department. Some call it Wanamon's crown jewel. To sell it, close it or starve it is to betray a sacred trust. Voters will remember.

Financial remedies include raising taxes, now the lowest of any [illegible] or increasing fees for WARF programs. Or, the most painful option, cutting services. Help is on the way. Hundreds of new houses and townhouses are either under construction or planned. Those new residents represent a growing number of people who will populate WARF for generations to come.

To inform their decision-making, town leaders may gauge support for WARF by commissioning a statistically valid survey of residents, electronically and supplemented with telephone interviews. Council should visit the facility. It is unknown how many town decision makers have inspected WARF, much less worked out. [illegible] or even for a swim.

It is hard to reconcile WARF in today's suddenly volatile economic environment. Far easier to demagogue by posturing as a passionate penny pincher. I am confident that this town council has the will and imagination to find a solution. Not because it is easy. Because it is the right thing to do.

Christopher Bauer
Wanamon Gazette, April 8, 2025

My name is Penny Perry and I live in the town of Warrenton. Four or five times a week for some 10 years I ~~visit~~ have visited WARF for land or water exercises. The fees I pay are an absolute steal compared to pricey private clubs. I am willing to pay more because WARF is a sound investment in a healthy community.

When we left ~~McLean~~ Fairfax County and looked for welcoming places to live, ~~Middleburg,~~ Leesburg, Culpeper and Fredericksburg were options, but none had the WARF or anything like it. That was part of what brought us here, and I am confident other residents tell the same story.

I boast to people that the town, under the leadership of the late, enlightened Mayor George Fitch, built this facility. What my grandchildren love most about Warrenton is the WARF.

Please don't destroy WARF, a Warrenton jewel that means so much to so many.

Thank you.

Draft

John J. Norman, Jr.

P.O. Box 3131

Warrenton, Virginia 20188

703-615-7162

jnorman@normanrealty.com

Mayor H.E. Carter Neville
Council Members
Paul Mooney
David McGuire
Roy Francis
William Semple, II
Larry Kovalik
Michelle O'Halloran
Eric Gagnon

Town Hall
21 Main Street
Warrenton, Virginia 20186

March 20, 2025

Dear Mayor and Council Members:

The time is appropriate for the Town to introspectively review matters of openness and transparency. Without burdening you with a number of past issues I have had with the Town over such practices, I would like to suggest one simple initial action that would increase public awareness and trust of the Town's land use process. This would be to require public placard notifications on any parcel of land which becomes subject to the Virginia public notice provisions of Va. 15.2-2204.

While such signage advertising notice of a public hearing is not mandatory it appears, almost every jurisdiction I am familiar with makes such a requirement part of its code. It is a standard of transparency throughout most of Virginia. It is also one of s the most effective ways to let your community know that an action is pending – as electronic news forums make it less likely one would see a printed notice.

An example from the Loudoun County Ordinance is:

Draft

Placard Notice

The property which is the subject of the application must be posted by the applicant using the placards provided by the county. The posting must occur at least 21 calendar days prior to each public hearing. The placards must be affixed to a pole, post, fence or other structure to be clearly visible from each public road abutting the property. If no public roads abut the property, then the placards must be posted so as to be clearly visible from at least two abutting properties and at the access points to the property.

Thank you for your consideration of implementing this change.

Sincerely,

Jay Norman

Draft

The Town of Warrenton
P.O. Box 341
Warrenton, VA 20188
P (540) 347-1101
F (540) 349-2414

April 8th, 2025, Regular Town Council Meeting Minutes

Attachment 2: Citizen Comment emails and form submissions.

Draft

From: "PLCutting" [redacted]
Sent: Tue, 25 Mar 2025 19:17:18 -0400
To: """ <citizencomment@warrentonva.gov>
Subject: Old Town Warrenton Parklets and Main Street design option feedback

[You don't often get email from [redacted] Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Good evening,
I am writing to voice my support for the Concept B option for bumpouts/sidewalks to be fully widened. I have never found myself to have an issue with On Street or Off street parking and the widening, particularly during the nicer months gives more access to outdoor dining. While I understand those who have parking concerns - perhaps increase the number of Handicap spots on Main Street in the remaining spots.

Regarding the Summer months this year, I strongly urge the board to pursue any steps neccessary to allow the outdoor dining options as we have the past several years. That is a primary draw and businesses like Denim & Pearls, Licorice Pizza, Molly's etc benefit it and contribute financially to those dining spots.

Thank you for your time and consideration,
Polly Cutting
172B Leeds Ct West
Warrenton VA 20186

Draft

The Town of Warrenton
P.O. Box 341
Warrenton, VA 20188
P (540) 347-1101
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April 8th, 2025, Regular Town Council Meeting Minutes

Attachment 3: Signed Documents- Resolutions, Ordinances, Closed Session Motions

Draft

Motion for Convening a Closed Session

Council Meeting Date: April 8th, 2025

I move that the Council convene in closed session to discuss the following:

__X__ 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 Mr. Chap Petersen, Town Attorney.

____ 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.

____ 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
____ the pending case of ___ _____ *[Give case name]*,
where such consultation or briefing in open meeting would adversely affect the negotiating or litigating posture of the City.

____ 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, relating to _____ *[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: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. David McGuire; Mr. Paul Mooney.
Nays:
Absent from Vote: None

Draft

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: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. David McGuire; Mr. Paul Mooney.
Nays:
Absent from Vote: None

For Information:
Town Clerk

Effective date: April 8th, 2025.

Stephen Clough, Town Recorder

Draft

April 8, 2025
Town Council
Regular Meeting
RES-25-04-01

A RESOLUTION TO UPGRADE A WATER TREATMENT PLANT OPERATOR POSITION FROM PART-TIME TO FULL-TIME

WHEREAS, the Warrenton Town Council is charged by the Code of Virginia with the preparation of an annual budget for the Town of Warrenton; and

WHEREAS, on June 11, 2024, the Town Council adopted the Town of Warrenton Fiscal Year 2025 Budget; and

WHEREAS, the Virginia Administrative Code prescribes minimum staffing levels for Water Treatment facilities, which can be difficult to meet at the Town's facility with current staffing; and

WHEREAS, due to vacancies, an upgrade of an existing part-time Water Treatment Plant Operator position to full-time may be accomplished in the current Fiscal Year 2025 adopted budget without appropriating additional funds; and

WHEREAS, the Town Council has considered this request and deems it in the best interest of the health and safety of the Town's drinking water supply; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Warrenton this 8th day of April 2025, that the part-time Water Treatment Plant Operator is hereby upgraded from part-time to full-time status

Votes:
Ayes: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. David McGuire; Mr. Paul Mooney.

Nays:
Absent from Meeting:

For Information:
Budget Manager

ATTEST: _____
Town Recorder

Draft

April 8th, 2025
Town Council
Regular Meeting
RES-25-04-02

RESOLUTION TO REPLACE PIEDMONT ENVIRONMENTAL COUNCIL APPOINTEE OF THE TOWN OF WARRENTON ZONING ORDINANCE UPDATE STEERING COMMITTEE

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

WHEREAS, the Town Council held a work session on July 7th, 2024, and adopted a resolution initiating the update to the Zoning Ordinance and appointed a Steering Committee (the "Committee"); and

WHEREAS, the Piedmont Environment Council was requested to designate one of their members to provide input as a member of the Committee; and

WHEREAS, the Mr. Kevin Kask was appointed to fill this role and has since left the employment of the Piedmont Environment Council; and

WHEREAS, the Piedmont Environment Council now requests that their appointed representative, Mr. Kevin Kask, be replaced with Mr. John McCarthy; and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council this 8th day of April, 2025 hereby replaces on the Town of Warrenton Zoning Ordinance Update Steering Committee Mr. Kevin Kask with Mr. John McCarthy.

Votes:
Ayes: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. David McGuire; Mr. Paul Mooney.
Nays:
Absent from Vote:
Absent from Meeting:

ATTEST: _____
Town Recorder

Draft

April 8th, 2025
Town Council
Regular Meeting
RES-25-04-03

A RESOLUTION DIRECTING TOWN STAFF TO INITIATE THE PROCESS TO DRAFT AN ORDINANCE TO ESTABLISH A PERMENANT PARKLET PROGRAM WITHIN THE TOWN

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

WHEREAS, the Town Council recognizes the value of enhancing public spaces and promoting active, pedestrian-friendly areas within the Town; and

WHEREAS, during the COVID-19 public health emergency, the Town implemented a temporary parklet program, RollOutWarrenton!, under the emergency provisions authorized by the Virginia General Assembly to support local businesses, enable outdoor dining, and ensure safe social distancing; and

WHEREAS, the temporary parklet initiative proved successful in activating public spaces, increasing outdoor amenities, and contributing to the vitality of the downtown and commercial areas; and

WHEREAS, a permanent Parklet Program would provide a clear and consistent framework for the development, approval, maintenance, and operation of parklets within the Town, while ensuring appropriate oversight, safety, accessibility, and design standards; and

WHEREAS, the Town Council desires to build upon the lessons learned from the emergency program to establish a sustainable, equitable, and well-managed initiative that supports placemaking, economic vitality, and public enjoyment; and

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of [Warrenton, Virginia, that the Town Manager, Town Attorney, and appropriate staff are hereby directed to initiate the process of drafting an ordinance to establish a formal Parklet Program, including but not limited to:

- Developing proposed design standards, application procedures, and operating requirements;
- Identifying appropriate locations or zoning districts where parklets may be permitted;
- Reviewing lessons learned and public feedback from the temporary COVID-era parklet program;
- Coordinating with relevant departments and stakeholders to assess infrastructure, accessibility, and public safety considerations;
- Seeking public input and engagement throughout the development process.;

BE IT FURTHER RESOLVED that Town staff shall present a draft ordinance and supporting materials for review and consideration by the Town Council within a reasonable timeframe;

ATTACHMENT: None

Votes:

Draft

Ayes: Mr. Roy Francis; Mr. William Semple, Vice Mayor; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Eric Gagnon; Mr. David McGuire; Mr. Paul Mooney.
Nays:
Absent from Vote:
Absent from Meeting:

For Information:
Town Attorney

ATTEST: _____
Town Recorder

Draft

TOWN COUNCIL SPECIAL MEETING

21 Main Street

Monday, April 21, 2025 at 12:00 PM

MINUTES

AN OPEN MEETING OF THE TOWN COUNCIL OF THE TOWN OF WARRENTON, VIRGINIA, WAS HELD ON APRIL 21st, 2025, AT 9:00 AM

Budget Work Session

PRESENT — Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Paul Mooney; Mr. Eric Gagnon; Mr. Frank Cassidy, Town Manager; Mr. Stephen Clough, Town Clerk; Mr. Chap Petersen Town Attorney.

ABSENT — Mr. Carter Nevill, Mayor Mr. David Mcguire

Arrington Discussion

PRESENT — Mr. Carter Nevill, Mayor; Mr. Roy Francis; Mr. William Semple; Mr. Larry Kovalik; Ms. Michele O'Halloran; Mr. Paul Mooney; Mr. Eric Gagnon; Mr. David Mcguire; Mr. Frank Cassidy, Town Manager; Mr. Stephen Clough, Town Clerk; Mr. Chap Petersen Town Attorney.

ABSENT

I. BUDGET WORKSESSION - 12:00 PM

Vice Mayor William Semple called the Special Work Session to order at 12:00 PM. A quorum was established with all members present except Mr. David McGuire.

Vice Mayor Semple established a ground rule for the meeting to ensure orderly proceedings, stating that members must wait until everyone has had a chance to speak before speaking a second time.

A. Budget Work Session: Proposed Budget

Ms. Brooke Campbell, Budget Manager, presented an overview of the proposed FY 2026 budget, referencing the 2016 adopted budget's executive summary to illustrate that the Town's structural financial challenges (revenues not covering expenditures, aging infrastructure) are not new issues.

Ms. Campbell reiterated that the proposed FY 2026 real estate tax rate is 6.5 cents per $100 of assessed value, an increase of 0.0249 cents. This rate perfectly covers the $19.6 million in General Fund operating expenditures, leaving no surplus. She explained that each cent of the real estate tax generates approximately $221,000; therefore, if the Council wishes to lower the proposed rate, they must cut proportional amounts from the operating budget (e.g., reducing the

rate by one cent requires $221,000 in operating cuts). She clarified that cutting capital projects (which are funded by debt) will not lower the required tax rate, but it will reduce the Town's debt burden.

Following the presentation, Vice Mayor Semple and Councilman Eric Gagnon presented a collaborative slideshow detailing proposed budget adjustments aimed at achieving a zero tax-increase budget for FY 2026. Their proposal identified $424,535 in potential cuts, including:

- Reducing outside agency contributions by $82,000 (reverting to FY 2025 levels)
- Reducing non-departmental contributions by $232,000
- Reducing the employee Cost of Living Adjustment (COLA) from 3% to 2% (saving $110,371)

To cover the remaining $65,465 needed to offset the tax increase entirely, they provided a handout listing the largest budget variances and suggested staff find small percentage cuts across those line items.

The Council debated the proposed cuts extensively:

- **Outside Agencies:** Councilwoman Michele O'Halloran expressed concern over cutting outside agencies but requested staff verify if the $185,927 for the "Circuit Rider" program is a required federal match before making any reductions.
- **Employee COLA & Merit Pay:** Councilwoman O'Halloran strongly opposed reducing the employee COLA to 2%, noting that Town employees are already underpaid compared to neighboring jurisdictions (like Culpeper) and frequently take on multiple roles. She argued that cutting COLA hurts employee retention. Vice Mayor Semple expressed alarm over the compounding financial effect of offering both a 3% COLA and up to a 2.5% performance-based merit increase. Mr. Frank Cassidy, Town Manager, defended the current structure, explaining that COLA merely keeps pace with inflation to maintain an employee's buying power, while merit pay acts as an essential retention and performance incentive. He warned that the Town's workforce is incredibly lean, and reducing compensation will exacerbate burnout and turnover.
- **Tax Increases vs. Service Levels:** Councilman Paul Mooney expressed frustration that the Town's adopted budget has grown by nearly 100% since FY 2022 (from $26.5 million to over $40 million proposed for FY 2026). He argued that the Town must find ways to avoid continually raising taxes. Mr. Cassidy cautioned that deferring tax increases and maintenance is what caused the current financial strain, emphasizing that the Town provides enhanced services (like twice-a-week trash pickup) that County residents do not receive. Vice Mayor Semple and Mr. Cassidy agreed that the Town's revenue streams must be addressed, noting that the Town is overly reliant on volatile meals taxes and "behind the eight ball" compared to peer communities where property taxes make up a much larger percentage of revenue.

The WARF (Warrenton Aquatic and Recreation Facility) Vice Mayor Semple presented a historical financial analysis of the WARF, noting that over its 20-year lifespan, the facility has

cost the Town approximately $12.3 million in operating losses, plus roughly $16 million in principal and interest to build it, significantly impacting the General Fund. He pointed out that Town residents only make up 18% of the facility's users, meaning Town taxpayers heavily subsidize County and out-of-town users. Councilman Mooney argued that the WARF provides a "Fairfax-level amenity" without Fairfax-level taxes, suggesting the Council must have a realistic conversation with citizens about whether they are willing to pay higher taxes to support the facility.

B. Davenport Presentation

Mr. Kyle Laux of Davenport & Company, the Town's financial advisor, delivered a comprehensive presentation providing an overview of the Town's financial position, policies, and long-term fiscal outlook. He explained that the purpose of the presentation was to provide broader context as the Council works through the FY 2026 budget, including comparisons to peer jurisdictions, evaluation of financial policies, and consideration of long-term sustainability and potential credit rating readiness.

Mr. Laux stated that, overall, the Town compares favorably to its peers across demographic, economic, and financial indicators. He noted that the Town has experienced very strong General Fund performance over the past five years, with consistent operating surpluses driven by robust revenue growth. These strong cash flows have enabled the Town to fund the vast majority of its capital projects on a cash basis, with the Town Hall project being a notable exception.

He highlighted that Warrenton maintains a highly diversified revenue structure. Approximately half of the General Fund is derived from "other local taxes," including meals, sales, lodging, and bank stock taxes. This structure has allowed the Town to maintain one of the lowest real estate tax rates among its peers. However, Mr. Laux cautioned that these revenue sources are more economically sensitive and may not continue to grow at the pace experienced in recent years. He noted that revenue growth has already begun to moderate while expenditures have continued to increase due to inflation and service demands, resulting in narrowing operating surpluses.

A significant portion of the presentation focused on the Town's Unassigned Fund Balance and related financial policies. Mr. Laux explained that the Town maintains a policy requiring an unassigned fund balance equal to 50% of operating expenditures, a level he indicated is appropriate given the Town's reliance on more volatile revenue sources. He emphasized that this reserve serves multiple purposes, including cash flow stability, emergency response, and maintaining financial credibility with lenders and rating agencies. He also noted that, in the current interest rate environment, the Town is earning approximately 4.25% on its cash reserves, generating meaningful revenue to offset inflationary pressures.

While the Town remains in compliance with its policy, Mr. Laux identified a long-term trend that warrants monitoring. Over the past decade, the unassigned fund balance has declined in absolute terms from approximately $12 million to $9.6 million, while the General Fund budget has grown significantly, from approximately $8.2 million to $18 million. As a result, the Town's margin of

compliance has narrowed as expenditures have increased faster than reserves. He emphasized that this is not an immediate concern but represents a warning trend, particularly as revenue growth stabilizes and expenditures continue to rise.

In response to Council questions, Mr. Laux explained that the decline in the fund balance ratio is attributable to several factors. He noted that the recent 23% increase in assessed property values was largely offset by a corresponding reduction in the tax rate through equalization, resulting in little net new revenue. At the same time, expenditures have continued to grow, and the Town has been cash-funding capital projects. He further explained that some surplus funds have been assigned or reserved for projects that are underway but not yet completed, which reduces the amount reflected as unassigned fund balance. He emphasized that these dynamics, combined with inflation and the conclusion of one-time funding sources such as ARPA, have contributed to the current financial posture.

Mr. Laux also reviewed the Town's debt profile, noting that the General Fund currently carries approximately $7 million in outstanding debt, all at fixed interest rates. He characterized this as a relatively low debt burden for a locality of Warrenton's size. He further noted that the Town is paying down its debt aggressively, with approximately 77% of principal scheduled to be retired within ten years, exceeding the 50% benchmark commonly cited as a best practice.

He explained that this repayment structure reflects a combination of existing obligations, including the Town Hall and WARF debt, rather than a deliberate policy to accelerate repayment. He noted that future debt issuances could be structured differently to reduce near-term budget impacts while maintaining sound financial practices.

Mr. Laux then presented analysis of the proposed issuance of approximately $5.1 to $5.2 million in new debt to support the FY 2026 Capital Improvement Plan and fleet replacements. He explained that even with this additional borrowing, the Town would remain well within its adopted financial policy limits. Specifically, the Town's debt-to-assessed value ratio would remain around 0.5%, well below the 1.5% policy limit, and the debt service-to-expenditures ratio would increase to approximately 6%, still significantly below the 12% policy threshold. He emphasized that the analysis was based on conservative assumptions, including minimal growth in assessed value and only 1% annual expenditure growth.

Mr. Laux stated that the use of debt to fund capital improvements is a common and accepted practice among local governments, particularly when aligned with long-term planning. However, he emphasized the importance of maintaining a balanced approach, noting that best practice is to combine debt financing with pay-as-you-go funding. He specifically cautioned against relying heavily on debt for short-lived assets such as vehicles and equipment, recommending that those items be cash-funded whenever possible to avoid creating future replacement cost "bubbles."

Council engaged in an extensive discussion with Mr. Laux regarding debt strategy and financial sustainability.

Councilman Mooney questioned whether the Town's current debt repayment structure places too much burden on current taxpayers.

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Mr. Laux responded that while the Town is paying down debt quickly, it is not in a financially stressed position and retains flexibility to structure future debt in a way that moderates near-term impacts.

Councilman Mooney also asked whether it would be advantageous to defer capital projects and instead pay off the remaining WARF debt.

Mr. Laux advised against this approach under current market conditions, explaining that the WARF debt carries a low fixed interest rate of approximately 2.5%, while the Town's cash reserves are earning approximately 4.25%. As a result, it is financially more beneficial to retain liquidity or apply funds to capital needs rather than retire low-cost debt early.

Vice Mayor Semple expressed concern regarding the long-term sustainability of relying on debt for recurring capital needs, particularly given the Town's reliance on economically sensitive revenues.

Mr. Laux agreed with the concern, emphasizing that while debt levels remain well within policy limits, long-term sustainability requires balancing borrowing with recurring revenues and avoiding overreliance on debt for routine expenditures.

Councilwoman O'Halloran asked whether Davenport recommends increasing reliance on property taxes rather than meals taxes.

Mr. Laux clarified that Davenport does not prescribe tax policy decisions but strongly advises maintaining a structurally balanced budget in which recurring revenues fully cover recurring expenditures without reliance on one-time funding sources.

Councilman Gagnon asked whether it is customary for jurisdictions to issue debt annually to support capital programs.

Mr. Laux confirmed that this is common practice when done within a structured and sustainable framework, noting that many localities plan annual borrowing as part of their Capital Improvement Programs. He added that comparisons between jurisdictions are complex due to differences in revenue structures, noting that Warrenton is somewhat unique in its relatively low reliance on property taxes.

Councilman Gagnon also inquired about the potential for privatization or public-private partnerships for facilities such as the WARF.

Mr. Laux stated that such arrangements do exist but noted that he was not immediately aware of a directly comparable example for a similar facility in the region.

Councilman Kovalik asked about the use of alternative revenue mechanisms, including special tax districts similar to those used in other states.

Mr. Laux explained that Virginia utilizes tools such as Special Tax Districts and Community Development Authorities, which can be applied to specific developments to generate additional revenue, though these are typically project-specific and forward-looking in nature. He further

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noted that the Town already utilizes a broad range of available local revenue sources and does not appear to be missing any major revenue streams.

Mr. Laux also briefly addressed the Water and Sewer Fund, noting that while it has remained financially stable in recent years, the Town faces significant long-term capital needs estimated between $80 million and $90 million for future system upgrades. He clarified that these obligations are accounted for separately from the General Fund and will require continued long-term planning, including a combination of rate adjustments, debt financing, and potential external funding sources.

At the conclusion of the discussion, Vice Mayor Semple requested that Davenport update its financial trend analysis to include projected data for FY 2025 and FY 2026, which Mr. Laux agreed to provide

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C. Recess-Reconvene at 6:30pm

The Council recessed at approximately 2:05 PM, to reconvene at 6:30 PM

II. Discussion of the Arrington Item - 6:30 PM

A. Reconvene from Recess 6:30pm

Mayor Carter Nevill reconvened the special session of the Town Council at 6:30 PM. All members were present. Mayor Nevill noted that representatives from Fauquier County and Van Meter Companies declined to attend the meeting.

B. Arrington Voluntary Settlement Agreement

The Council resumed its debate from the April 8th meeting regarding whether to officially withdraw from the Arrington Voluntary Settlement Agreement (VSA) ahead of the scheduled April 24th hearing before the three-judge panel.

Vice Mayor Semple opened the discussion, stating that after receiving a cost-benefit study from staff indicating the project would not create a long-term financial burden for the Town, and considering the looming court date, his inclination was to let the VSA proceed.

Councilman Larry Kovalik expressed intense frustration with the VSA process, arguing it was conducted behind closed doors and bypassed the Town Planning Commission. He emphasized the need for affordable housing for the "missing middle" in Warrenton, questioning whether the proposed townhomes in Arrington would actually serve local workers or just attract commuters

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from outside the county. He argued the Council was missing an opportunity to utilize the Planning Commission to shape the development to meet the town's actual housing needs.

Councilman Eric Gagnon agreed, calling the process "anti-democratic" and designed to obscure public participation. He warned that annexing the property opens the door to massive, unknown commercial development on the Town's edge, creating traffic and infrastructure issues.

Mayor Nevill strongly rebuked the claims that the process was secretive, noting the project had been discussed in over 24 public meetings and heavily reported in the press. He argued that the Fauquier County Planning Commission's initial denial was based on a flawed blanket motion for three different scenarios, not a rejection of the final Arrington plan. Mayor Nevill also addressed the affordable housing concerns, explaining that those who need affordable housing most, future residents currently living outside the area, are rarely present at local zoning meetings to advocate for themselves, making it the Council's responsibility to look out for the needs of future constituents.

Town Attorney Chap Petersen advised that because the court date was only three days away, withdrawing from the VSA now would force the cancellation of the hearing. He clarified that the Council could modify the VSA later, but all parties (the County and the developer) would have to agree to the new terms, returning the negotiations to ground zero.

Councilman David McGuire urged the Council to honor the agreement and move forward, citing the need for local jobs and the promised infrastructure improvements (specifically the new pump station).

Councilman Paul Mooney echoed this, warning that if the Town withdraws, the developer could simply build the residential units by-right in the County, leaving Town taxpayers to foot the bill for the pump station while losing out on $12 million in proffers and commercial tax revenue.

After extensive debate with no new motions put forward to withdraw from the agreement, Councilman McGuire moved to adjourn the meeting. Councilman Mooney seconded the motion.

The vote for the motion was as follows:

Ayes: Mr. David McGuire; Ms. Michele O'Halloran; Mr. William Semple, Vice Mayor; Mr. Paul Mooney.

Nays: Mr. Roy Francis; Mr. Larry Kovalik; Mr. Eric Gagnon.

Abstention: None.

Absent: None. The motion passed by a vote of 4-3 and the meeting was adjourned at 6:53 PM

ADJOURNMENT.

With no further business, this meeting was adjourned at 6:53 PM on Monday, April 21st, 2025.

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I hereby certify that this is a true and exact record of actions taken by the Town Council of the Town of Warrenton on April 21st, 2025.

_____

Stephen M. Clough
Town Recorder

Attachments:

1) Handouts to Council

Draft

The Town of Warrenton
P.O. Box 341
Warrenton, VA 20188
P (540) 347-1101
F (540) 349-2414

April 21st, 2025, Special Town Council Meeting Minutes

Attachment 1: Handouts to Council.

Draft

FY 2026 Budget: Flagged Items

GL	Account Name	Department	FY 2025 PROJECTED	FY 2026 PRELIM	FY25-FY26 VARIANCE
100-012230-3320	MAINTENANCE CONTRACTS	INFORMATION TECHNOLOGY	724,276	891,118	166,842
100-012230-3100	PROFESSIONAL SERVICES	INFORMATION TECHNOLOGY	21,926	81,900	59,974
100-081100-3100	PROFESSIONAL SERVICES	PLANNING	41,064	90,000	48,936
100-012230-5230	COMMUNICATION	INFORMATION TECHNOLOGY	98,203	143,000	44,797
100-071600-3357	PARK MAINTENANCE	MAINTENANCE - PARKS	24,000	56,000	32,000
100-042300-3815	SHARE LANDFILL OPERATIONS	REFUSE COLLECTION	12,000	40,000	28,000
100-043200-3310	CONTRACTUAL REPAIR	FACILITIES	63,500	90,000	26,500
100-071300-5410	LEASE OF EQUIPMENT	AQUATIC CENTER	2,935	28,500	25,565
100-012230-5240	MOBILE DEVICES/CELL PHONES	INFORMATION TECHNOLOGY	80,326	99,600	19,274
100-043200-5410	LEASE OF EQUIPMENT	FACILITIES	3,500	20,780	17,280
100-081720-5210	POSTAGE	COMMUNICATIONS	3,552	15,000	11,448
100-041600-8261	TREE MAINTENANCE	COLLECTOR STREET	5,000	15,000	10,000
100-071300-8201	EQUIPMENT	AQUATIC CENTER	10,000	20,000	10,000
100-071300-6000	PURCHASING	AQUATIC CENTER	78,837	88,480	9,643
100-031100-3100	PROFESSIONAL SERVICES	POLICE DEPARTMENT	5,158	14,450	9,292
100-031100-3310	CONTRACTUAL REPAIR	POLICE DEPARTMENT	17,892	26,725	8,833
100-012230-5540	TRAINING	INFORMATION TECHNOLOGY	2,503	10,840	8,337
100-031100-6010	POLICE SUPPLIES	POLICE DEPARTMENT	35,000	43,150	8,150
100-043200-8266	COLLECTOR TRAFFIC SIGNS	FACILITIES	7,500	15,000	7,500

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FY 2026 Budget: Flagged Items

GL	Account Name	Department	FY 2025 PROJECTED	FY 2026 PRELIM	FY25-FY26 VARIANCE
100-041600-5110	ELECTRICITY	COLLECTOR STREET	103,200	110,000	6,800
100-071600-6000	PURCHASING	MAINTENANCE - PARKS	4,226	10,400	6,174
100-043200-8262	TRAFFIC CALMING	FACILITIES	8,159	14,000	5,841
100-043200-3330	JANITORIAL SERVICES	FACILITIES	113,703	119,390	5,687
100-031100-5540	TRAINING	POLICE DEPARTMENT	31,926	37,500	5,574
100-041600-6000	PURCHASING	COLLECTOR STREET	85,000	90,300	5,300
100-031100-6001	OFFICE SUPPLIES	POLICE DEPARTMENT	6,587	11,750	5,163
100-031100-2885	TUITION REIMBURSEMENT	POLICE DEPARTMENT	-	5,000	5,000
100-041100-5540	TRAINING	GENERAL ADMINISTRATION	1,651	6,000	4,349
100-071700-6000	PURCHASING	P&R ADMINISTRATION	822	5,000	4,178
100-031100-5510	TRAVEL	POLICE DEPARTMENT	16,000	20,000	4,000
100-081720-6000	PURCHASING	COMMUNICATIONS	100	4,000	3,900
100-071600-6005	PROGRAM SUPPLIES	MAINTENANCE - PARKS	85	3,000	2,915
100-081100-5540	TRAINING	PLANNING	2,500	5,000	2,500
100-081300-3100	PROFESSIONAL SERVICES	PLANNING COMMISSION	-	2,500	2,500
100-043200-5540	TRAINING	FACILITIES	1,586	3,815	2,229
100-071600-6100	SPECIAL EVENTS	MAINTENANCE - PARKS	45,000	47,000	2,000
100-081720-5540	TRAINING	COMMUNICATIONS	1,000	3,000	2,000
100-081100-5510	TRAVEL	PLANNING	200	2,000	1,800

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FY 2026 Budget: Flagged Items

GL	Account Name	Department	FY 2025 PROJECTED	FY 2026 PRELIM	FY25-FY26 VARIANCE
100-041100-3100	PROFESSIONAL SERVICES	GENERAL ADMINISTRATION	8,396	10,000	1,604
100-081600-3100	PROFESSIONAL SERVICES	ARCHITECTURAL REVIEW BOARD	-	1,500	1,500
100-081100-3500	PRINTING	PLANNING	-	1,000	1,000
100-081100-3600	ADVERTISING/MARKETING	PLANNING	-	1,000	1,000
100-081100-6000	PURCHASING	PLANNING	2,000	3,000	1,000
100-081720-5510	TRAVEL	COMMUNICATIONS	-	1,000	1,000
100-041100-5510	TRAVEL	GENERAL ADMINISTRATION	500	1,000	500
		FY25 Projected Variance SUMMARY			$637,885

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Proposed FY2026 Budget Cuts Worksheet

1. We need savings of **$490,000** to balance the general fund operations (proposed $.0245 property tax increase in current budget - $200,000 X 2.45 = $490,000.
2. Suggested savings:

Category	Proposed	Revised		Savings
Outside Agencies				
Fauquier Free Clinic	10,000	$7,650	2025 Amount	$2,350
Fauquier Food Bank	$5,000	$2,869		$2,131
All Others	$78,765	$0		$78,765
1) Total Outside Agencies	$93,765			**$82,246**
Non-Departmental				
Circuit Rider	$185,927	$174,009		$11,918
Main Street Program	$75,000	$65,000		$10,000
Va Commission (VCA)	$9,000	(Zeroed out; offset by $4,500)		$0
Fire Department	$210,000	$0	Zero Out	$210,000
2) Total Non-Departmental	$479,927	$239,009		**$231,918**
Grand Total: Outside Funding (1) and 2) above)				**$314,164**
3) Adjust COLA from 3% to 2%	$331,446	$221,075		$110,371
TOTAL SAVINGS (1), 2), and 3) above)				**$424,535**

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Resolution

April 14, 2026
Town Council
Regular Meeting

A RESOLUTION TO INITIATE ZOTA-26-1, A ZONING ORDINANCE TEXT AMENDMENT TO ARTICLES 3, 9 AND 12 TO ALLOW HOTELS OF UP TO 30 OR 40 ROOMS, AS WELL AS CLUBS AND LODGES, AS BY-RIGHT USES IN THE CENTRAL BUSINESS DISTRICT

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

WHEREAS, the Warrenton Town Council (Hereinafter "Council") may, by ordinance, amend, supplement, or change the regulations of the Zoning Ordinance of the Town whenever the public necessity, convenience, general welfare or good zoning practice may require such an amendment; and

WHEREAS, such an amendment may be initiated by resolution of Council in accord with the procedures and requirements of Section 11-3.9 of the Zoning Ordinance; and

WHEREAS, Ordinance Section 3-4.11.3 *Permissible Uses* currently allows *Hotels and motels, not exceeding seventy-five (75) rooms*, as an allowable use upon approval of a Special Use Permit by Town Council within the Central Business District; and

WHEREAS, Ordinance Section 3-4.11.3 *Permissible Uses* currently allows *Clubs and lodges* as an allowable use upon approval of a Special Use Permit by Town Council within the Central Business District; and

WHEREAS, upon the conclusion of the March 10, 2026 work session to discuss the potential redevelopment of the properties at 10 Hotel Street, known as the Warren Green Hotel Building, and 18 Court Street, known as the former Town Hall, Council now desires to allow properties within the Central Business District to be used as *Hotels and motels, not exceeding thirty (30) to forty (40) rooms*, as well as *Clubs and lodges*, as by-right uses as regulated by Ordinance Section 3-4.11.2 *Permitted Uses* (by-right); and

WHEREAS, the intent of this Text Amendment is to allow these uses as *Permitted Uses (by-right)* that do not require the approval of a Special Use Permit; and

WHEREAS, Council finds that this Text Amendment promotes public necessity, public convenience, general welfare, or good zoning practice within the Town of Warrenton; and

WHEREAS, Council hereby directs staff to prepare a text amendment for consideration by the Planning Commission to add *Hotels and motels, not exceeding thirty (30) to forty (40) rooms*, as a *Permitted Use (by-right)* in the Central Business District, and to remove the requirement of a Special Use Permit for *Clubs and lodges* and add *Clubs and lodges* as a *Permitted Use (by-right)* in the Central Business District in the Town of Warrenton; now, therefore, be it

RESOLVED, by the Warrenton Town Council this 14th day of April, 2026, that Council hereby initiates a text amendment to Articles 3, 9 and 12 to allow these use categories as *Permitted Uses* (by-right), as regulated by Ordinance Section 3-4.11.2.

Resolution

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

For Information:
Community Development Director,
Town Attorney

ATTEST: _____
Town Recorder

Article 3 Zoning Districts and Map

Amended by Town Council: **March 11, 2008**
February 12, 2013
April 12, 2016
June 14, 2016
August 9, 2016
December 11, 2018
August 11, 2020
August 10, 2021
April 12, 2022
September 13, 2022
XXXXXXX XX, 2026

Contents (Sections)

3-1 Zoning Districts Established
- 3-1.1 Base Districts
- 3-1.2 Overlay Districts

3-2 Zoning Map

3-3 Zoning District Boundaries

3-4 Requirements for Base Zoning Districts
- 3-4.1 R-15 Residential District
- 3-4.2 R-10 Residential District
- 3-4.3 R-6 Residential District
- 3-4.4 RT Residential Townhouse District
- 3-4.5 RMF Residential Multifamily District
- 3-4.6 R-40 Residential District
- 3-4.7 R-E Residential District
- 3-4.8 RO Residential Office District
- 3-4.9 PSP Public-Semi-Public Institutional District
- 3-4.10 C Commercial District
- 3-4.11 CBD Central Business District
- 3-4.12 I Industrial District

3-5 Requirements for Overlay Zoning Districts
- 3-5.1 FPD - Floodplain District
- 3-5.2 PUD - Planned Unit Development District
- 3-5.3 HD - Historic District

Article 3 Zoning Districts and Map

3-4.11 CBD Central Business District

3-4.11.1 Legislative Intent

Legislative Intent. The intent of this district is to provide for orderly development, infill and revitalization of the central business and commerce area of the Town of Warrenton in accordance with objectives, policies, and proposals of the Comprehensive Plan of the Town; and for the logical and timely development of the land for primarily business purposes providing for higher density residential development, especially on the upper floors of structures on Main Street and encouraging a lively retail environment at the street level of Main Street. The district is designed to encourage the following:

- Re-use of existing buildings in ways that are compatible with and supportive of the purposes of the district and of the Comprehensive Plan.
- Preservation of the unified, historic character of the district and its function as the retail and service center for Town citizens and visitors.
- The creation and reinforcement of the street as a public space, defined by buildings fronting the street, to create a harmonious pedestrian environment for Town citizens and visitors.
- Mixed uses within the district, including mixed uses within single structures.
- A uniformity of design to ensure the orderly arrangement of buildings, land uses, and parking areas, and all construction hereafter proposed for this area.
- A cohesive interrelationship of buildings in order to ensure a harmonious environment, allowing a degree of variety in building design provided said variety is within the overall historic, human-scale design framework of the district.
- Maximization of a beneficial interrelationship between vehicular facilities (streets and parking lots), pedestrian facilities (sidewalks, malls and plazas), and commercial establishments, with a particular focus on pedestrian, convenience and safety.
- The provision of adequate, appropriately located off-street parking facilities.
- The architectural design and arrangement of buildings and spaces so as to conform to the general character and plans of the district.

3-4.11.2 **Permitted Uses** (by-right)

- Accessory buildings
- Apartments

- Banks and other financial institutions, but not drive-in facilities
- Broadcasting stations
- Churches
- Cleaning and pressing shops limited to six (6) pressing machines, and four (4) dry cleaning machines
- Clinics - outpatient care only
- Clubs and lodges (Accessory to a Primary Use)
- Community buildings
- Historic shrines and museums
- Home Occupations
- Hotels (up to 40 rooms)
- Institutional buildings
- Medical and dental offices/clinics
- Mixed Use structures
- Mobile Food Vendors subject to Article 9-24
- Offices for business or professional use
- Off-street parking and load subject to Article 7
- Open space subject to Article 9
- Parking lots, in accord with supplemental regulations in Article 9 and parking lot standards, Article 7
- Personal service stores not exceeding three thousand (3,000) square feet in gross area, or within an existing space legally used for such purposes within the previous five years.
- Restaurants, without drive-in facilities
- Retail service stores not exceeding three thousand (3,000) square feet in gross area, or within an existing space legally used for such purposes within the previous five years
- Signs subject to Article 6
- Single-family detached dwelling units
- Studios and Trade Schools
- Theaters
- Townhouses and duplexes
- Utilities related to and necessary service within the Town, including poles, wires, transformers, telephone booths, and the like for electrical power distribution of communication service, and underground pipelines or conduits for local electrical, gas, sewer, or water service, but not those facilities listed as requiring a special use permit
- Vending machines

3-4.11.3 Permissible Uses (by special use permit upon approval of the Town Council)

- Active and passive recreation and recreational facilities
- Child care center, day care center, or nursery school

- Clubs and lodges (Primary Use)
- Commercial parking lots and garages
- Commercial recreational establishments
- Drive-through facilities for banks and financial institutions
- Emergency housing
- Farmers markets
- Funeral homes
- Health and Fitness Facilities
- Hotels and motels, greater than thirty 40 rooms and not exceeding seventy-five (75) rooms
- Hotels, Inns, Bed & Breakfasts, and Tourist Homes
- Medical centers and laboratories
- Parks and playgrounds.
- Printing establishments in excess of 3,000 square feet in gross area
- Rental service establishments, with no outside equipment storage.
- Retail, personal or business services, office, or restaurants in dwellings or apartment buildings
- Schools, including trade schools
- Small equipment sales and/or service operations
- Taxicab stands
- Water storage tanks, major transmission lines or pipelines, pumping or regulator stations, communications towers, and substations, and cable television facilities and accessory buildings

3-4.11.4. Lot and Yard Regulations

Use	Minimum Lot Size (sq. ft.)	Minimum Lot Frontage (at front setback)	Maximum Lot Coverage (impervious surfaces)	Minimum Setbacks		
				Front	Side	Rear
Commercial Uses	3,000	none	none	none	None to C or I District; 25 ft. to R District	None to C or I District; 25 ft. to R District
Other Permitted and Permissible Uses	None	none	none	none	None to C or I District; 25 ft. to R District	None to C or I District; 25 ft. to R District
Mixed-use structures	None	none	none	none	none	None to C or I District; 20 ft. to R District

Use	Minimum Lot Size (sq. ft.)	Minimum Lot Frontage (at front setback)	Maximum Lot Coverage (impervious surfaces)	Minimum Setbacks		
				Front	Side	Rear
Apartments (if stand-alone, non-mixed-use structure)	None	none	85%	none	None to C or I District; 20 ft. to R District	None to C or I District; 20 ft. to R District
Single Family Dwellings	none	50 ft.	none	none	None to C or I District; 20 ft. to R District	None to C or I District; 20 ft. to R District

3-4.11.5 Building Regulations

Use	Maximum Height*	Yards
All main buildings	45 feet by right 75 feet by Special Use Permit	
Accessory buildings	Within 10 feet of any lot line shall not exceed 15 feet in height. All accessory buildings shall be less than the main building in height	All non-residential accessory buildings shall satisfy setback requirements

* Side and rear yards adjacent to any other C or I district shall be increased one (1) additional foot of building height above thirty-five (35) feet;

* Side and rear yards adjacent to any R district shall be increased two (2) additional feet for each one (l) foot of building height above thirty-five (35) feet.

3-4.11.6 Use Limitations

1. Apartments are a permitted use in the district; however, apartments are prohibited on the ground floor except by Special Use Permit.
2. Apartment densities shall not exceed twenty-five (25) dwelling units per gross acre.

Office of the Town Manager
Christopher 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:	Warrenton Town Hall Renovation – Budget Stabilization Reserve Appropriation for Building Envelope and Critical Systems Repairs
Requested Action:	Authorize appropriation of $425,000 from the Budget Stabilization Reserve
Department / Agency Lead:	PW - Facilities & Fleet Management
Staff Lead:	Johnny Switzer, Facilities & Fleet Manager / Emergency Management Coordinator

EXECUTIVE SUMMARY

The Town of Warrenton acquired the former BB&T bank building at 21 Main Street in late 2019/early 2020 to serve as Warrenton Town Hall. Since the acquisition, the Town has undertaken a phased approach to address a significant backlog of building deficiencies identified in a 2019 building envelope condition assessment prepared by Nick Innocenzi & Sons Consulting Engineering & Associates, LLC (NISCEA). While meaningful progress has been made, the historic age and multi-phase construction of the building continue to present ongoing repair needs.

Two newly identified issues have emerged requiring immediate Council attention: (1) visible cracking and signs of wall movement in the 2nd floor Room 229/231 office area, evaluated by NISCEA in February 2026 and attributed in part to long-standing deferred exterior masonry deficiencies compounded by extended periods of sub-freezing temperatures; and (2) chronic failures in the server room mini-split HVAC systems, which have caused repeated IT outages affecting town-wide operations and citizen-facing services.

Staff request a supplemental appropriation of $425,000 from the General Budget Stabilization Fund reserve to cover these unexpected and necessary repairs to Town Hall.

BACKGROUND

Building Acquisition and Initial Condition Assessment

The Town acquired 21 Main Street (the former Old Town BB&T bank, constructed in three phases circa 1950, 1960, and 1985) in late 2019/early 2020. Prior to acquisition, NISCEA conducted a building envelope condition assessment (April 24, 2019, NISCEA Project No. 19009) documenting a broad range of deficiencies including severely deteriorated mortar joints, absence of through-wall flashings, corroded steel lintels, multiple aging and failing low-slope roof systems, two leaking

skylights, rotted window sashes and wood trim, failed perimeter sealant joints, and significant basement water infiltration. The 2019 report recommended prioritized repairs, including full-scale exterior repointing, through-wall flashing installation, window replacement, roof remediation, and below-grade waterproofing.

Repairs Completed Since Acquisition (2019–2025)
Following the acquisition, a select group of repair items was approved and completed based on available funding during the initial remodel. Since 2023, the Town has significantly expanded its program. Completed work to date includes: restoration of the front façade and window restoration/repairs; basement foundation waterproofing and sealing; multiple HVAC unit replacements; roof replacement(s); asbestos remediation projects; natural gas meter relocation; and numerous other critical systems repairs and replacements. Despite this enhanced investment, the historic age of the building and breadth of the original deficiency list mean a significant number of open repair items remain.

Room 229/231 Interior Wall Cracking – Newly Identified Issue
In early 2026, staff observed a series of cracks and visible signs of wall movement in the 2nd-floor office area (Room 229) and adjacent storage closet (Room 231), both within the original Phase 1 construction. NISCEA was contracted to evaluate the area and conducted a site visit on February 6, 2026 (NISCEA Project No. 26003). NISCEA's findings indicate the cracking is aesthetic in nature and not a structural concern; however, contributing causes include differential thermal movement caused by weeks of extreme cold temperatures, exacerbated by the original 1950 construction's lack of wall insulation, and moisture migration through the exterior brick veneer. Critically, NISCEA noted that the brick mortar joint conditions observed in February 2026 appeared essentially identical to those photographed in April 2019, indicating that prior tuckpointing recommendations had not yet been implemented at this location. Similar cracking was documented in Room 229 during the 2019 site visit, which was subsequently repaired and repainted, but the root cause was never corrected.

CARP – Scheduled Projects
The Capital Asset Replacement Plan identified multiple projects over the next few years to address this list of deferred maintenance projects under existing projects of energy management (windows), HVAC replacements, and roof replacements at Town Hall. It should be noted that staff are utilizing both the 2019 and 2026 NISCEA reports to guide the replacement priorities.

- FY26 Energy Management (Windows): $32,211.73
- FY26 Roof Replacement: $193,000
- FY27 TH HVAC Replacement $200,000

Facilities General Operations Budget

- FY26 TH Door Replacement $15,000
- FY26 Mortar Repairs $10,00

- **Gordian Job Order Contract Scope Development**

Following the NISCEA February 2026 evaluation, staff engaged Gordian, a Job Order Contracting firm operating under the pre-competed EZIQC Contract No. CTR025591, to develop a comprehensive scope and cost estimate. Gordian was provided with the original 2019 NISCEA report and tasked with evaluating any remaining open items alongside the newly identified repair needs. Gordian, in coordination with The Matthews Group, Inc. (TMG Construction Corporation), developed a work order encompassing the following categories. Note: window replacement has been separated from this proposal for further consideration and additional bids from local vendors.

- Exterior Doors: Replacement of alley-side and loading dock doors (hollow metal) and front ADA door and paired main entrance doors (Mahogany, to match existing historic character), including all associated hardware.
- Masonry Repairs: Tuckpointing of approximately 1,784 SF of bulging and loose masonry at 14 identified locations across all building elevations, addressing the primary driver of the Room 229/231 cracking.
- Roofing & Asbestos Testing: Remaining flat roof section replacement (demo of two existing systems, new polyiso insulation, new .060 TPO adhered membrane, flashing, drip edge) and asbestos/lead sampling and testing.
- Windows (Separated Scope): Window replacement across the first, second, and third floors and historic window sections has been removed from this proposal for further consideration. Staff will solicit additional bids from local vendors before returning to Council with a recommendation.

Server Room HVAC: Chronic Failures and Proposed Replacement

The Town Hall server room has historically been cooled by mini-split style HVAC systems that have a long and documented history of service outages. When these units fail, IT disruptions cascade across all Town operations, directly affecting citizen-facing services including permitting, utility billing, public safety operation support, and other municipal functions. Staff worked with Riddleberger Brothers, Inc. to develop a proposal for dedicated Computer Room Air Conditioning (CRAC) units, purpose-built for IT and server room environments, with electric reheat, humidity control via steam humidifier, hot gas bypass, built-in condensate pump, factory startup, an extended compressor warranty, and a replacement part labor warranty. The proposal includes all labor, material, equipment, crane services, indoor air handler, condenser, line sets, and electrical connections.

STAFF RECOMMENDATION

Staff recommend that the Town Council appropriate $425,000 from the budget stabilization reserve to fund the unexpected and necessary repairs to Town Hall.

Service Level/Collaborative Impact

The masonry repairs directly address the root cause of the Room 229/231 wall cracking and reduce ongoing water infiltration that, left unaddressed, will accelerate interior and exterior deterioration. The roofing scope completes the phased flat roof remediation program, building upon existing funding staff have identified for roof replacement at Town Hall, and eliminates a remaining source of chronic water infiltration. The exterior door replacements address life-safety, ADA compliance, and aesthetic continuity objectives. Window replacement has been separated from this proposal; staff will return to Council with a recommendation following additional bids from local vendors.

The server room CRAC unit replacement directly supports operational resilience across all Town departments. The current mini-split systems are not purpose-built for IT environments and have caused repeated service disruptions affecting residents and businesses. The proposed CRAC unit offers significantly improved reliability, precision temperature control, and humidity regulation. Continuity of IT systems is foundational to all municipal service delivery. This project reflects coordination among Facilities & Fleet Management, Information Technology, Finance, and Community Development, Human Capital & Risk Management, and uses the pre-competed Gordian EZIQC job order contracting platform to provide an efficient and compliant procurement mechanism.

Policy Direction/Warrenton Plan 2040

These investments are consistent with the goals of Warrenton Plan 2040 as follows:

- Historic Preservation and Character: Plan 2040 recognizes the historic character of the downtown and Town Hall district as a defining community feature. The specification of architecturally appropriate entry doors and the careful restoration of exterior masonry reflect the Town's commitment to preserving the character of its public buildings while meeting modern performance standards. Window replacement, while separated from this proposal, remains a priority and will be brought forward following a competitive local bidding process.
- Fiscal Stewardship and Infrastructure Investment: Plan 2040 calls for responsible stewardship of Town-owned assets and proactive maintenance of public facilities to avoid deferred maintenance cost escalation. Addressing these building envelope deficiencies now prevents more costly structural interventions in the future.
- Resilient Government Operations: The server room CRAC replacement directly supports operational resilience by eliminating a known and chronic point of failure in the Town's IT infrastructure. Continuity of IT systems is essential to the delivery of services residents and businesses depend on daily.
- Sustainability: Installation of a new TPO roof with improved insulation and replacement of undersized and unreliable HVAC systems with purpose-built precision units contribute to reduced energy consumption at Town Hall, consistent with Plan 2040's sustainability objectives.

Legal Impact

The Gordian work order is being executed under EZIQC Contract No. CTR025591, a pre-competed Job Order Contracting vehicle established in accordance with the Virginia Public Procurement At (VPPA), specifically Virginia Code §2.2-4303(F). No separate competitive procurement is required for this work order.

Fiscal Impact

Staff have identified existing funding appropriations — including funding previously allocated for roof replacement at Town Hall- to support a significant portion of the work authorized under this proposal. The balance of funding required will be transferred from the Budget Stabilization Reserve. This allocation will cover the gap between existing identified funding and the costs of the exterior door replacement, masonry repairs, roofing and asbestos work, and server room CRAC system installation. The window replacement scope has been removed from this proposal and will be brought back before Council separately following a competitive local bidding process, with its own funding at that time. Long-term, these investments are expected to reduce recurring maintenance expenditures associated with chronic water infiltration and HVAC outages, while extending the serviceable life of the building and its critical systems.

The Town's adopted Fund Balance Policy includes a provision to allocate year-end surpluses to a Budget Stabilization Fund and a Capital Fund. Withdrawals from the Budget Stabilization Fund may be considered if there is an unexpected expenditure increase during the current fiscal year. The current balance of the Budget Stabilization Fund is $1,611,068. This request will transfer $425,000 for the newly identified projects, leaving a balance of $1,186,068 in the Budget Stabilization Fund reserve.

ATTACHMENTS

1. NISCEA Letter Report, February 9, 2026 – 21 Main Street Interior Wall Condition Assessment (Project No. 26003)
2. NISCEA Letter Report, April 24, 2019 – 21 Main Street Building Envelope Condition Assessment (Project No. 19009)

April 14, 2026
Town Council
Regular Meeting
Res. No.

A RESOLUTION TO AMEND THE ADOPTED FISCAL YEAR 2026 BUDGET TO TRANSFER BUDGET STABILIZATION FUNDS TO NEWLY IDENTIFIED CRITICAL PROJECTS

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

WHEREAS, the Warrenton Town Council is charged by the Code of Virginia with the preparation of an annual budget for the Town of Warrenton. On June 10, 2025, the Town Council adopted the Town of Warrenton Fiscal Year 2026 Budget; and

WHEREAS, during the fiscal year, certain events may occur that necessitate amending the budget; and

WHEREAS, two critical General Fund projects have emerged in the current fiscal year that affect the health, safety, and welfare of employees and the proper functioning of critical infrastructure. These projects are the Town Hall Exterior/Interior Repair & Stabilization project and the Server Room Cooling project. These projects were not anticipated in the development of the Fiscal Year 2026 budget and will cost an estimated $425,000; and

WHEREAS, the Town Council follows an adopted set of Comprehensive Fiscal Policies, including a Fund Balance Policy adopted on August 9, 2016. This policy identifies a Budget Stabilization Fund that sets aside annual surplus funds for use in the event of an unexpected expenditure increase during the fiscal year. The Budget Stabilization Fund has a current balance of $1,611,068; and

WHEREAS, the Town Council has determined that these projects should proceed now rather than waiting until next fiscal year and meet the withdrawal conditions of the Budget Stabilization Fund; and

NOW, THEREFORE, BE IT RESOLVED this 14th day of April 2026, that the Warrenton Town Council hereby amends the Adopted Fiscal Year 2026 project to recognize the Town Hall Exterior/Interior Repair & Stabilization project and the Server Room Cooling project and that $425,000 in Budget Stabilization Funds are hereby transferred to these projects.

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

For Information:
Budget Manager

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
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 14th, 2026.
Agenda Title:	Planning Commission Vacancy- Recommendation for Appointment
Requested Action:	Consider the recommendation for appointment to the Planning Commission.
Department / Agency Lead:	Community Development, Town Clerk
Staff Lead:	Mr. Stephen Clough, Town Clerk.

EXECUTIVE SUMMARY

Mr. Terry Lasher has resigned from the Planning Commission effective January 15th, 2026, due to his appointment as the Commonwealth of Virginias next State Forrester. His term was set to expire on December 31st, 2026. The Town Council Appointed Councilwoman O'Halloran and Councilmen Mooney to a committee to conduct interviews and determine an applicant for recommendation of appointment. Ms. O Halloran, Mr. Mooney, along with the Chair of the Planning Commission Ms. Darine Barbour, the Vice Chair of the Planning Commission Mr. Ryan Stewart, and members of staff conducted interviews and made the recommendation of appointment for Mr. Mr. Raeid Ebrahim for a four year term ending December 31st, 2030.

BACKGROUND

Per Va. Code §15.2-2210, The Town of Warrenton Town Council established the Planning Commission to facilitate its powers and duties under Title 15.2, Chapter 22, Article 2, Code of Virginia. The Planning Commission has the authority through Virginia State Code and the Town of Warrenton Town Code important duties and responsibilities related to land use, including but not limited to, through a motion to recommend to Town Council: • Comprehensive Plan • Rezoning Map Amendments • Zoning Text Amendments • Comprehensive Permit "2232 Review" • Special Use Permits • Capital Improvement Plan Conformance with the Comprehensive Plan when a new 2 public land use project is proposed or if the Comprehensive Plan has been updated and adopted.

Town Code- Sec. 2-162. - Composition; appointment and terms of members.
The planning commission shall be composed of not less than five (5) nor more than fifteen (15) members, who shall be appointed by the town council, all of whom shall be residents of the town qualified by knowledge and experience to make decisions on questions of community growth and development; at least half of such members shall be freeholders. One (1) member of the commission may be a member of the town council and one (1) member may be a member of the administrative branch of government of the town. The term of each of these two (2) members shall be coextensive with the term of the office to which they have been elected or appointed unless the town council, at the first regular meeting of each year,

appoints others to serve as their representatives. Neither of these two (2) members is eligible to vote on any issue before the planning commission, however, they may engage in discussions regarding any item brought before the planning commission and they do not have a conflict with said item. The remaining members of the commission shall serve for four (4) years each.

(Code 1981, § 2-34; Ord. No. 2006-09, 12-12-2006)

State Law reference— Similar provisions, Code of Virginia, § 15.1-437.

PC Bylaws 2-1 The Warrenton Planning Commission are appointed by the Town of Warrenton Town Council per Virginia State Code and Town of Warrenton Town Code, Chapter 2, Article V. The Town Council may require each member of the Commission to take an oath of office. One member of the Town Council may be appointed as a member of the Planning Commission and one member may be a member of the administrative branch of the Town.

STAFF RECOMMENDATION

The appointment recommendation Committee has recommended appointment of Mr. Raeid Ebrahim for a four-year term ending December 31st, 2030.

Service Level/Collaborative Impact

Appointing Mr. Raeid Ebrahim to fill the current vacancy ensures the Planning Commission maintains sufficient membership to establish a quorum and effectively execute its authorized duties, such as reviewing land use applications, zoning amendments, and comprehensive plan conformance. Filling this vacancy prevents administrative delays in the review process and maintains a consistent level of service for the Town's community development initiatives.

Policy Direction/Warrenton Plan 2040

The planning commission acts as the essential intermediary that ensures community-driven vision becomes reality by reviewing individual development projects for consistency with the goals, policies, and future land use maps established in the Comprehensive Plan

Fiscal Impact

Funding for Planning Commission positions is already accounted for in the current budget. Consequently, this appointment is not expected to result in any additional fiscal impact to the Town.

Legal Impact

This appointment ensures continued compliance with Va. Code §15.2-2210 and Town of Warrenton Town Code Section 2-162, which mandates that the Planning Commission consist of no less than five members appointed by the Town Council. Promptly filling this vacancy ensures the Commission remains legally constituted to carry out its statutory powers and advisory responsibilities regarding community growth and development.

ATTACHMENTS

1. Resolution of Appointment
2.
3.

April 14th, 2026
Town Council
Regular Meeting
Res. No.

RESOLUTION APPOINTING MR. RAEID EBRAHIM TO THE TOWN OF WARRENTON PLANNING COMMISSION

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

WHEREAS, Article V Section 2-162 states that The Planning Commission shall be composed of not less than five (5) nor more than fifteen (15) members, who shall be appointed by the Town Council, all of whom shall be residents of the town qualified by knowledge and experience to make decisions on questions of community growth and development; and

WHEREAS, Mr. Terry Lasher resigned his appointment to the Planning Commission effective January 15th, 2026, due to his appointment as the Commonwealth of Virginias next State Forrester; and

WHEREAS, the Warrenton Town Council Appointed Councilwoman Michele O'Halloran and, Councilman Paul Mooney to a committee for the appointment of new Planning Commission Members with Chair Darine Barbour and;

WHEREAS, the Committee met with multiple applicants who interviewed for the position; and

WHEREAS, Mr. Raeid Ebrahim stood out from the rest as a notable candidate for appointment based on his background and skills; and

NOW, THEREFORE, BE IT RESOLVED that the Warrenton Town Council hereby is appointing Mr. Raeid Ebrahim to the Town of Warrenton Planning Commission for a Four-Year Term starting April 14th, 2026, and continuing through December 31st, 2030.

ATTACHMENT: None

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

For Information:
Community Development Director

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
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

PROJECT PIPELINE

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.

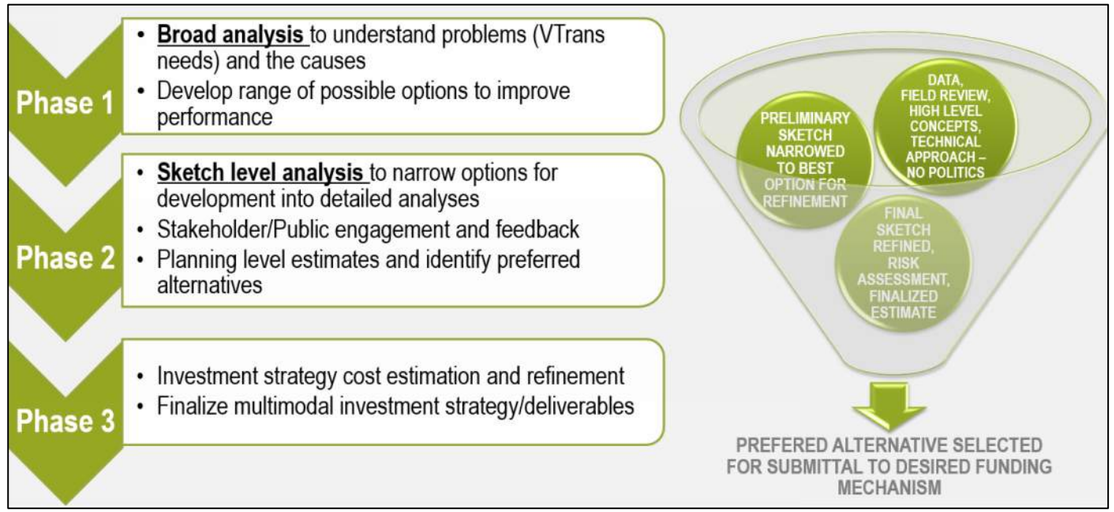
Table 1-1: List of VTrans Needs

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.

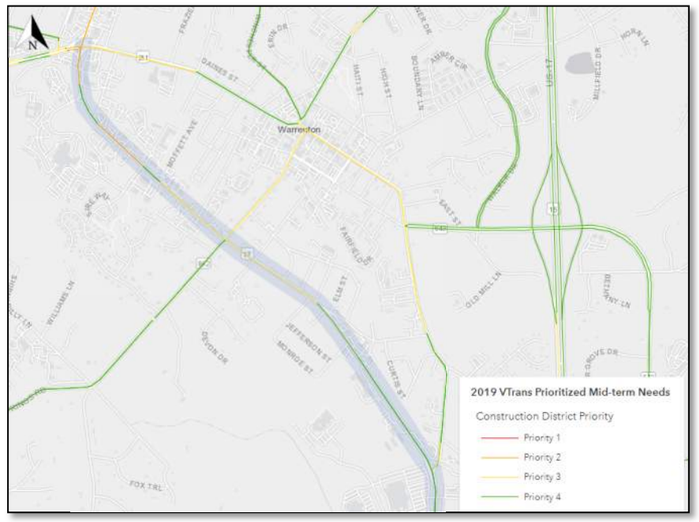
The mid-term needs, as identified in VTrans for the US Route 17 Business study corridor, were identified as 'Very High' for Congestion Mitigation and Transit Access for Equity Emphasis Areas; 'High' for Bicycle Access, Safety Improvement, and Transportation Demand Management; and 'Medium' for Pedestrian 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.

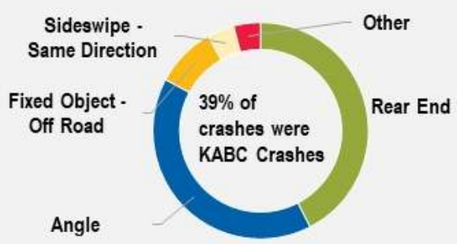
Figure 1-5: 2019 VTrans Prioritized Mid-term Needs in the Study Area



[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

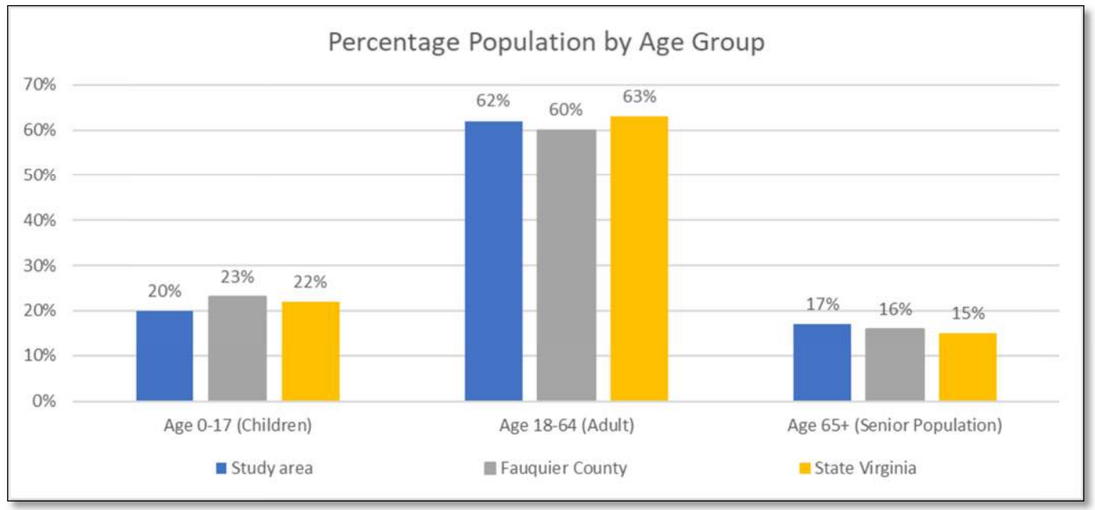


Figure 1-8: STEAP Tool Analysis Vehicle Ownership

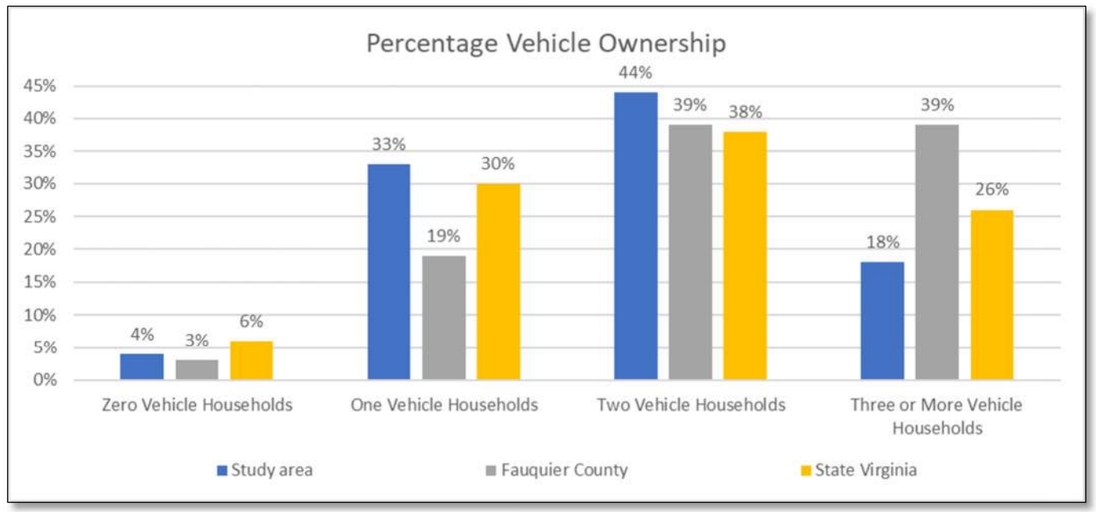


Figure 1-9: STEAP Tool Analysis Non-English at Home

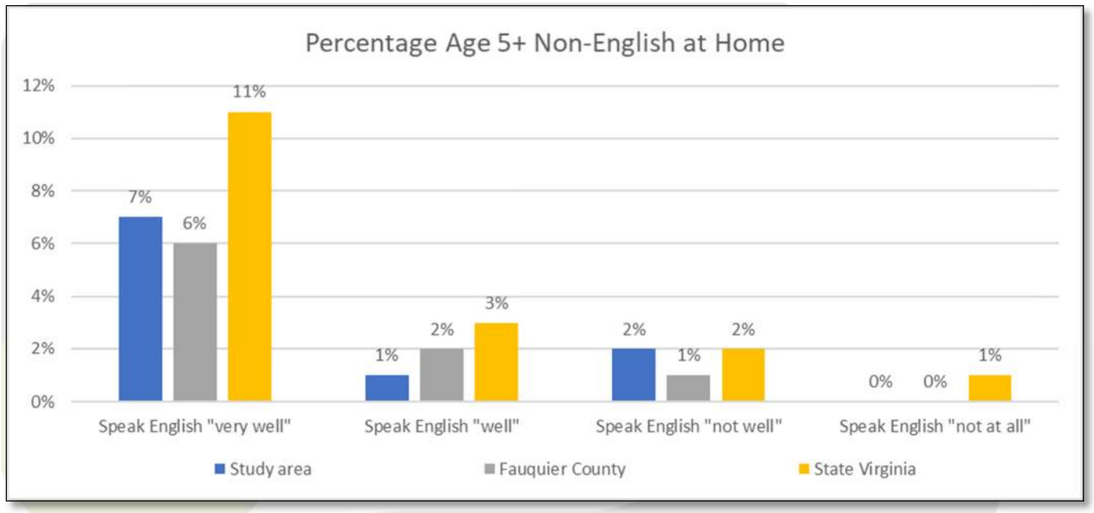


Figure 1-10: STEAP Tool Analysis Vulnerable Populations

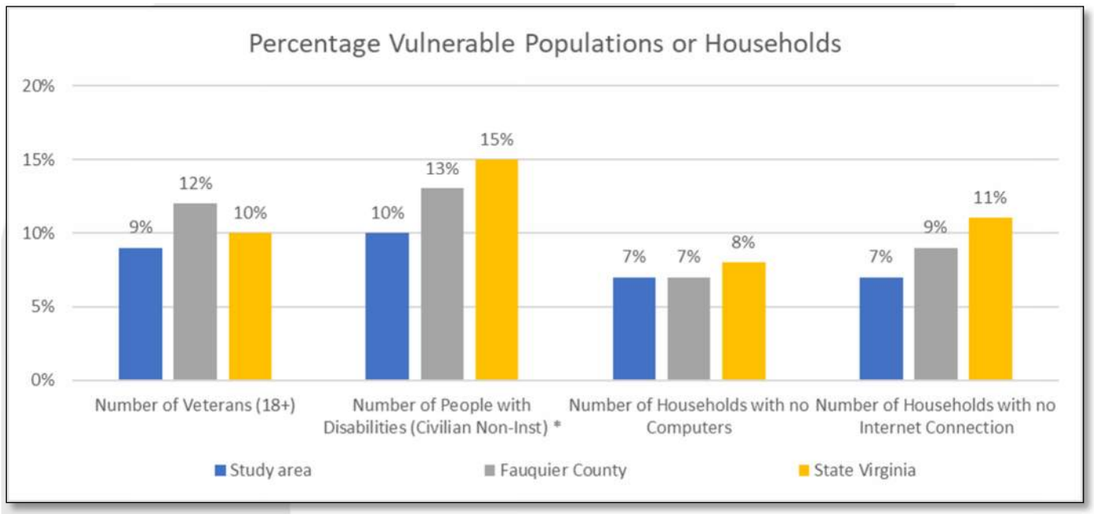
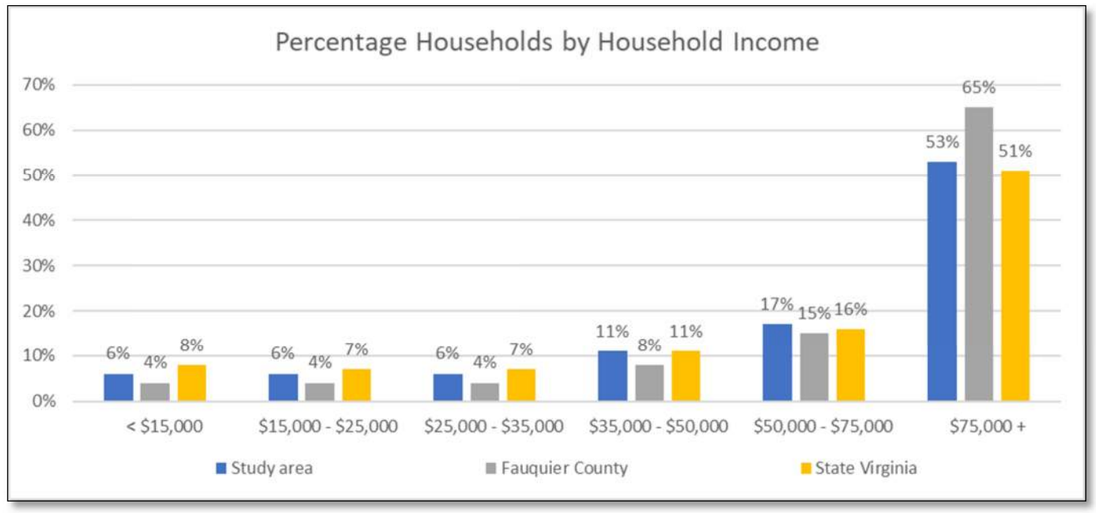


Figure 1-11: STEAP Tool Analysis Household Income



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

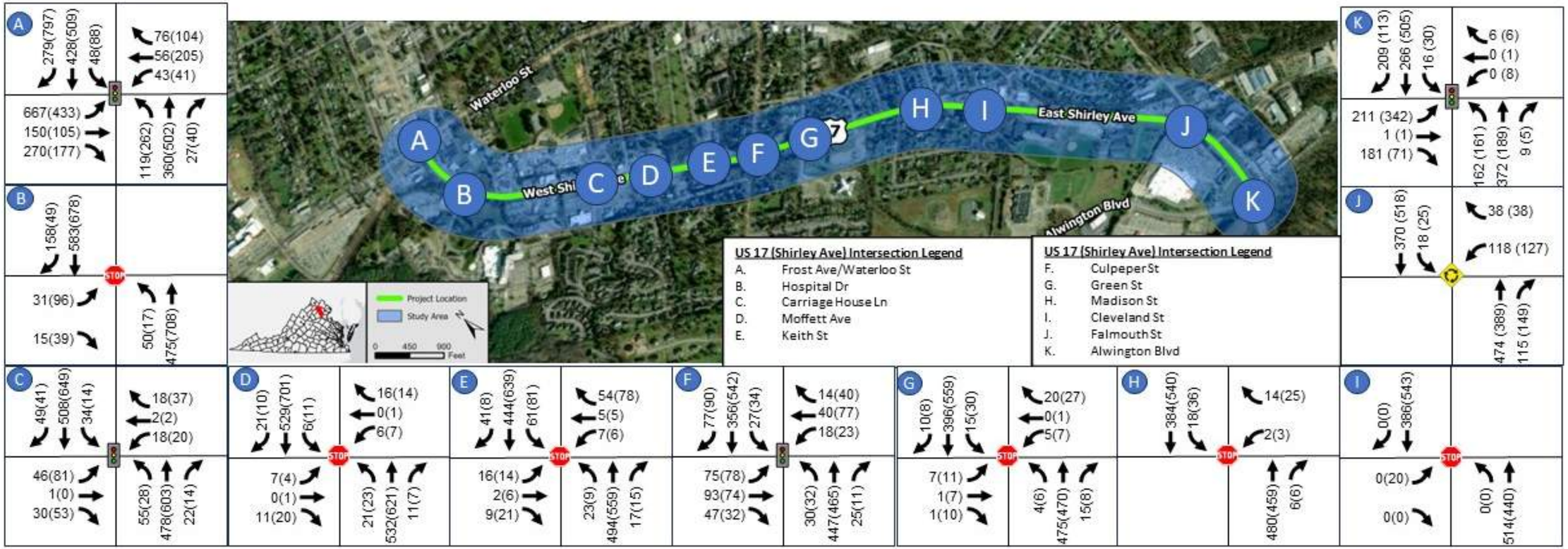
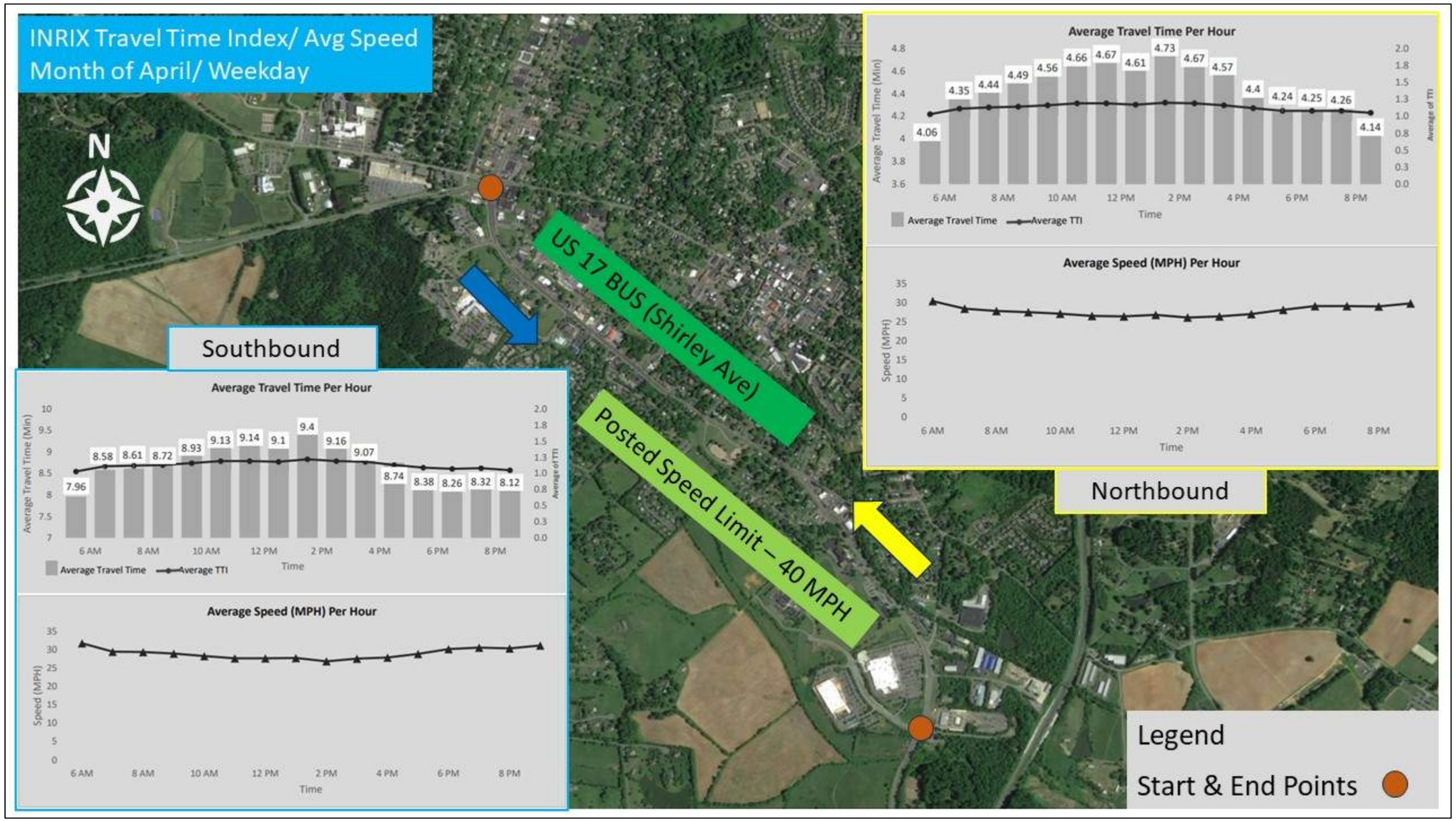


Figure 1-13: INRIX Travel Time Index and Average Speed



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.

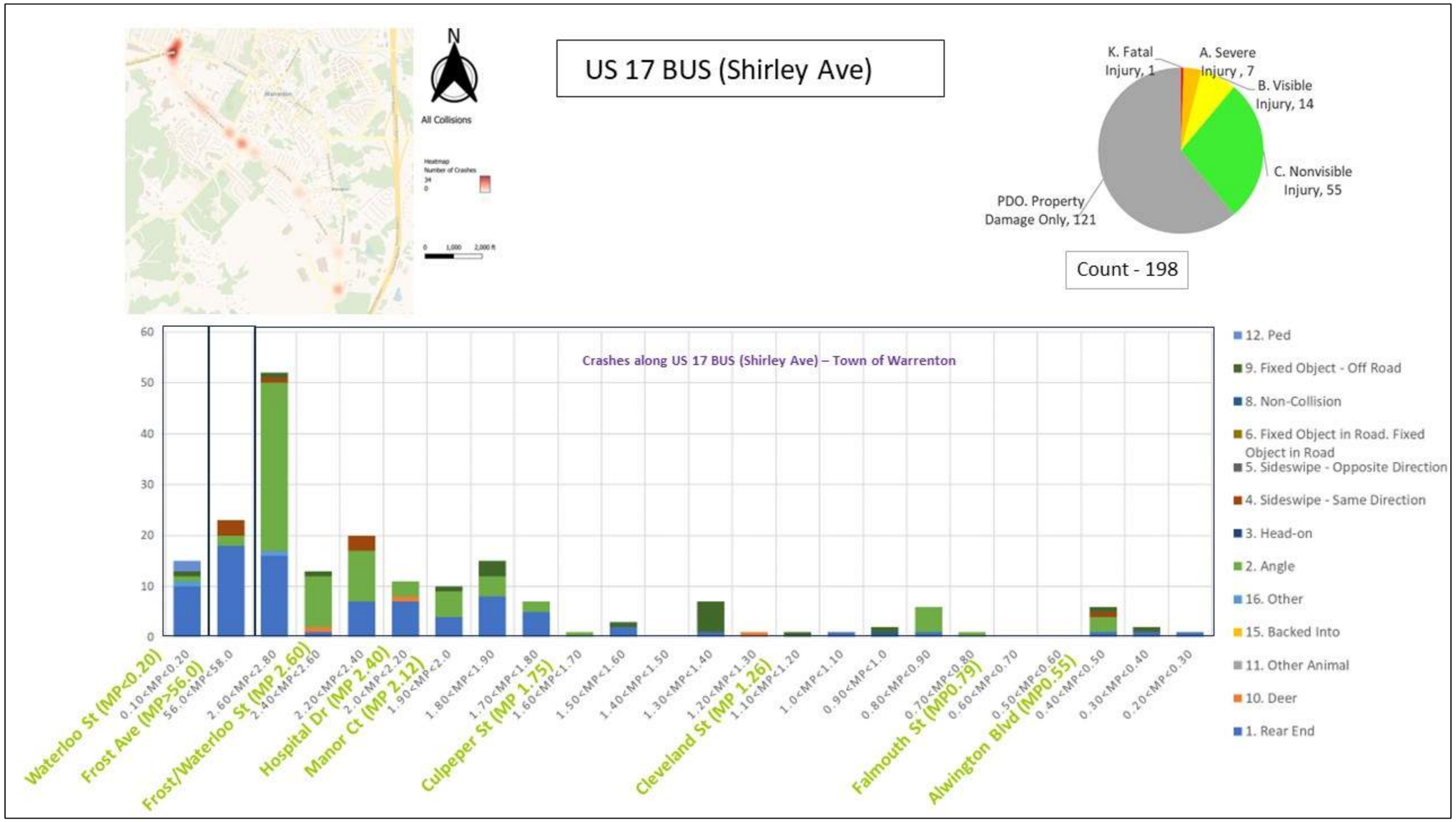
Table 1-6: Study Area Crash Severity by Type

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

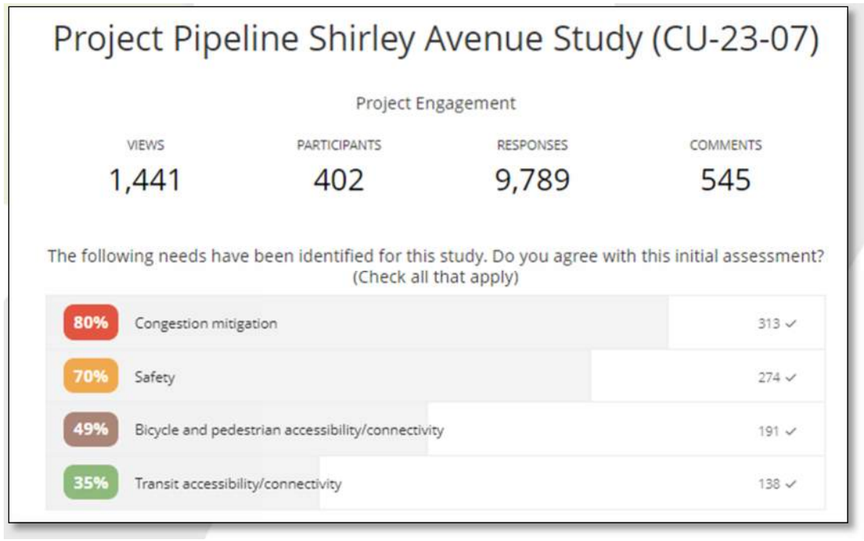
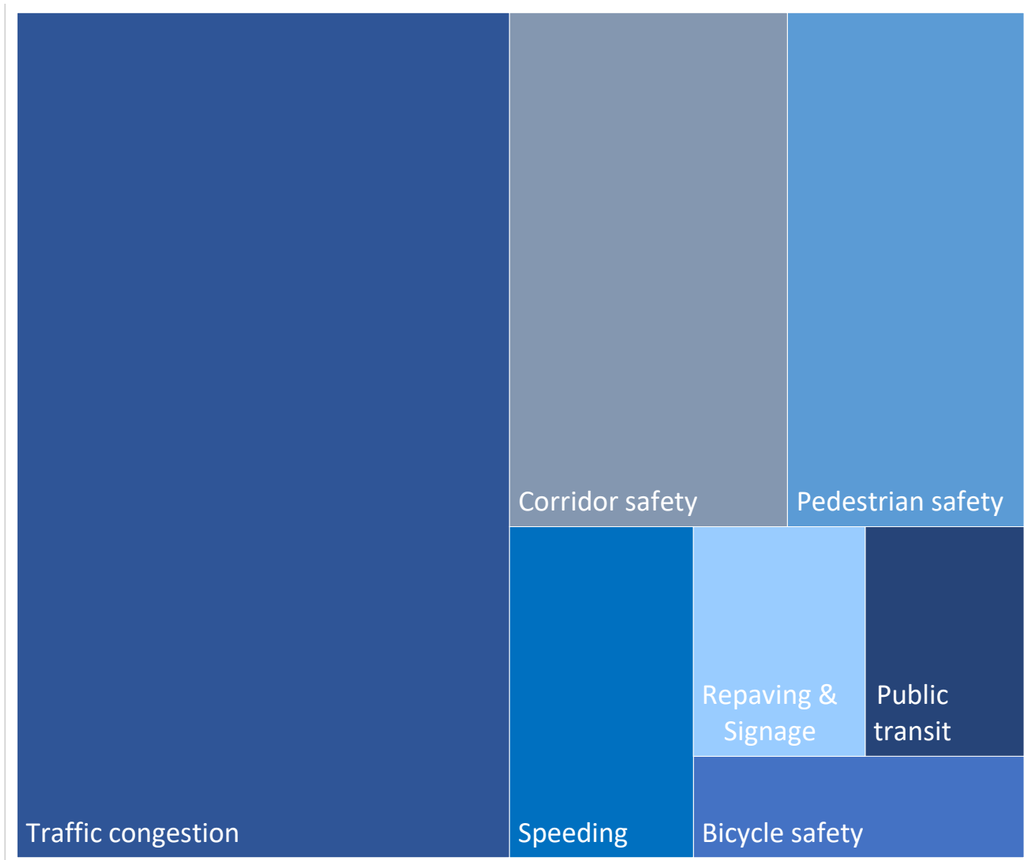


Figure 1-16 shows the issues along the corridor that the respondents noted as need to be addressed. **Figure 1-17** shows the major issues along the corridor which includes traffic congestion, lack of sidewalks, speeding, pedestrian safety and accessibility, sudden stopping, lack of turn lanes, poor 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.

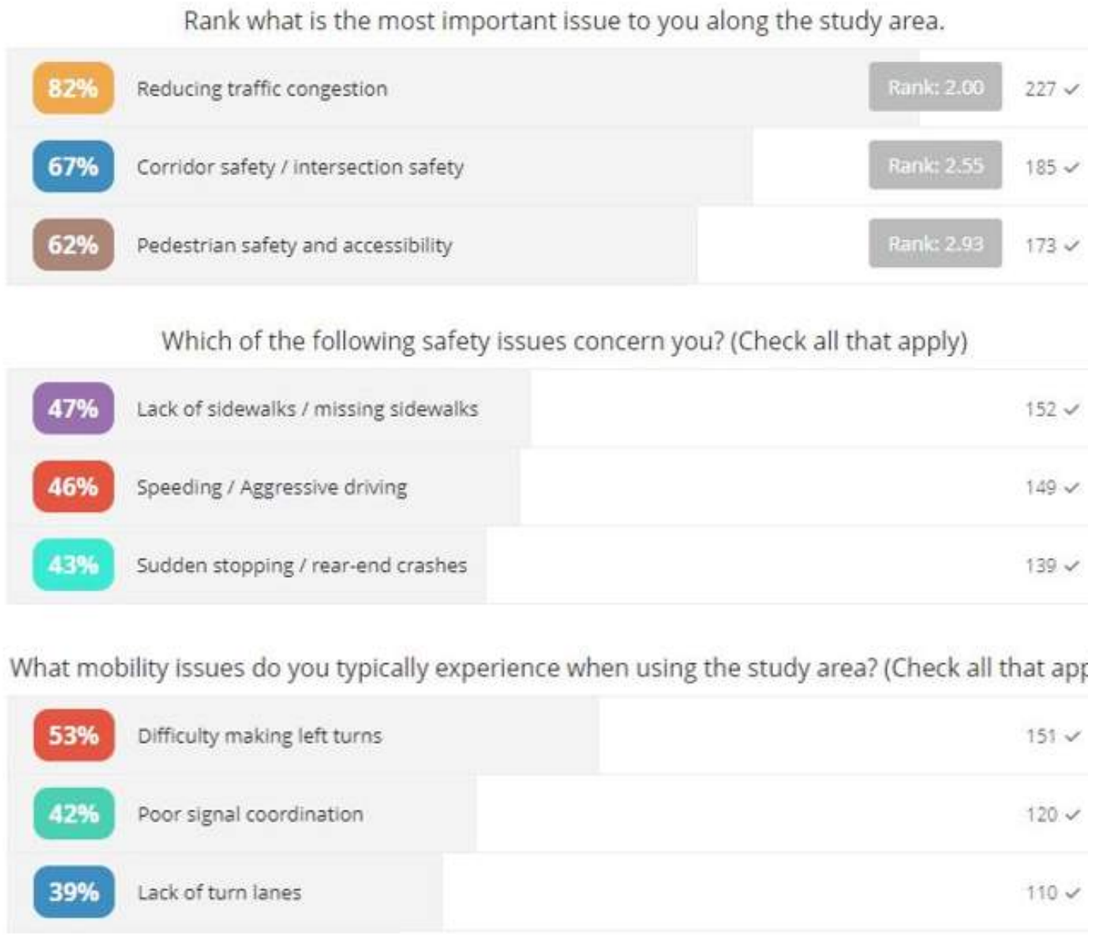
Figure 1-16: Issues Identified along the Study Corridor



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

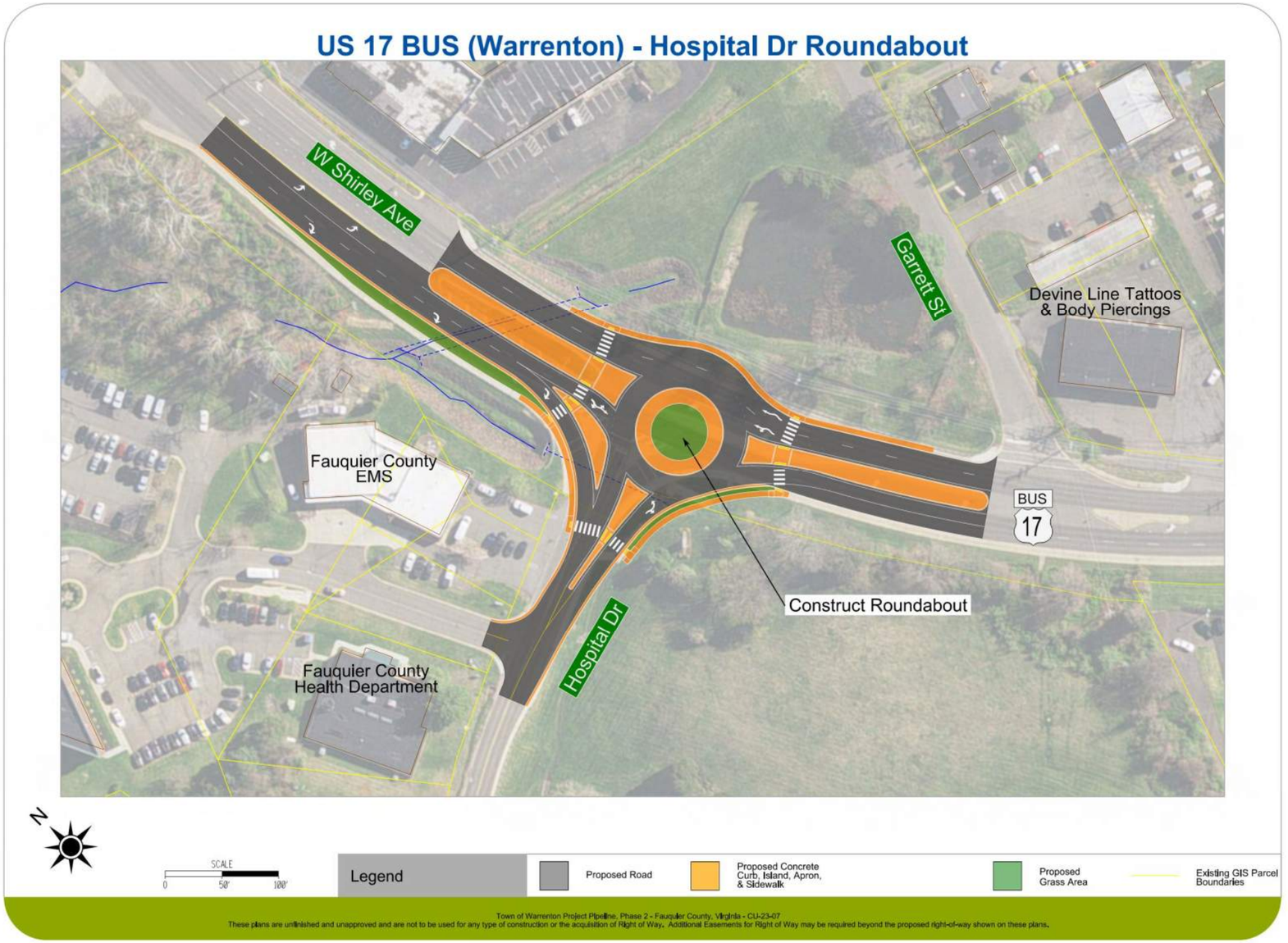


Figure 2-2: Garrett Street Right-In Right-Out Layout

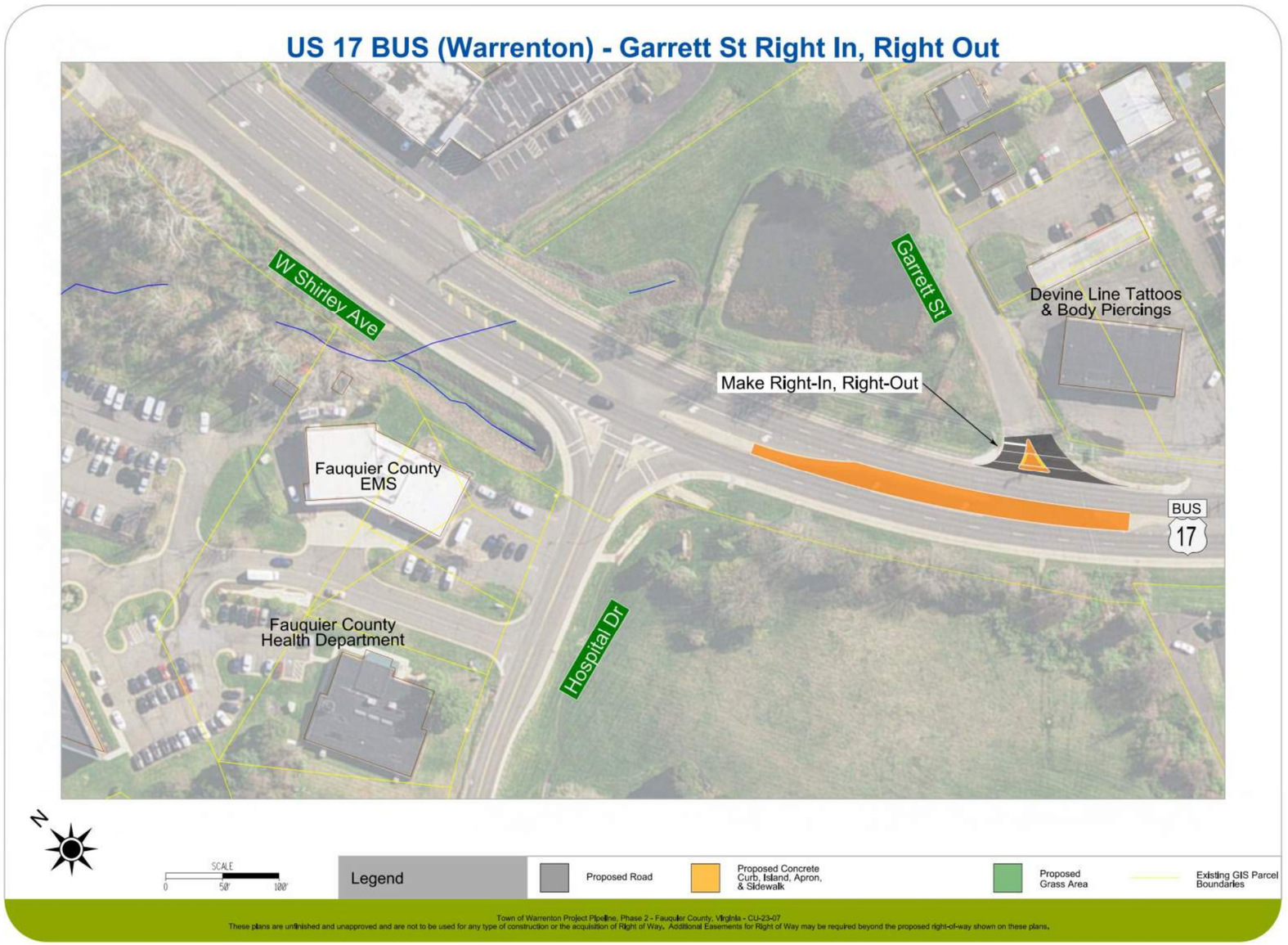


Figure 2-3: Carriage House Lane Roundabout

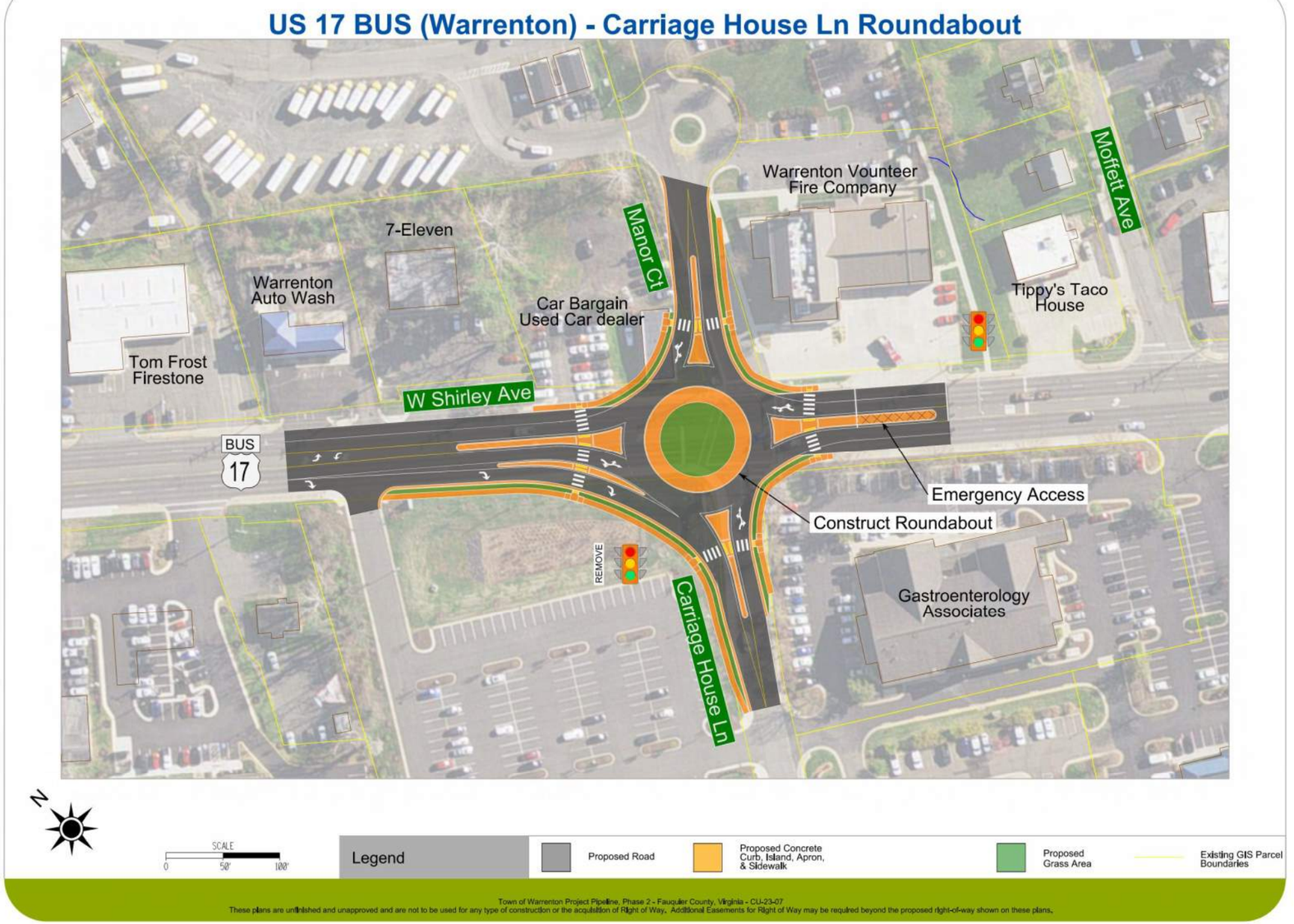


Figure 2-4: Carriage House Lane Restriping

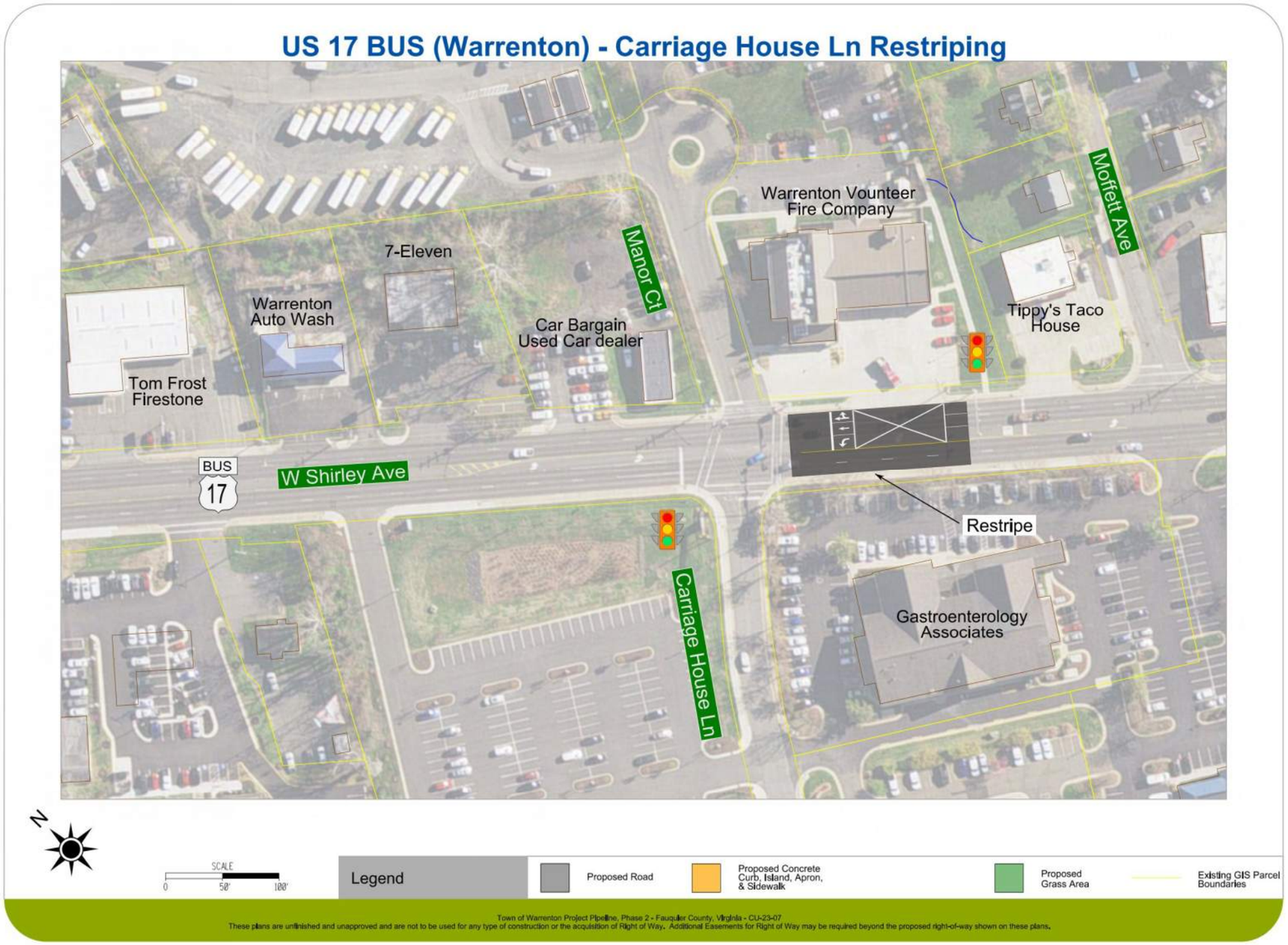


Figure 2-5: Keith Street Right-In, Right-Out Layout

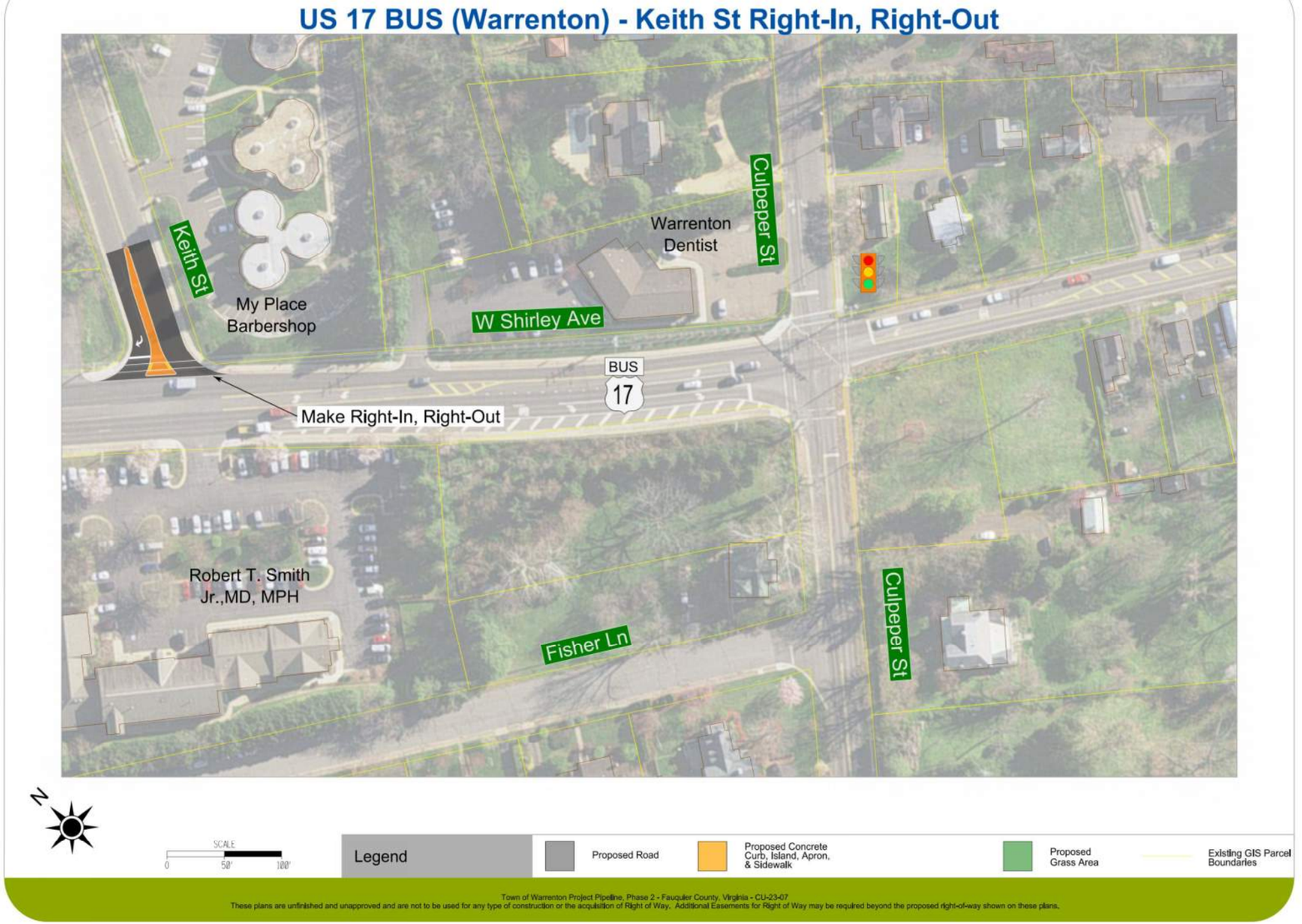


Figure 2-6: Culpeper Street Roundabout Layout

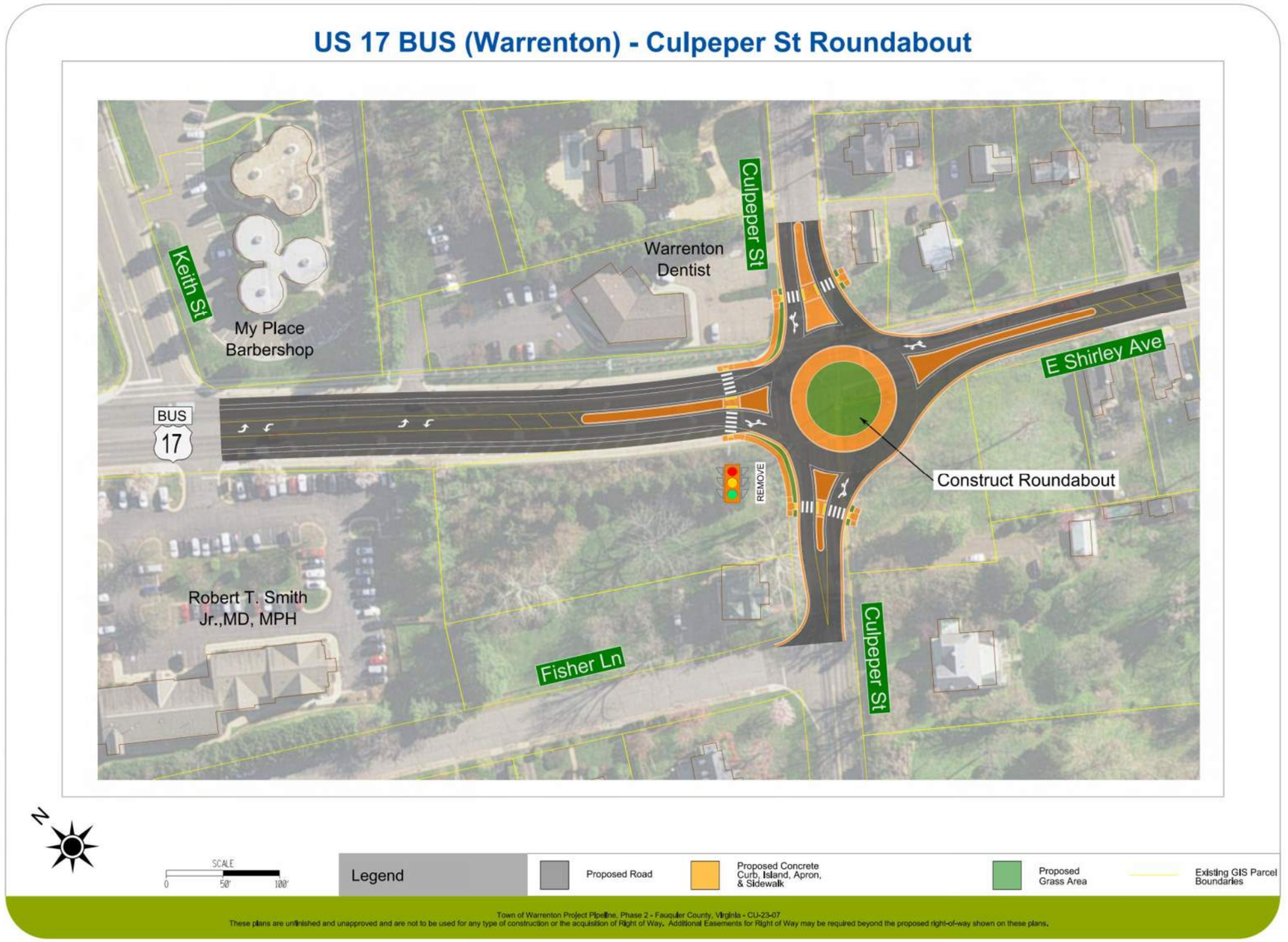


Figure 2-7: Madison Street and Elm Street Mini-Roundabout Layout

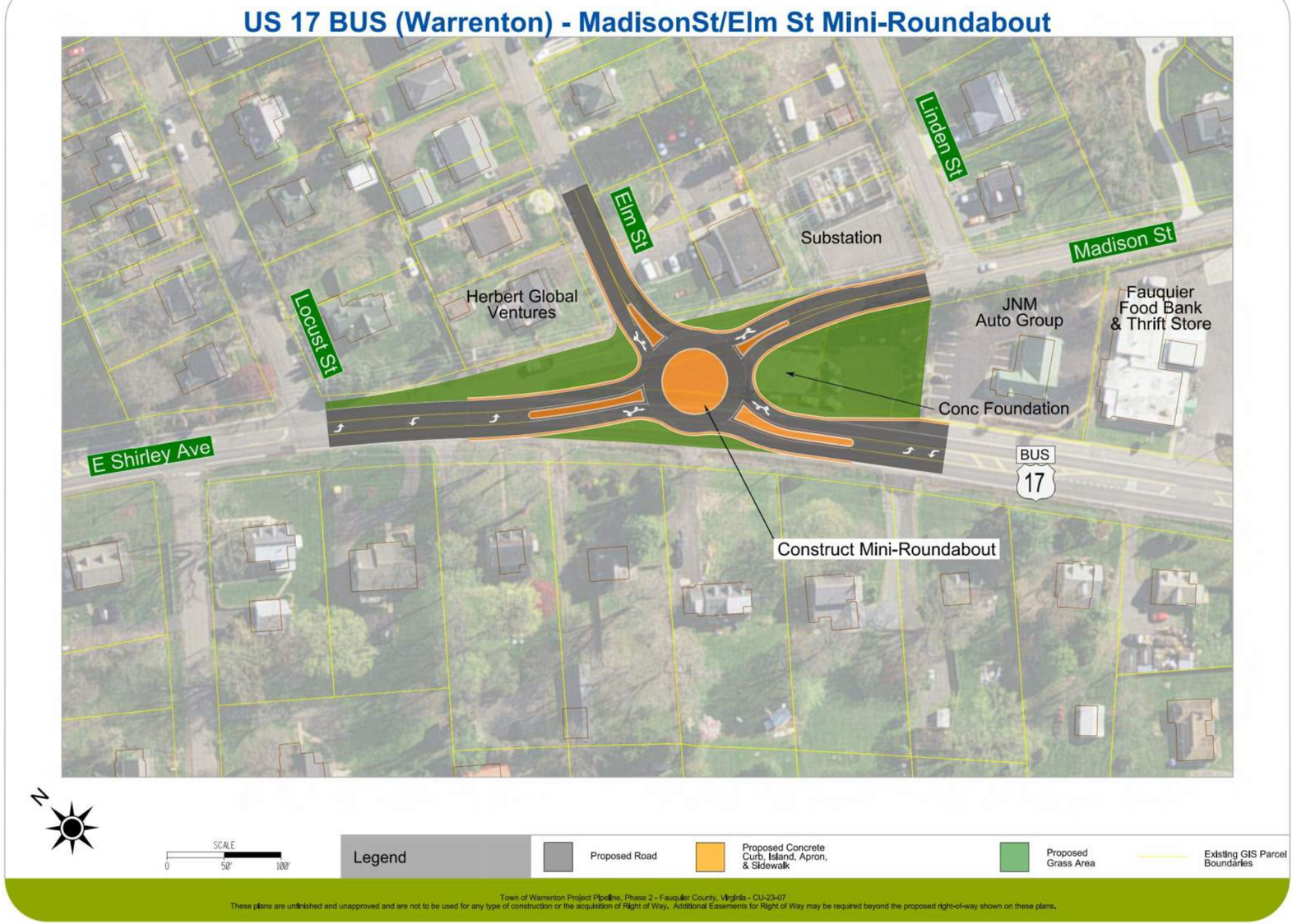
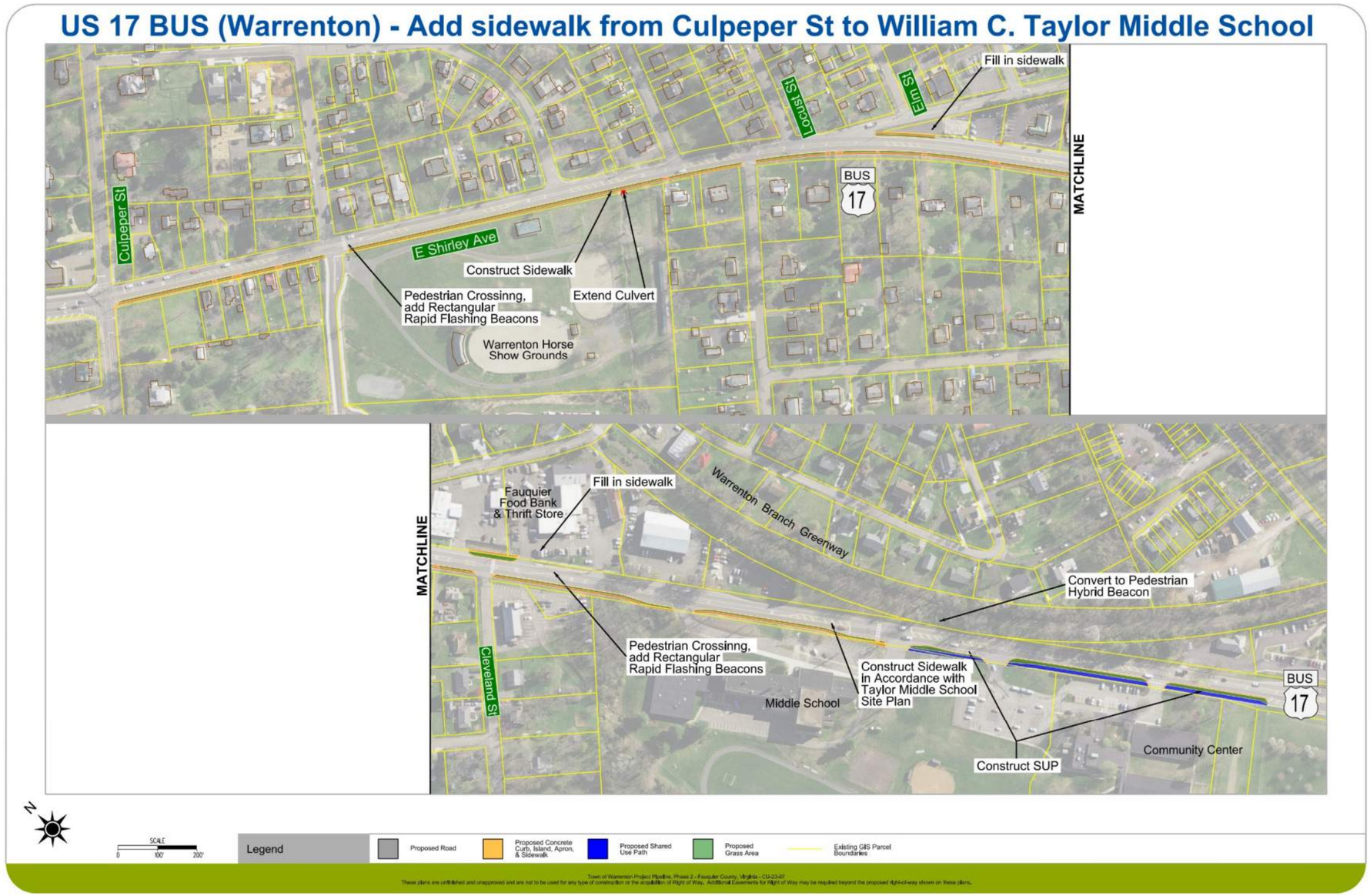


Figure 2-8: Madison Street and Elm Street Intersection Reconfiguration Layout



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

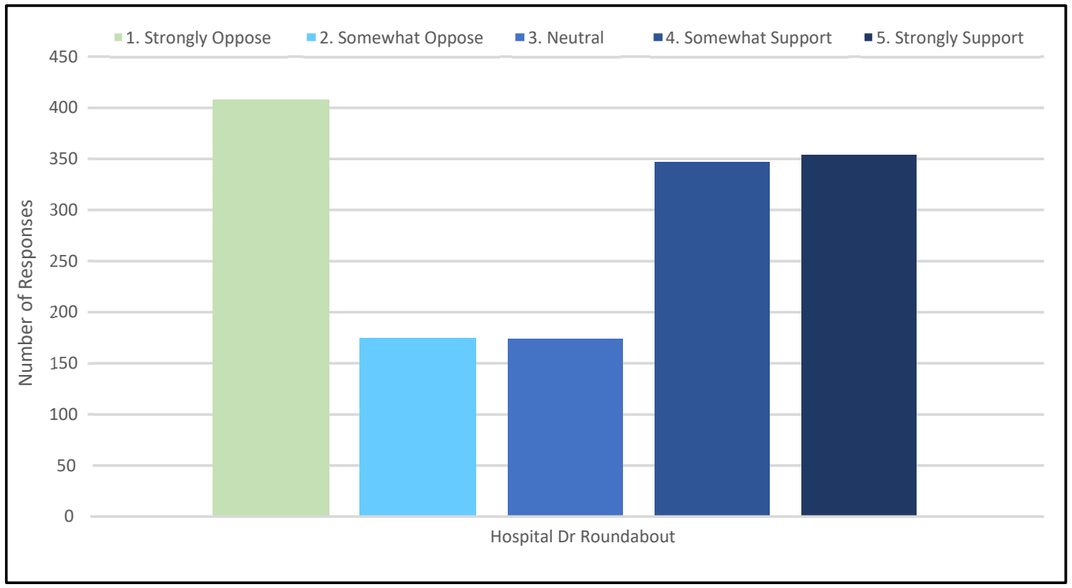


Figure 3-2 shows the survey results for a right-in right-out at the intersection of US Route 17 Business (Shirley Ave) and Garrett Street. The proposed concept received an approximate average rating of 3.09, indicating neutral support for this improvement.

Figure 3-2: Survey Results - Garrett Street Right-In Right-Out

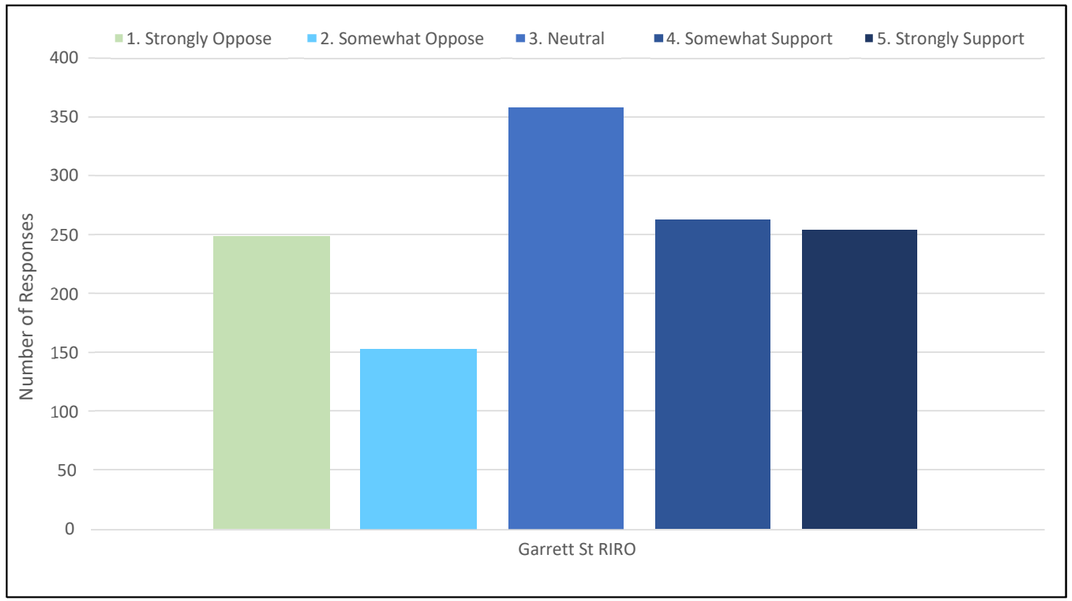


Figure 3-3 shows the survey results for the proposed roundabout at Carriage House Lane.The proposed roundabout received an approximate average rating of 2.86, indicating mild opposition to this alternative.

Figure 3-3: Survey Results – Carriage House Lane Roundabout

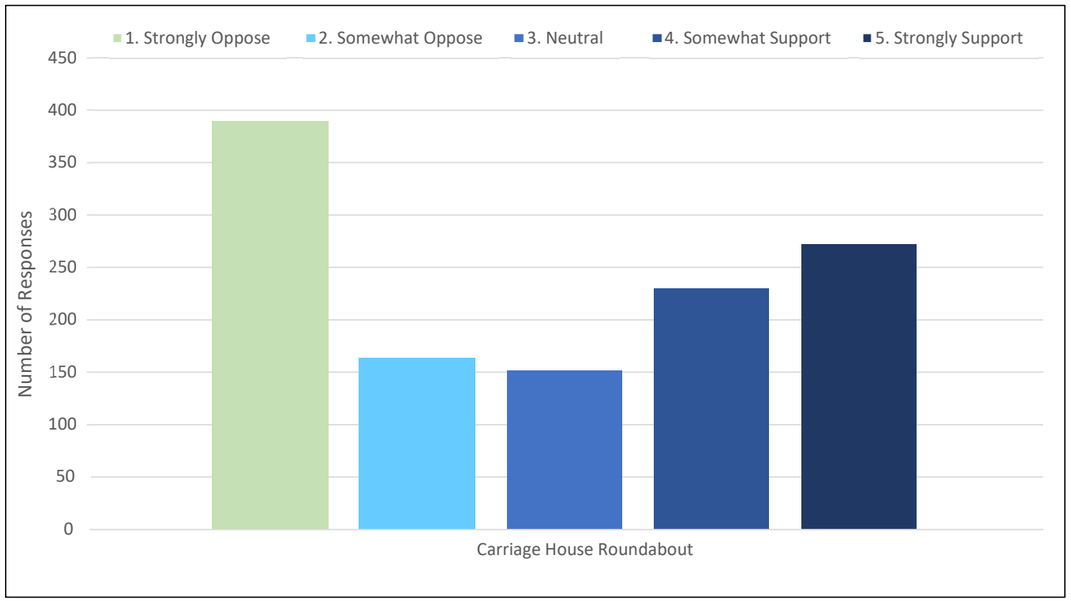


Figure 3-4 shows the survey results for the proposed restriping at Carriage House Lane. The proposed restriping concept received an approximate average rating of 3.95, indicating support for this alternative.

Figure 3-4: Survey Results - Carriage House Lane Restriping

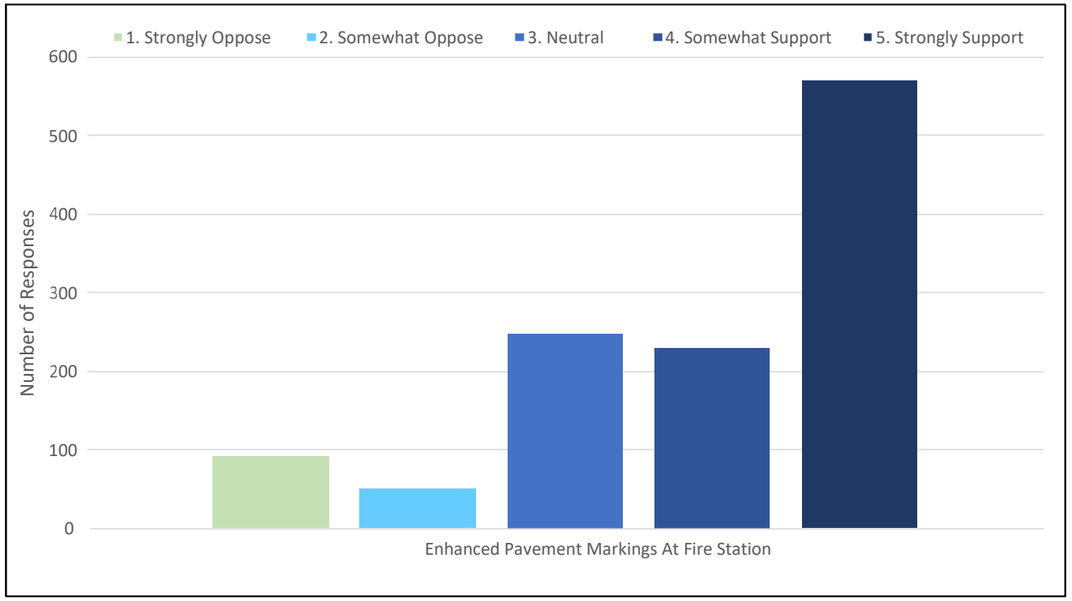


Figure 3-5 shows the survey results for the proposed right-in, right-out at Keith Street. The proposed concept received an approximate average rating of 3.04, indicating neutral support for this improvement.

Figure 3-5: Survey Results – Keith Street Channelizing Island

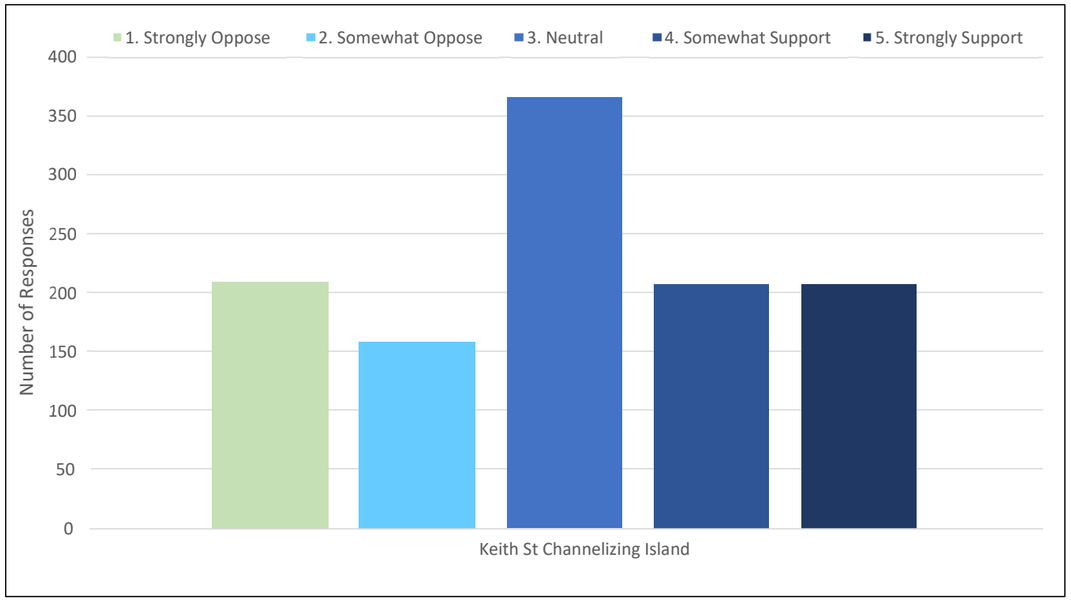


Figure 3-6 shows the survey results for the proposed roundabout at Culpeper Street. The proposed roundabout received an approximate average rating of 3.18, indicating slight support for this improvement.

Figure 3-6: Survey Results – Culpeper Street Roundabout

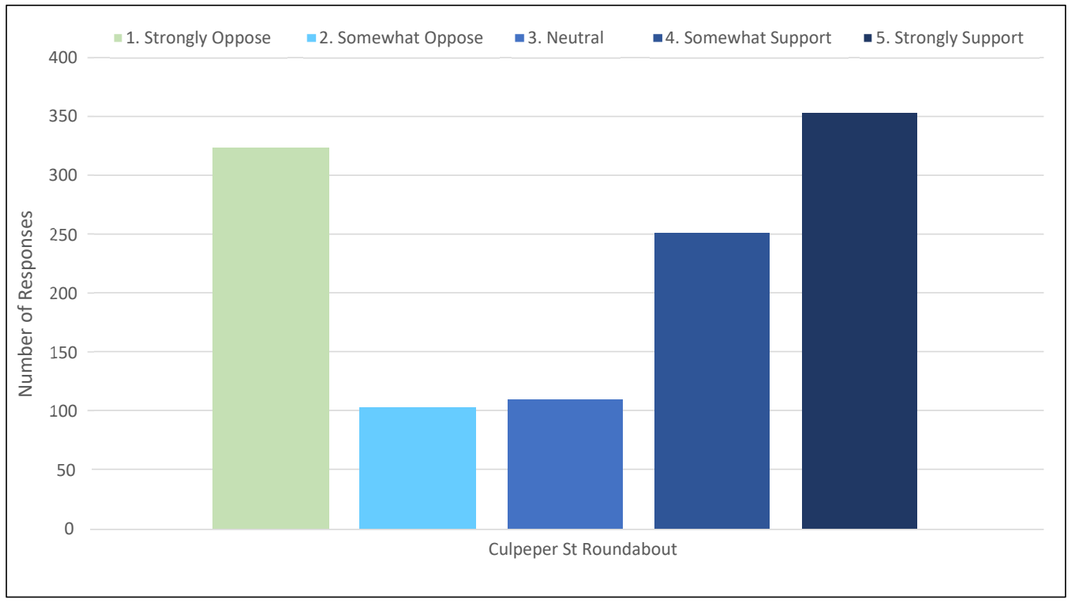


Figure 3-7 shows the survey results for the proposed mini-roundabout at Madison Street. The proposed roundabout received an approximate average rating of 2.52, indicating that there is opposition to this improvement.

Figure 3-7: Survey Results – Madison Street Mini Roundabout

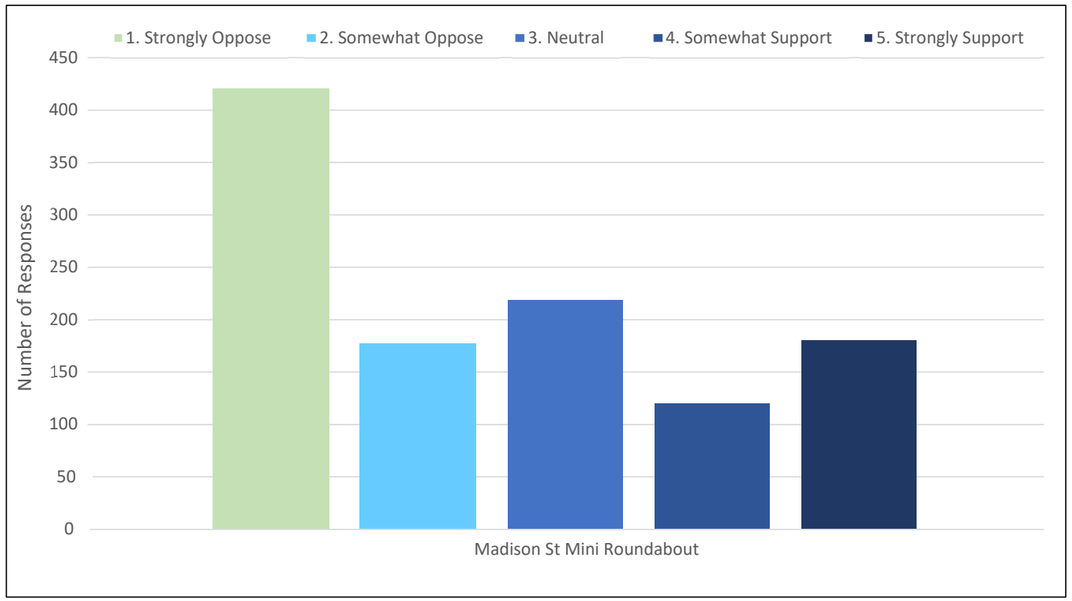


Figure 3-8 shows the survey results for the proposed roadway reconfiguration at Madison Street. The proposed roundabout received an approximate average rating of 3.43, indicating that there is more interest in the roadway reconfiguration than the mini-roundabout at this intersection.

Figure 3-8: Survey Results – Madison Street Roadway Reconfiguration

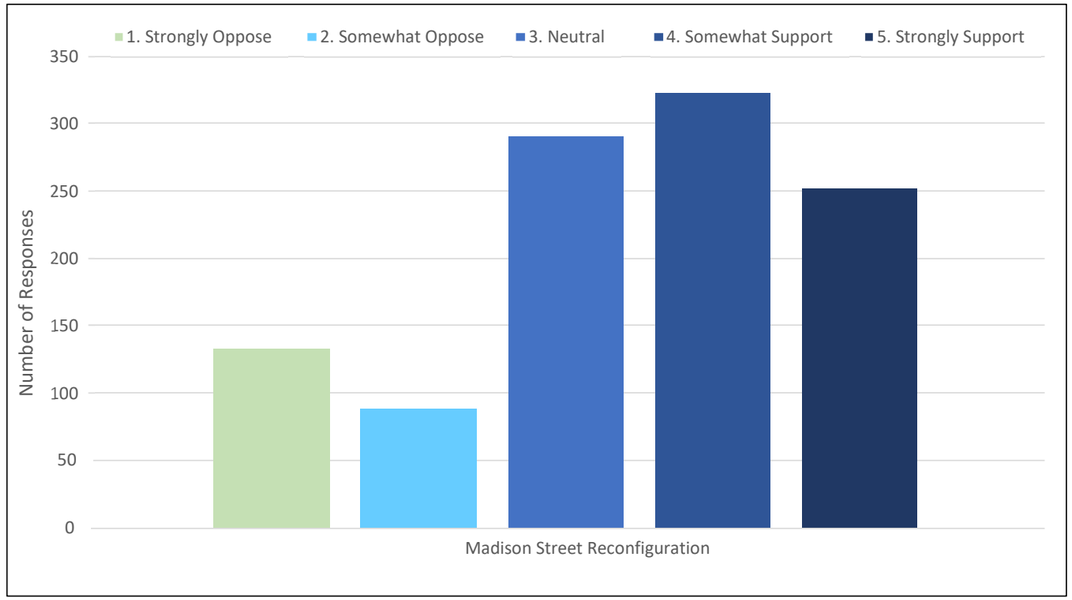
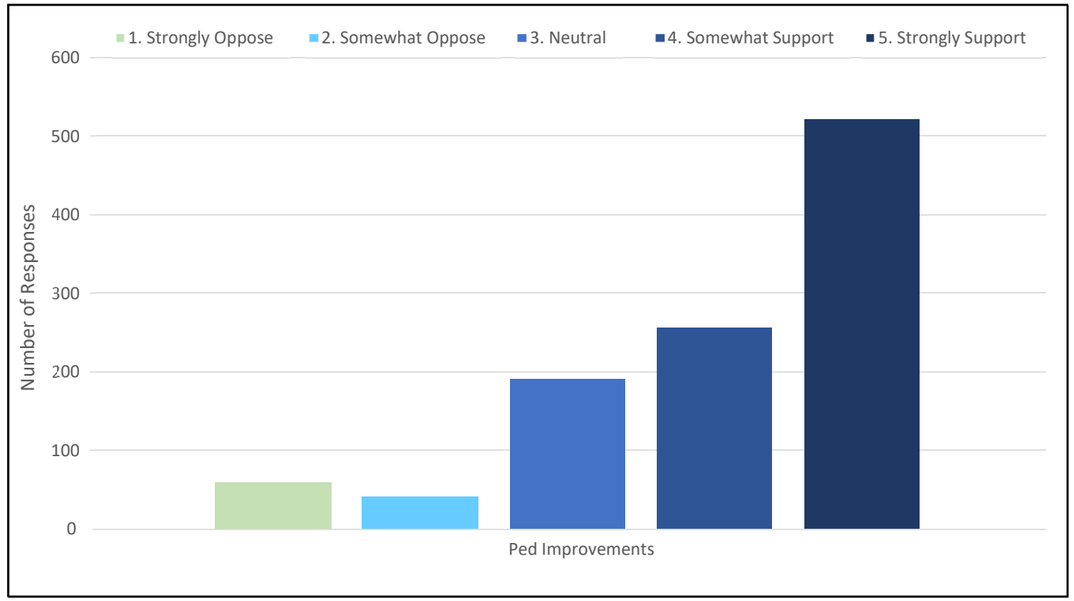


Figure 3-9 shows the survey results for the proposed pedestrian improvements along the corridor. The proposed pedestrian improvements received an approximate average rating of 4.07, indicating that it is the most desirable concept of the alternatives shown.

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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Trey Austin
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Brian Roeder
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Rodney Woodward, Warrenton Volunteer Fire Company
Timothy Carter, Deputy Chief of Police
Edward Tucker, Former Public Works / Public Utilities Director
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

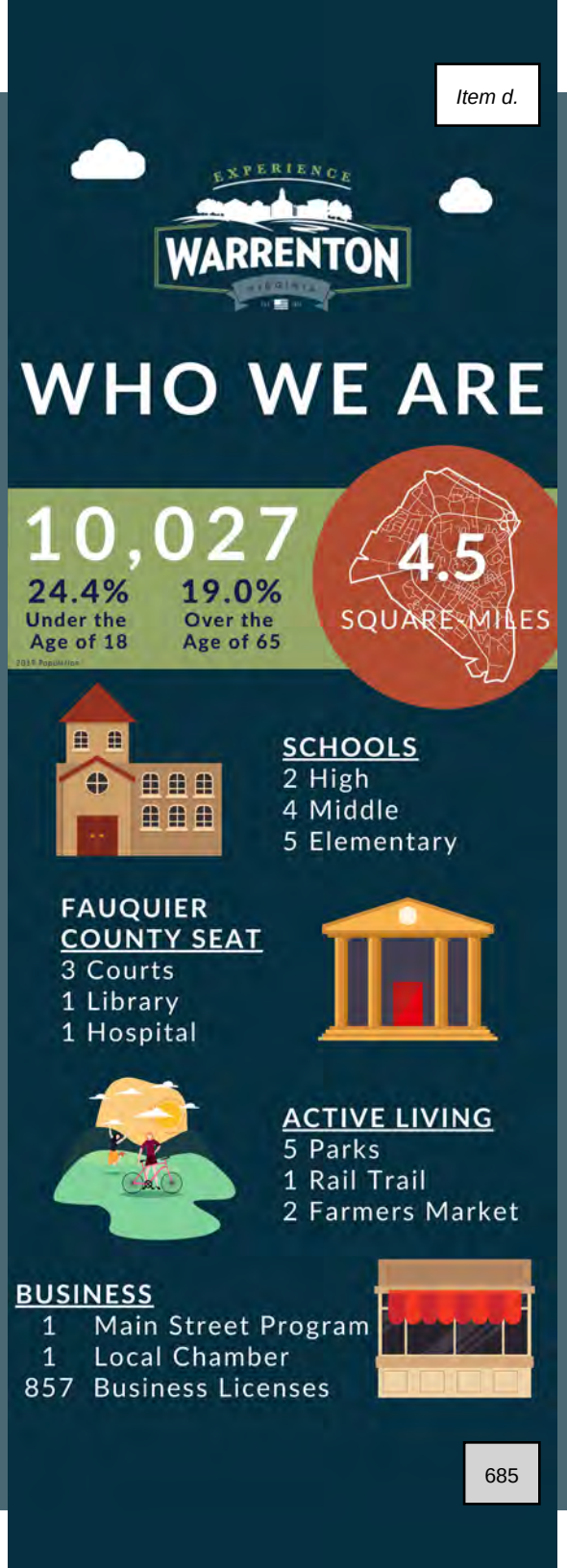
Introduction

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.

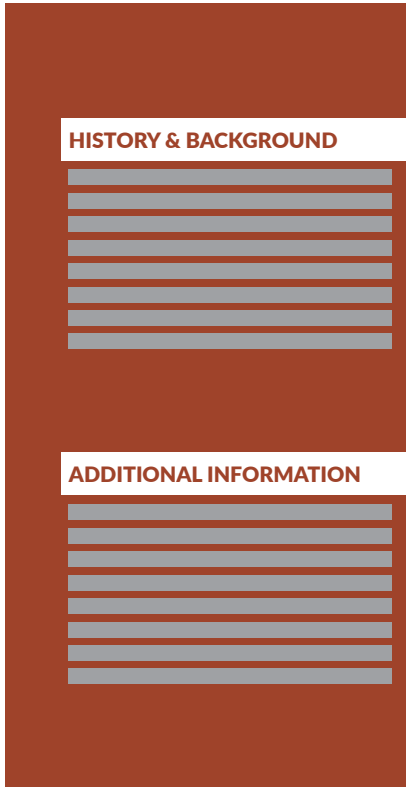
ADOPTION BY REFERENCE

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

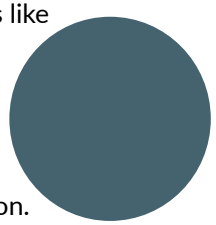
METRICS

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.

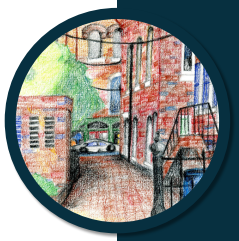
We are thriving as the county seat of Fauquier, where we have a clustering of jobs in government services, healthcare, education, tourism, non-profits, high-tech and specialty trades. We attract visitors to our Town that enjoy authentic experiences derived from our historic resources, recreational and 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.

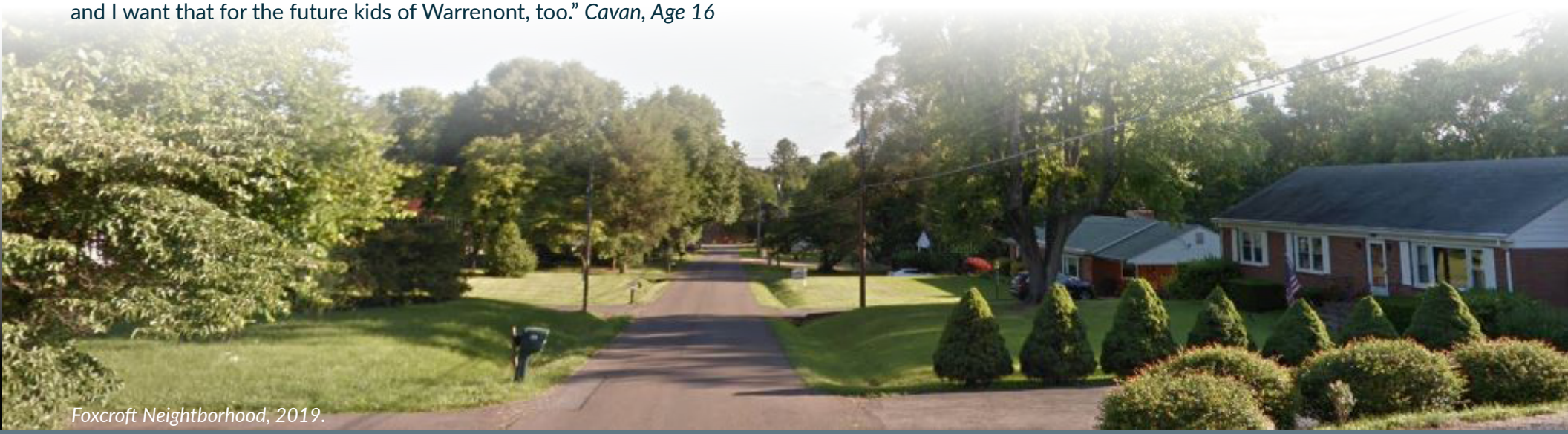
12. Implementation of Green Infrastructure and Facilities program.

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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

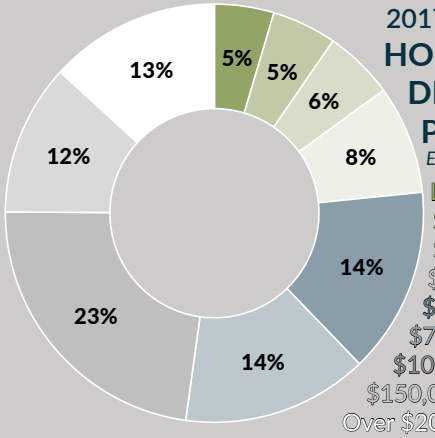
WARRENTON

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

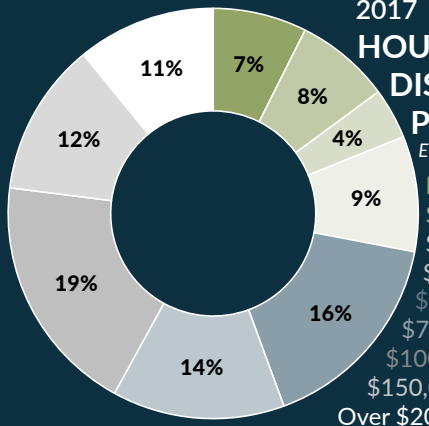
4.1
average new housing permits
per 1,000 population in Virginia
(*based on 2019 US Census data*)

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.

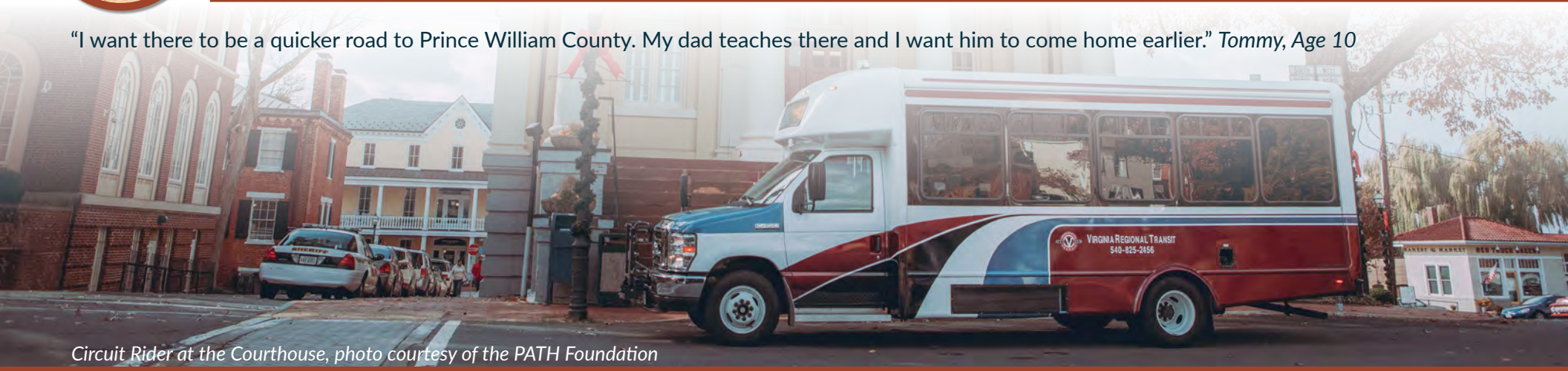
METRICS

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

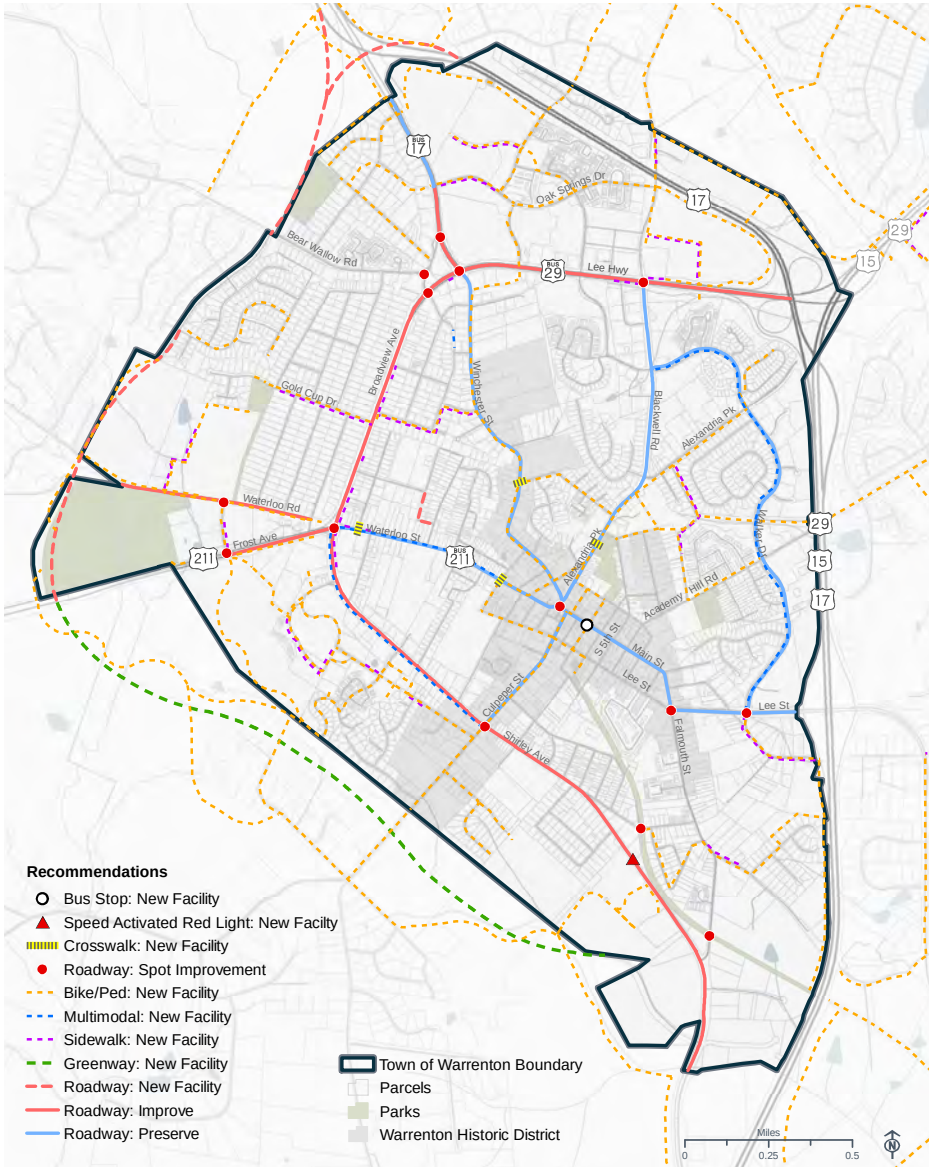


Figure 5-1: Town of Warrenton Transportation Plan map.

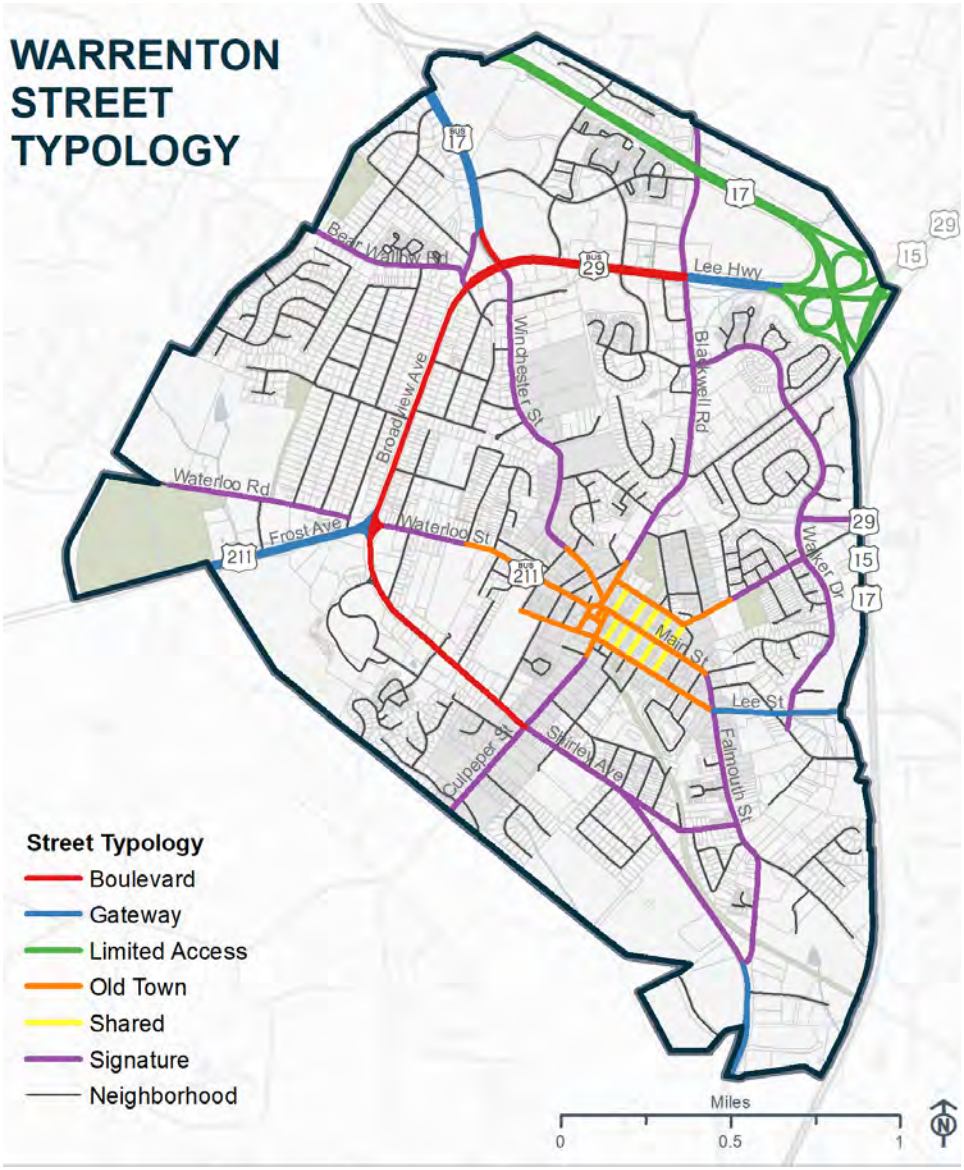


Figure 5-2: Warrenton Street Typology map; a part of the Complete Streets Classification System.

GOALS

T-1: Improve Multimodal Capacity and Safety that Encourages trips by walking, bicycling, and transit.

POLICIES & STRATEGIES

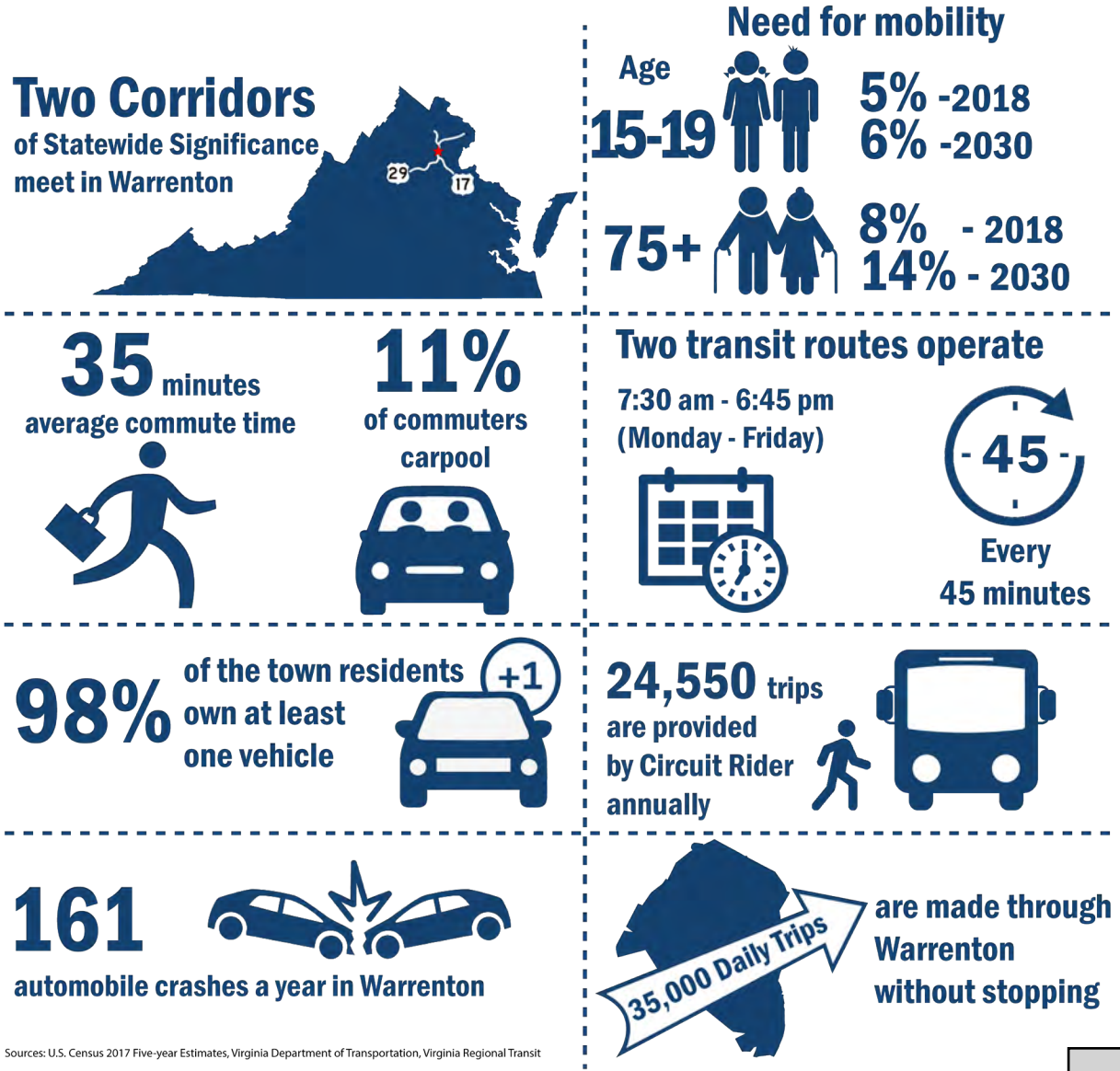
T-1.1: Promote a balanced and multimodal transportation system that serves the mobility needs of all segments of the population. Maximize the capacity of existing streets by investing in Smart Mobility technology.

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.



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.

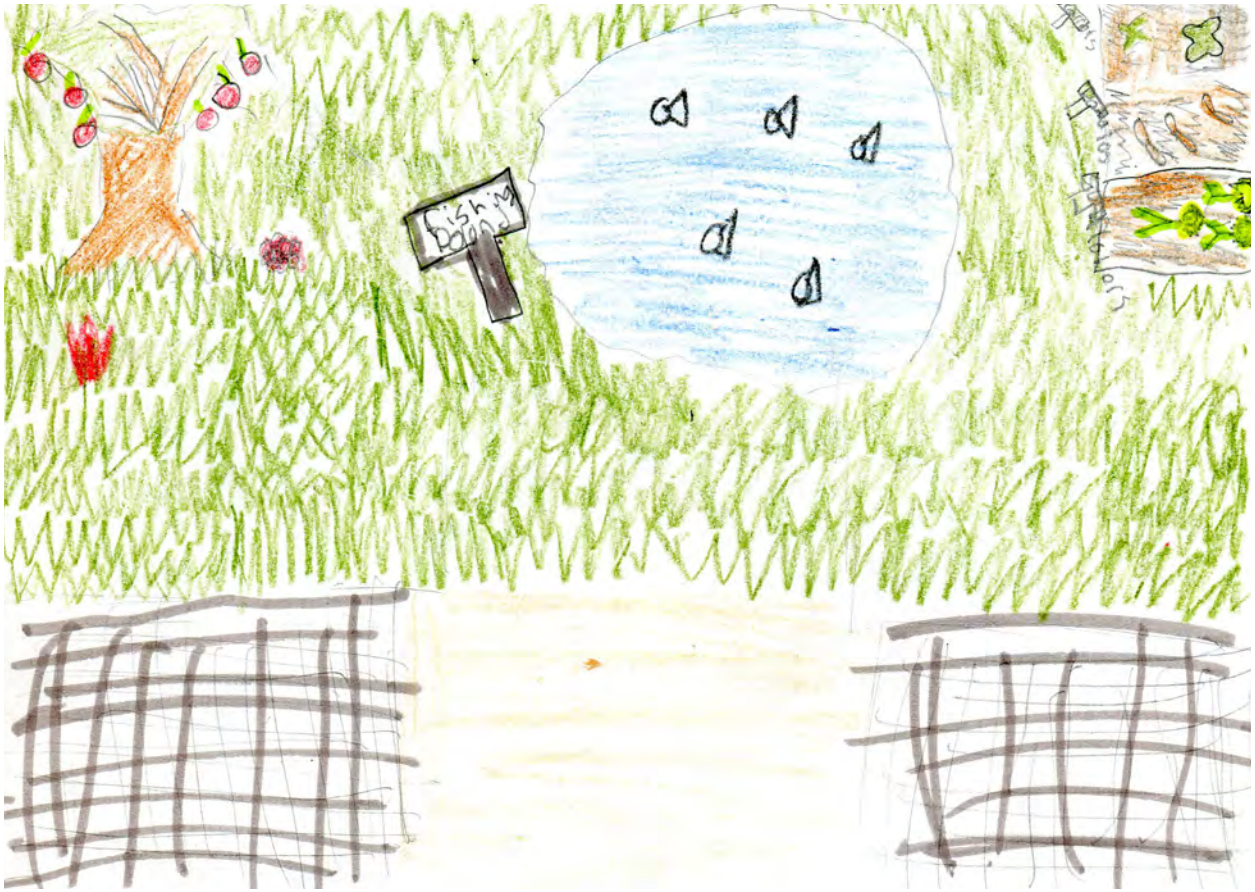
T-4.7: Identify future multimodal connections by either restoring severed connections or incorporating multimodal features with emergency access lanes.

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.

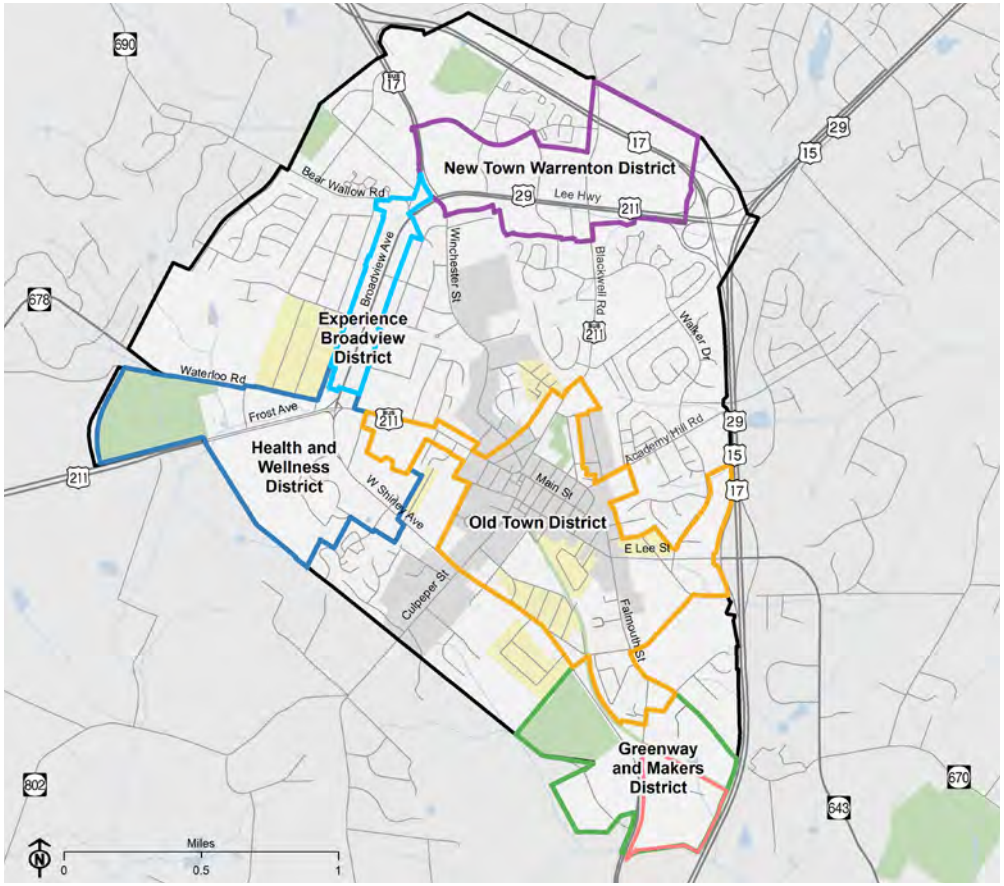


Figure 5-3: Character Districts map.

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.

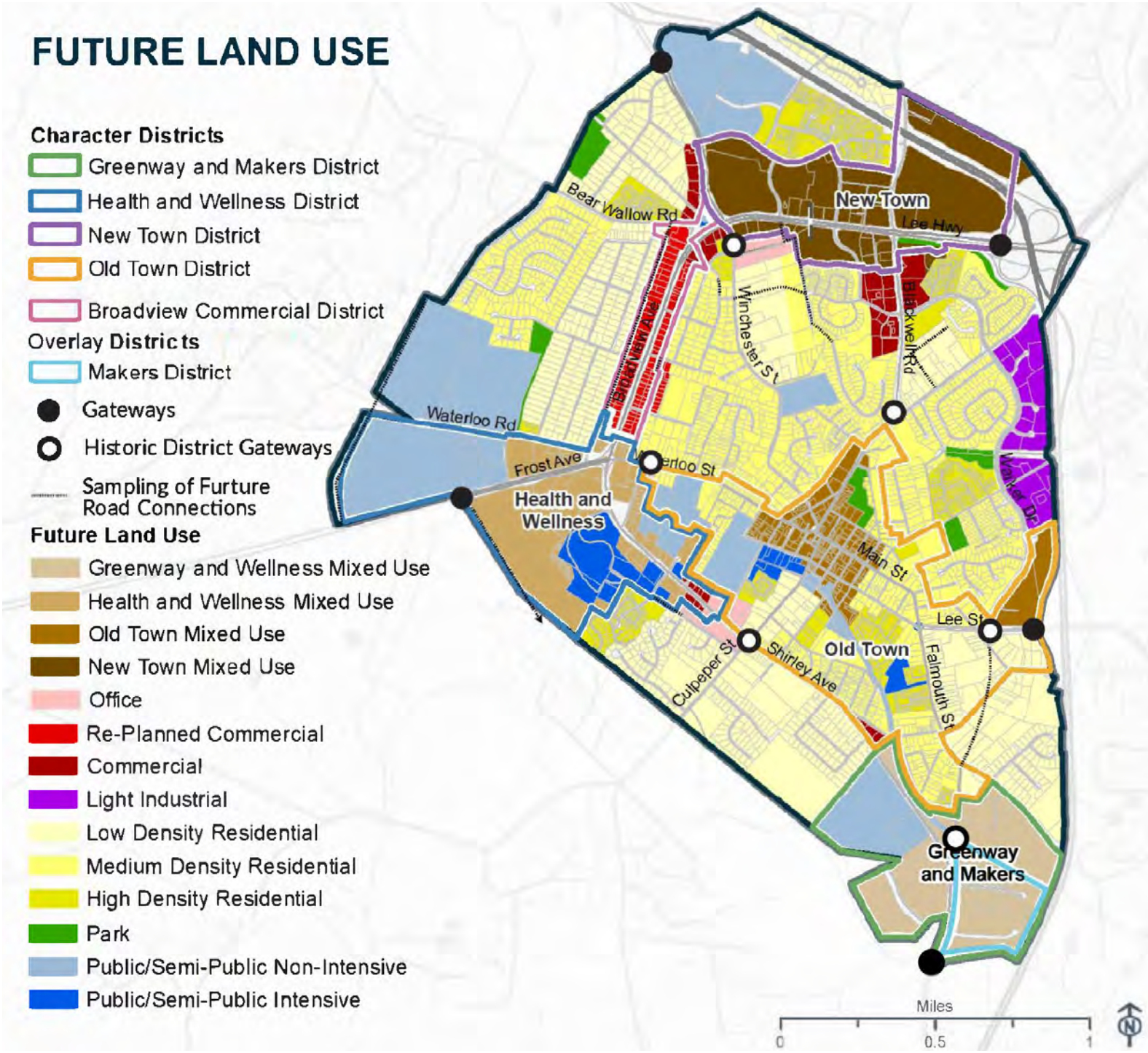
Makers District:

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.



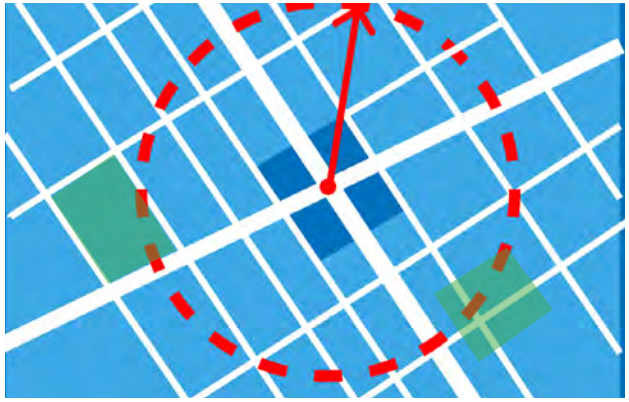
4. Parking placed behind buildings and away from street frontages. Interior access roads to services and parking are designed into the site plan.



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.