TOWN COUNCIL MEETING

21 Main Street

Tuesday, October 11, 2022 at 6:30 PM

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. VDOT State of Good Repair Projects

B. ARPA Project Status Update

C. Sewer and Water Request Warrenton Shopping Center

D. Appointments to Planning Commission

E. Interim Town Manager Update:

1. Department Reports

2. Boundary Line Adjustment

3. Accounting Position in Finance Department

F. Agenda Review

G. Closed Session Proposal Review and Selection for the Town Manager Search

II. REGULAR MEETING - 6:30 PM

A. INVOCATION.

B. PLEDGE OF ALLEGIANCE.

C. CITIZEN'S TIME.

D. APPROVAL OF THE AGENDA.

E. CLOSED SESSION-LEGAL MATTERS

F. PUBLIC HEARINGS.

1. An Applicant Initiated Zoning Ordinance Text Amendment (ZOTA 2022-1) To Increase the Permitted Density in the Central Business District from Twenty Five (25)

Units Per Acre to Fifty (50) Units Per Acre on Parcels Less Thank 1/2 Acre and to Update to Fee Schedule

2. ZMA/SUP 2021-01 North Rock Harris Teeter Service Station

3. SUP 2022-4 Oak View National Bank Drive-Thru

G. CONSENT AGENDA.

1. APPROVAL OF COUNCIL MINUTES.

Town Council Regular Meeting August 8th, 2022

2. STAFF REPORTS.

a. Parks and Recreation Department Report

b. Police Department Report.

c. Community Development Report

d. Public Works and Utilities Department Report

3. Budget Amendment to accept $4,000 of the ICAC Funds from Virginia State Police

4. Budget amendment to accept $2,500 in Grant Funds from the PATH Foundation

5. A resolution affirming commitment for projects under agreement with the Virginia Department of Transportation and provide signature authority

6. A resolution to amend the Fiscal Year 2023 Adopted Budget to de-appropriate Coronavirus State and Local fiscal recovery funds in the amount of $134,994

7. A Resolution to Amend the Fiscal Year 2023 Budget by $62,995 to Fund an Accounting Position

H. NEW BUSINESS.

1. Appointment of FOIA Officer

2. Proposal Review and Selection for the Town Manager Search

3. Sewer and Water Request Warrenton Shopping Center

4. Appointments to the Town County Liaison Work Group for Boundary Line Adjustment

I. TOWN ATTORNEY'S REPORT.

J. TOWN MANAGER'S REPORT.

K. COUNCILMEMBERS TIME.

L. ADJOURNMENT.

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Authorize the agreement with VDOT to complete three State of Good Repair local projects, applied through and funded as Smart Scale projects for resurfacing of sections of roadway within Town limits
Requested Action:	Approve the resolution and agreement for VDOT to complete proposed paving
Department / Agency Lead:	Public Works and Utilities
Staff Lead:	Paul Bernard

EXECUTIVE SUMMARY

The Town was successful in the competitive application through VDOT for three State of Good Repair funding projects. These include the resurfacing of the following sections of roadways within Town limits:

1. Falmouth Street from the new traffic circle at the intersection of Shirley Avenue to the area close to Falmouth Court- UPC 121848.
2. East Lee Highway, East/North bound lane, from Blackwell Road into the interchange- UPC 121849.
3. East Lee Highway, West/South bound lane, from interchange to Blackwell Road- UPC 121850.

VDOT requires a resolution passed and a signed agreement for the local jurisdiction to move forward with the projects. The resolution and agreement are standard format for VDOT on these projects. Once the resolution is passed and the agreement is signed and returned to VDOT, VDOT will obtain all necessary signatures from the appropriate VDOT personnel to be executed.

This is standard procedure for these types of projects. There are no costs to the Town for these projects as outlined in Appendix A in the VDOT agreement package, attached. The projects are placed on VDOT calendar to be completed within six years of authorization.

BACKGROUND

The Town Public Works and Utilities Department applied for State of Good Repair projects December 2021. These projects were submitted as part of the continuing resurfacing projects within Town limits based upon the conditions of roadways and the availability of funds through VDOT. The Town was awarded these projects on August 25, 2022, and are being forwarded as the next phase of the process.

These projects address defined sections of roadways which require resurfacing as designated by Town recommendations through the application, site inspections by VDOT, and conditions of the roadways. These are not complete roadway resurfacing or repaving projects but go far to help maintain safe transportation on Town roadways. These projects are slated to be awarded to a contractor selected during a bid process through VDOT this Winter (2023). These projects will be combined with other VDOT paving projects performed during the paving season of 2023.

STAFF RECOMMENDATION

It is the recommendation of staff that the Town of Warrenton Council authorize the resolution and agreement for VDOT to move forward with the proposed Sate of Good Repair, Smart Scale projects as identified.

Service Level / Policy Impact

These projects are in line with the Plan Warrenton 2040, Transportation and Circulation Goals, T-2, "Enhance the traveling experience by creating great streets." State of Good Repair, Smart Scale projects support the Town's transportation and circulation strategic goals as detailed in Plan Warrenton 2040, by providing required maintenance and resurfacing to the designated sections of roadways as a continuing effort to maintain all roads in safe condition.

Fiscal Impact

There are no associated costs to the Town for these projects.

Legal Impact

Town attorney will review the agreement and provide comments as necessary.

Timing Impact

Town Council action is necessary at this time for these projects to be included in the VDOT bidding process this winter (2023), and the paving season of 2023.

ATTACHMENTS

1. Resolution to be authorized
2. Agreement to be signed
3. Associated documents outlining the projects

State of Good Repair/Smart Scale Road Projects

Town Council Work Session

October 11, 2022

State of Good Repair- Smart Scale Projects

Plan Warrenton 2040- Transportation and Circulation Goals- T2

- Plan Warrenton 2040 adopted by Council
- Transportation and Circulation Goals
- Enhance the traveling experience by creating great streets
- Projects through VDOT
- No costs to Town

Background

- Town was successful this year with three applications
- VDOT will resurface three sections of roads within Town limits
- This is standard procedure with these projects

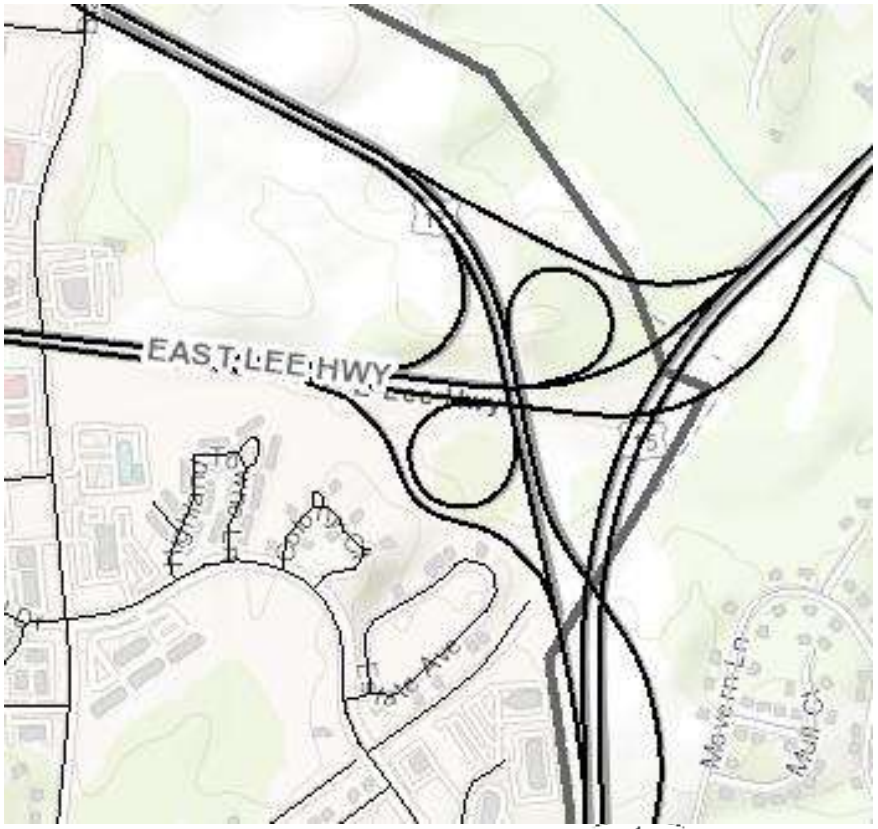
Projects

- Falmouth Street from the new traffic circle at the intersection of Shirley Avenue to the area close to Falmouth Court- UPC 121848.
- East Lee Highway, East/North bound lane, from Blackwell Road into the interchange- UPC 121849.
- East Lee Highway, West/South bound lane, from interchange to Blackwell Road- UPC 121850.

Projects

**********Map of projects**********





Next Steps

- Approve Resolution for projects
- Approve Agreement with VDOT
- Provide signed documents to VDOT
- VDOT begins to process with contractors
- Projects completed within three years

Questions

- Questions?

VDOT ADMINISTERED – LOCALLY FUNDED PROJECT ADMINISTRATION AGREEMENT

Project Number	UPC	Local Government
0015-156-325	121848	Town of Warrenton
0015-156-326	121849	
0015-156-327	121850	

THIS AGREEMENT, is hereby made and effective the date of the last (latest) signature set forth below, by and between the TOWN OF WARRENTON, VIRGINIA, hereinafter referred to as the LOCALITY and the Commonwealth of Virginia, Department of Transportation, hereinafter referred to as the DEPARTMENT. The DEPARTMENT and the LOCALITY are collectively referred to as the "Parties."

WITNESSETH

WHEREAS, the LOCALITY has expressed its desire to have the DEPARTMENT administer the work required to construct certain improvements within the Locality as described in Appendix C (the "Project") and has agreed to fully or partially fund the Project as set forth in this Agreement; and

WHEREAS, the funds as shown in Appendix A have all been allocated to pay the costs of the Project; and

WHEREAS, the Parties have concurred with administering the Project in accordance with the program specific requirements shown in Appendix B, based on the allocated funding for the Project as shown in the Appendix A; and

WHEREAS, the LOCALITY has requested that the DEPARTMENT design and construct the Project in accordance with the scope of work described in Appendix C, and the DEPARTMENT has agreed to perform such work; and

WHEREAS, the Parties have concurred in the DEPARTMENT's administration of the Project identified in this Agreement, including Appendices A, B, and C, and in accordance with applicable federal, state, and local law and regulations; and

WHEREAS, the LOCALITY's governing body has, by resolution, which is attached hereto, authorized its designee to execute this Agreement and has demonstrated the LOCALITY'S commitment to providing local funding for the Project.

NOW THEREFORE, in consideration of the premises and mutual covenants and agreements contained herein, the parties hereto agree as follows:

A. The representations, covenants, and recitations set forth in the foregoing recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth in this Section A.

B. The DEPARTMENT shall:

1. Complete the work of the Project as identified in Appendix C, advancing such diligently as all weather, local, and other conditions reasonably permit, and in conformance to the schedule established by the Parties, which schedule shall be adjusted as needed to address impacts to the performance of the work beyond the control of the DEPARTMENT.

2. Perform or have performed, and remit all payments for, all preliminary engineering (PE), right-of-way acquisition (Right of Way), construction, contract administration, and inspection services activities for the Project as required.

3. Provide the LOCALITY a payment schedule for the LOCALITY's share of estimated Project costs for PE, Right of Way, and construction, in accordance with the tabulation provided in Appendix A.

4. Remit invoices to the LOCALITY for sums owed by LOCALITY to the DEPARTMENT in accordance with the amounts and schedule set forth in Appendix A.

5. Provide the LOCALITY with a summary of Project expenditures.

6. Notify the LOCALITY of additional Project expenses resulting from unanticipated circumstances and provide detailed estimates of additional costs associated with those circumstances. The DEPARTMENT will make all efforts to contact the LOCALITY prior to performing activities associated with those unanticipated circumstances.

7. Upon completion of the Project, reconcile LOCALITY payments (based on LOCALITY's estimated share of costs) against actual Project costs allocable to the LOCALITY, and reimburse the LOCALITY for any overpayments by the LOCALITY or remit an invoice to LOCALITY for any underpayment or amounts still owed by the LOCALITY.

C. The LOCALITY shall:

1. Remit payments to the DEPARTMENT in accordance with the amounts and schedule provided in Appendix A, or within 30 days of receipt of an invoice issued by the DEPARTMENT, as applicable.

D. Nothing in this Agreement shall obligate the Parties hereto to expend or provide any funds in excess of funds agreed upon in this Agreement or as shall have been included in an annual or other lawful appropriation. State and federal Project funding is limited to those identified in the Appendix A of this Agreement and is allocable only upon LOCALITY'S compliance with all requirements of this Agreement. In the event the

cost of all or part of the Project is anticipated to exceed the allocation shown on Appendix A, the Parties agree to cooperate in seeking additional funding for the Project or to terminate the Project before Project costs exceed the allocated amount. Any requested increase in federal or state funding is subject to DEPARTMENT policy and procedures applicable to the funding source and is not guaranteed.

E. The Parties mutually agree and acknowledge, in entering this Agreement, that the individuals acting on behalf of the Parties are acting within the scope of their official authority and capacity and the Parties agree that neither Party will bring a suit or assert a claim against any official, officer, or employee of either party, in their individual or personal capacity for a breach or violation of the terms of this Agreement or to otherwise enforce the terms and conditions of this Agreement The foregoing notwithstanding, nothing in this subparagraph shall prevent the enforcement of the terms and conditions of this Agreement by or against either Party in a competent court of law.

F. The Parties mutually agree that no provision of this Agreement shall create in the public, or in any person or entity other than the Parties, rights as a third party beneficiary hereunder, or authorize any person or entity, not a party hereto, to maintain any action for, without limitation, personal injury, property damage, breach of contract, or return of money, or property, deposit(s), cancellation or forfeiture of bonds, financial instruments, pursuant to the terms of this Agreement or otherwise. Notwithstanding any other provision of this Agreement to the contrary, unless otherwise provided, the Parties agree that the LOCALITY or the DEPARTMENT shall not be bound by any agreements between either party and other persons or entities concerning any matter which is the subject of this Agreement, unless and until the LOCALITY or the DEPARTMENT has, in writing, received a true copy of such agreement(s) and has affirmatively agreed, in writing, to be bound by such Agreement.

G. Nothing in this Agreement shall be construed as a waiver of the LOCALITY's or the Commonwealth of Virginia's sovereign immunity.

H. Should the project be cancelled due to action or inaction by the LOCALITY, the LOCALITY shall be responsible for reimbursement of all funds in accordance with § 33.2-214 of the Code of Virginia (1950), as amended. The LOCALITY will also be responsible for any costs associated with claims and liabilities associated with the early termination of any construction contract(s) or improvement(s) issued pursuant to this Agreement and shall promptly reimburse the DEPARTMENT for all costs incurred or expended by it in connection with the Project.

I. This Agreement may be terminated by either Party upon 60 days advance written notice to the other Party. Eligible expenses incurred through the date of termination shall be reimbursed to the DEPARTMENT within 60 days subject to the limitations established in this Agreement.

J. THE LOCALITY and DEPARTMENT acknowledge and agree that this Agreement has been prepared jointly by the Parties and shall be construed simply and in accordance with its fair meaning and not strictly for or against any Party.

K. THIS AGREEMENT, when properly executed, shall be binding upon both Parties, their successors and assigns.

L. THIS AGREEMENT may be modified in writing only upon mutual agreement of the Parties.

The remainder of this page is BLANK

IN WITNESS WHEREOF, each Party hereto has caused this Agreement to be executed by their duly authorized representatives, acknowledging and agreeing that any digital signature affixed hereto shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature.

TOWN OF WARRENTON, VIRGINIA:

_____

Signature Date

_____

Title

NOTE: The official signing for the LOCALITY must attach a certified copy of his or her authority to execute this Agreement.

COMMONWEALTH OF VIRGINIA, DEPARTMENT OF TRANSPORTATION:

_____

Signature Date

Chief of Policy, Commonwealth of Virginia, Department of Transportation

Attachments

Appendix A
Appendix B
Appendix C

Appendix A - VDOT Administered

Revision: Prepared Date: **8/22/2022**

Project Details

UPC:	**121848**	*State Project #:*	**0015-156-325**	*CFDA #:*	20.205	*Locality UEI #:*	CV82QQPKJWJ9
Locality:	Warrenton	*Address:*	**21 Main St., Warrenton, VA 20186-3419**				
Work Description:	#SGR23LP - RTE 15 NB Business SGR Paving from MP 0.733 BUS US-15N to MP 1.548 BUS US-15N.			*Project Location (Zip +4)*	20186-3716		

Project Points of Contact

Locality Project Manager		*VDOT Project Manager*	
Name:	Paul Bernard	*Name:*	Jessica Coffey
Phone:	540-347-1011	*Phone:*	540-829-7464
Email:	pbernard@warrentonva.gov	*Email:*	Coffey@vdot.virginia.gov

Project Financing

Allocated Funds Type	Allocated Funds Amount	Local % Participation	Local Share Total
SGR	$342,868	0%	$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
Funding Totals	$342,868		$0

Note - The funds order is not indicative of the actual spend order of funds on the project.

Project Estimate

Phase	Cost
Preliminary Engineering	$ -
Right of Way and Utilities	$ -
Construction	$ 342,868
Total Estimate	$ 342,868

Payment Schedule

FY__	*FY__*	*FY__*	*FY__*	Total Payment
				$ -

Payment Terms

No LOCALITY payment anticipated based on current estimate and funding

This Appendix A supersedes all previous versions signed by VDOT and the LOCALITY for the Project.

Authorized Locality Official Date

Printed Name of Locality Official

Title of Locality Official

Authorized VDOT Official Date

Printed Name of VDOT Official

Title of VDOT Official

This attachment is certified and made an official attachment to this document by the Parties to this Agreement.

Appendix A - VDOT Administered

Revision: Prepared Date: **8/22/2022**

Project Details

UPC:	**121849**	*State Project #:*	**0015-156-326**	*CFDA #:*	20.205	*Locality UEI #:*	CV82QQPKJWJ9

Locality: Warrenton *Address:* **21 Main St., Warrenton, VA 20186-3419**

Work Description:	#SGR23LP - RTE 15 NB Business SGR Paving from MP 3.19 BUS US-15N to MP 3.78 BUS US-15N.	*Project Location (Zip +4)*	20186-2600

Project Points of Contact

Locality Project Manager		*VDOT Project Manager*	
Name:	Paul Bernard	*Name:*	Jessica Coffey
Phone:	540-347-1011	*Phone:*	540-829-7464
Email:	pbernard@warrentonva.gov	*Email:*	Coffey@vdot.virginia.gov

Project Financing

Allocated Funds Type	Allocated Funds Amount	Local % Participation	Local Share Total
SGR	$273,586	0%	$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
Funding Totals	$273,586		$0

Note - The funds order is not indicative of the actual spend order of funds on the project.

Project Estimate

Phase	Cost
Preliminary Engineering	$ -
Right of Way and Utilities	$ -
Construction	$ 273,586
Total Estimate	$ 273,586

Payment Schedule

FY	*FY__*	*FY__*	*FY__*	Total Payment
				$ -

Payment Terms

No LOCALITY payment anticipated based on current estimate and funding

This Appendix A supersedes all previous versions signed by VDOT and the LOCALITY for the Project.

Authorized Locality Official Date

Printed Name of Locality Official

Title of Locality Official

Authorized VDOT Official Date

Printed Name of VDOT Official

Title of VDOT Official

This attachment is certified and made an official attachment to this document by the Parties to this Agreement.

Appendix A - VDOT Administered

Revision: Prepared Date: **8/22/2022**

Project Details

UPC:	**121850**	*State Project #:*	**0015-156-327**	*CFDA #:*	20.205	*Locality UEI #:*	CV82QQPKJWJ9

Locality: Warrenton *Address:* **21 Maint St., Warrenton, VA 20186-3419**

Work Description:	#SGR23LP - RTE 15 SB Business SGR Paving. From MP 3.19 Bus RS-15S to MP 3.78 BUS US-15S.	*Project Location (Zip +4)*	20186-2299

Project Points of Contact

Locality Project Manager		*VDOT Project Manager*	
Name:	Paul Bernard	*Name:*	Jessica Coffey
Phone:	540-347-1011	*Phone:*	540-829-7464
Email:	pbernard@warrentonva.gov	*Email:*	Jessica.Coffey@vdot.virginia.gov

Project Financing

Allocated Funds Type	Allocated Funds Amount	Local % Participation	Local Share Total
SGR State	$295,324	0%	$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
			$0
Funding Totals	$295,324		$0

Note - The funds order is not indicative of the actual spend order of funds on the project.

Project Estimate

Phase	Cost
Preliminary Engineering	$ -
Right of Way and Utilities	$ -
Construction	$ 295,324
Total Estimate	$ 295,324

Payment Schedule

FY	*FY__*	*FY__*	*FY__*	Total Payment
				$ -

Payment Terms

No LOCALITY payment anticipated based on current estimate and funding

This Appendix A supersedes all previous versions signed by VDOT and the LOCALITY for the Project.

Authorized Locality Official Date

Printed Name of Locality Official

Title of Locality Official

Authorized VDOT Official Date

Printed Name of VDOT Official

Title of VDOT Official

This attachment is certified and made an official attachment to this document by the Parties to this Agreement.

VDOT Administered Agreement

Appendix B – Special Funding Program Conditions and Requirements

Project Number	UPC	Local Government
0015-156-325	121848	Town of Warrenton
0015-156-326	121849	
0015-156-327	121850	

SMART SCALE

Administration of this Project, including but not limited to the Project estimate, schedule and commitment to funding, is subject to the requirements established in the Commonwealth Transportation Board's (CTB's) most current *Policy for Implementation of the SMART SCALE Project Prioritization Process*, the applicable requirements of the Code of Virginia, and VDOT's applicable *Instructional and Informational Memoranda*.

Without limiting the foregoing, this Project has been selected through the Smart Scale (HB2) application and selection process and will remain in the Six-Year Improvement Plan (SYIP) as a funding priority unless certain conditions set forth in the CTB's most current *Policy for Implementation of a Project Prioritization Process* arise. Pursuant to the CTB's *Policy for Implementation of a Project Prioritization Process*, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent SMART SCALE prioritization cycle to account for a cost increase on a previously selected Project.

This Project shall be initiated and at least a portion of the Project's programmed funds expended within one year of the budgeted year of allocation or funding may be subject to reprogramming to other projects selected through the prioritization process. In the event the Project is not advanced to the next phase of construction when requested by the CTB, the LOCALITY or the localities within the metropolitan planning organization may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the DEPARTMENT for all state and federal funds expended on the Project.

Transportation Alternatives Program

This Project shall be administered in accordance with VDOT's most current *Transportation Alternatives Program Guide.*

Without limiting the foregoing, CTB policy for allocations from the Transportation Alternatives Programs requires that the Project must be advertised or otherwise under construction within four years of the initial Project allocation or otherwise be subject to deallocation, unless prior Department approval has been provided.

The DEPARTMENT shall conduct all environmental studies necessary to complete an environmental document in compliance with the National Environmental Policy Act, unless otherwise agreed to in writing and attached to this Agreement. The LOCALITY is responsible for implementing any environmental commitments resulting from the environmental studies. In addition, the LOCALITY is responsible for obtaining any water quality permits and conducting any required hazardous materials due diligence efforts. VDOT's estimated cost for the environmental studies and submissions will be provided to the LOCALITY and deducted from the Project funds.

Regional Surface Transportation Program (RSTP)

Allocated Regional Surface Transportation Program funds must be obligated within 12 months of allocation and expended within 36 months of the obligation.

Congestion Mitigation Air Quality (CMAQ)

Allocated Congestion Mitigation and Air Quality Program funds must be obligated within 12 months of allocation and expended within 36 months of the obligation.

Revenue Sharing

This Project shall be administered in accordance with VDOT's most current *Revenue Sharing Program Guidelines.*

Without limiting the foregoing, the Project shall be initiated such that at least a portion of the Revenue Sharing Funds are expended within one year of allocation. For any project that has not been initiated within one year, the CTB has the discretion to defer consideration of future allocations until the Project moves forward. Further, if the Project has not been initiated within two fiscal years subsequent to the allocation of Revenue Sharing Funds, the Revenue Sharing Funds for the Project may be subject to deallocation from the Project at the discretion of the CTB.

State of Good Repair (SGR) Bridge

Project estimate, schedule, and commitment to funding are subject to the requirements established in the CTB's *State of Good Repair Program Prioritization Process Methodology*, the Code of Virginia, and VDOT's *Instructional and Informational Memoranda*.

Projects receiving funding under this program must initiate the Preliminary Engineering or the Construction Phase within 24 months of award of funding or become subject to deallocation. In the event the Project is not advanced to the next phase of construction, the LOCALITY may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the Project.

This Project has been selected through the State of Good Repair application and selection process and will remain in the SYIP as a funding priority. Pursuant to the CTB's *State of Good Repair Program Prioritization Process Methodology*, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not

be submitted in a subsequent annual State of Good Repair prioritization cycle for the same bridge structure to account for a cost increase on a previously selected Project.

State of Good Repair (SGR) Paving

Project estimate, schedule, and commitment to funding are subject to the requirements established in the CTB's *State of Good Repair Program Prioritization Process Methodology*, the Code of Virginia, and VDOT's *Instructional and Informational Memoranda*.

Projects receiving funding under this program must be advertised within twelve months of award funding or be subject to deallocation. In the event the Project is not advanced to the next phase of construction, the LOCALITY may be required, pursuant to § 33.2-214 of the Code of Virginia, to reimburse the Department for all state and federal funds expended on the Project.

This Project has been selected through the State of Good Repair application and selection process and will remain in the SYIP as a funding priority. Pursuant to the CTB's State of Good Repair Program Prioritization Process Methodology, this Project will be re-scored and/or the funding decision re-evaluated if any of the following conditions apply: a change in the scope, an estimate increase, or a reduction in the locally/regionally leveraged funds. Applications may not be submitted in a subsequent annual State of Good Repair prioritization cycle for the same roadway segment to account for a cost increase on a previously selected Project.

Economic Access

This Project shall be administered in accordance with VDOT's most current *Economic Development Access Program Guide.*

Airport Access

This Project shall be administered in accordance with VDOT's most current *Airport Access Program Guide.*

Recreational Access

This Project shall be administered in accordance with VDOT's most current *Recreational Access Program Guide.*

_____

Authorized Locality Official Signature and Date

_____

Printed Name of Locality Official

VDOT Administered Projects

Appendix C – Detailed Scope of Services

Project Number	UPC	Local Government
0015-156-325	121848	TOWN OF WARRENTON
0015-156-326	121849	
0015-156-327	121850	

Detailed Project Scope of Services

Scope of Services for the SGR Paving Project herein agreed upon include:

- Development and Compilation of final plans, specifications and estimate into a bid proposal package, as necessary
- Complete necessary work to ensure ADA compliance
- Bid proposal biddability review
- Administration and advertisement of proposal
- Administration of bidder questions
- Receipt of bids
- Administration of Contract award
- Administration and oversight of construction
- Construction engineering services
- Construction project close-out

_____ _____

Authorized Locality Official Signature and Date **Authorized VDOT Official Signature and Date**

_____ _____

Printed Name of Locality Official **Printed Name of VDOT Official**

_____ _____

Title of Locality Official **Title of VDOT Official**

RESOLUTION
AFFIRMING COMMITMENT TO FUND THE LOCALITY SHARE OF PROJECTS
UNDER AGREEMENT WITH THE VIRGNIA DEPARTMENT OF TRANSPORATION
AND PROVIDE SIGNATURE AUTHORITY

WHEREAS, the Town of Warrenton is a recipient of Virginia Department of Transportation funds under various grant programs for transportation-related projects; and

WHEREAS, the Virginia Department of Transportation requires each locality, by resolution, to provide assurance of its commitment to funding its local share; and

WHEREAS, Plan Warrenton 2040 calls for enhancing the traveling experience by creating great streets (T-2) as goals for Transportation and Circulation; now

THEREFORE, IT IS HEREBY RESOLVED, by the Town of Warrenton hereby commits to fund its local share of preliminary engineering, right-of-way, and construction (as applicable) of the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s); and

BE IT FURTHER RESOLVED that the Town Manager and/or his designees is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

In witness whereof, the forgoing was adopted by Town Council, Town of Warrenton, Virginia on October 11, 2022

(locality seal) _____
Clerk of Court

TOWN OF WARRENTON, VIRGINIA

ARPA SPENDING PLAN - PROJECT STATUS UPDATE

	Project Title	Budget	Expended or Encumbered FY 2022	Expended or Encumbered FY 2023	Budget to be Reallocated	Remaining Balance	Description / Notes
	Appropriated						
1	Financial Coordinator (salary & benefits)	148,119	47,026	19,975		81,118	Support for compliance and reporting; 1 year in FY23 budget, remaining time committed; position begin 1/1/22
2	Assistant Directors (salary & benefits)	154,397		8,540		145,856	Internal promotion; will need to backfill
3	Junior Engineer (salary & benefits)	131,947		-		131,947	Interviews in process
4	Project Coordinator (salary & benefits)	119,406		-		119,406	Position filled, start date of 10/11/22
5	Classification and Compensation Study	50,000	5,000	37,500		7,500	In progress
6	Professional Services	42,350		-		42,350	
7	Fitness Class Live Streaming	5,000		-	(5,000)	-	Not necessary; funding may be reallocated
8	Fuel System	50,000		30,432		19,568	PO Issued; funding balance needed to cover related parts once upgrade is complete
9	Sidewalk Construction (T-23-003)	18,260		-	(18,260)	-	Can be covered in operating budget; funding may be reallocated to other needs
10	Pedestrian Crossing - Blackwell & Moorhead (T-23-005)	96,236		-	(96,236)	-	Improvements already accomplished seem to be working - funding can be released unless Council wishes to see additional work
11	Pedestrian Crossing Improvements (T-23-007)	25,000		-	(25,000)	-	Some improvements already accomplished - funding can be released unless Council wishes to see additional work
12	Waterloo Speed/Safety Improvements (T-23-002)	70,200		-		70,200	Staff working with procurement to engage engineering firm
13	Leaf Machine (G-23-003)	85,000		74,428		10,572	Expected delivery October 2022
14	Salt Spreaders (G-23-004)	68,000		-		68,000	To be ordered; expected delivery mid-December
15	HVAC Replacement (G-23-005)	55,000		-		55,000	Study in process; will evaluate options
16	Police Vehicles (P-23-001)	98,262		78,461		19,801	Vehicles received; equipment to be installed with mid-November completion

TOWN OF WARRENTON, VIRGINIA

ARPA SPENDING PLAN - PROJECT STATUS UPDATE

	Project Title	Budget	Expended or Encumbered FY 2022	Expended or Encumbered FY 2023	Budget to be Reallocated	Remaining Balance	Description / Notes
	Appropriated						
17	Fitness and Studio Floor Replacement	60,000		-		60,000	Measurements taken and flooring selection identified; obtaining quotes
18	Fitness Equipment Replacement	25,000		-		25,000	Evaluating current inventory and maintenance records to determine priority schedule
19	Traffic Light Updates (T-23-008)	28,800		-		28,800	In Progress
20	Timber Fence Trailway	50,889		-		50,889	Timber Fence Trail Segment 2 (Town cost-share); design finalization underway
21	Refuse Trucks (2)	616,804		626,306	9,502	-	Expected delivery March 2023
22	ADA Improvements (R-23-001)	150,000		-		150,000	Identifying improvements for Claude Moore Fun for All playground once building engineer has obtained Certified Playground Safety Inspection Certification
23	Water and Sewer Projects	4,500,000		-		4,500,000	Projects identified in CIP; Project prioritization complete, review with Council at November work session
24	ADA Compliance	150,000		-		150,000	Compliance for new polling locations & meeting accessibility
	TOTAL APPROPRIATED	**6,798,668**	**52,026**	**875,643**	**(134,994)**	**5,736,005**	
	Committed						
25	ADA Improvements (R-23-001)	450,000		-		450,000	Year 2 and 3 - projects at various parks throughout Town
26	Financial Coordinator Salary	210,907		-		210,907	Funding for support through 12/31/2024
	TOTAL COMMITTED	**660,907**	**-**	**-**	**-**	**660,907**	

FUNDING SUMMARY:	
Total ARPA funding received	**$10,403,180**
Appropriated	**6,798,668**
Committed	**660,907**
Proposed decrease in appropriation	**(134,994)**
Balance available	**$3,078,598**

Office of the Town Manager
Christopher E. Martino

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

STAFF REPORT

Council Meeting Date:	October 11, 2022
Agenda Title:	ARPA Project Status Update
Requested Action:	Review only
Department / Agency Lead:	Finance Department
Staff Lead:	Stephanie Miller, Director

EXECUTIVE SUMMARY

The Town of Warrenton received $10,403,180 in Coronavirus State and Local Fiscal Recovery (CSLFRF) funding under the American Rescue Plan Act (ARPA). This work session will review all items appropriated to provide a status update.

To date, $6,798,668 has been expended or appropriated. The attached **ARPA Spending Plan – Project Status Update** provides a listing of projects budgeted for ARPA funding, the amount expended or encumbered to date, any amount that can be released or reallocated, and the remaining balance.

Appropriations through September 2022 are summarized below:

- During FY22, $52,026 was spent for the ARPA Financial Coordinator and the beginning of the Classification and Compensation Study.
- As part of the FY2023 Budget adopted on June 16, 2022, Town Council appropriated $2,101,642 for various projects and expenditures. *(The Classification and Compensation Study was kicked off in FY22 and $5,000 was expended for that effort. The full $50,000 was reappropriated in the FY23 budget.)*
- At the September 13, 2022 Council meeting, $4,650,000 was appropriated for Water and Sewer projects and ADA improvements. Council will conduct a work session in November focused on the Water and Sewer projects.

Staff has identified several items valued at $134,994 that can either be covered by the adopted FY23 operating budgets or can be reallocated. As such, the ARPA appropriation may be decreased and used for other projects as Council desires. These items include:

- Fitness Class Live Streaming, which is no longer a requested service for Parks and Recreation. As in person classes have resumed, the need for live streaming has diminished.
- Public Works capital projects that can be worked into the improvement schedule within the FY23 adopted general fund operating budget or may not be necessary now.

    - Sidewalk Construction can be accomplished within the existing budget.
    - Improvements such as high visibility painting and additional signage have already been implemented for the Pedestrian Crossing – Blackwell & Moorhead and Pedestrian Crossing Improvements projects that seem to be working well.
- The Refuse Trucks budget amount was not updated for the latest quote in the final budget adoption resolution. The $9,502 overrun can be covered by the reallocation of funding from other projects listed above.

BACKGROUND

The American Rescue Plan Act of 2021 (ARPA) was signed into law on March 11, 2021 and established the Coronavirus State and Local Fiscal Recovery Fund (CSLFRF). The intent of ARPA is to address the consequences of the pandemic and to assist communities in moving forward. The CSLFRF provides funds for governments to meet these types of local needs.

Final guidance for the administration of the funding was issued by U.S. Treasury in January 2022. Staff provided a presentation to Council at the February 8, 2022 work session to review the final rule and eligible use categories. That presentation is attached to this agenda item for reference.

The deadline to expend or obligate CSLFRF funding is December 31, 2024. If projects are obligated by that date, spending may continue to December 31, 2026.

STAFF RECOMMENDATION

Staff recommends that Council consider releasing the ARPA funding for the following CIP Projects:

- T-23-003: Sidewalk Construction - $18,260
- T-23-005: Pedestrian Crossing – Blackwell & Moorhead - $96,236
- T-23-002: Pedestrian Crossing Improvements - $25,000

Service Level / Policy Impact

Since the procurement of goods and services with ARPA funding triggers Uniform Guidance requirements, moving smaller projects back into the General Fund eases the administrative burden, reduces liability of potential non-compliance, and enables the Council to devote ARPA funding towards projects that better align with the intent of the program.

Fiscal Impact

ARPA funds do not require a match of local funds. If funds are not spent or obligated by December 31, 2024, then they must be returned to the U.S. Treasury.

If Council chooses to move these projects into the FY 2023 General Fund operating budget, the balance of ARPA funding left to allocate will be $3,078,598.

Legal Impact

From a regulatory standpoint, the use of ARPA funds requires compliance with the U.S. Treasury Final Rule and Uniform Guidance (2 CFR Part 200) for procurement. The expenditure of this funding triggers annual Single Audit requirements and makes us a subrecipient subject to monitoring by the Commonwealth of Virginia to ensure compliance with all applicable laws and regulations.

ATTACHMENTS

1. ARPA Spending Plan - Project Status Update
2. ARPA Presentation – Project Status Update (October 11, 2022)
3. ARPA Presentation – Final Rule (February 8, 2022)

EXPERIENCE WARRENTON VIRGINIA EST. 1810

Town Council Work Session
ARPA Project Status Update
October 11, 2022

Agenda

- Review funding principles
- Review expenditure and eligible use categories
- Project status update

The American Rescue Plan Act established the Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) to ensure that governments have the resources to:

Support

- Fight the pandemic and support families and businesses struggling with the **public health and economic impacts**

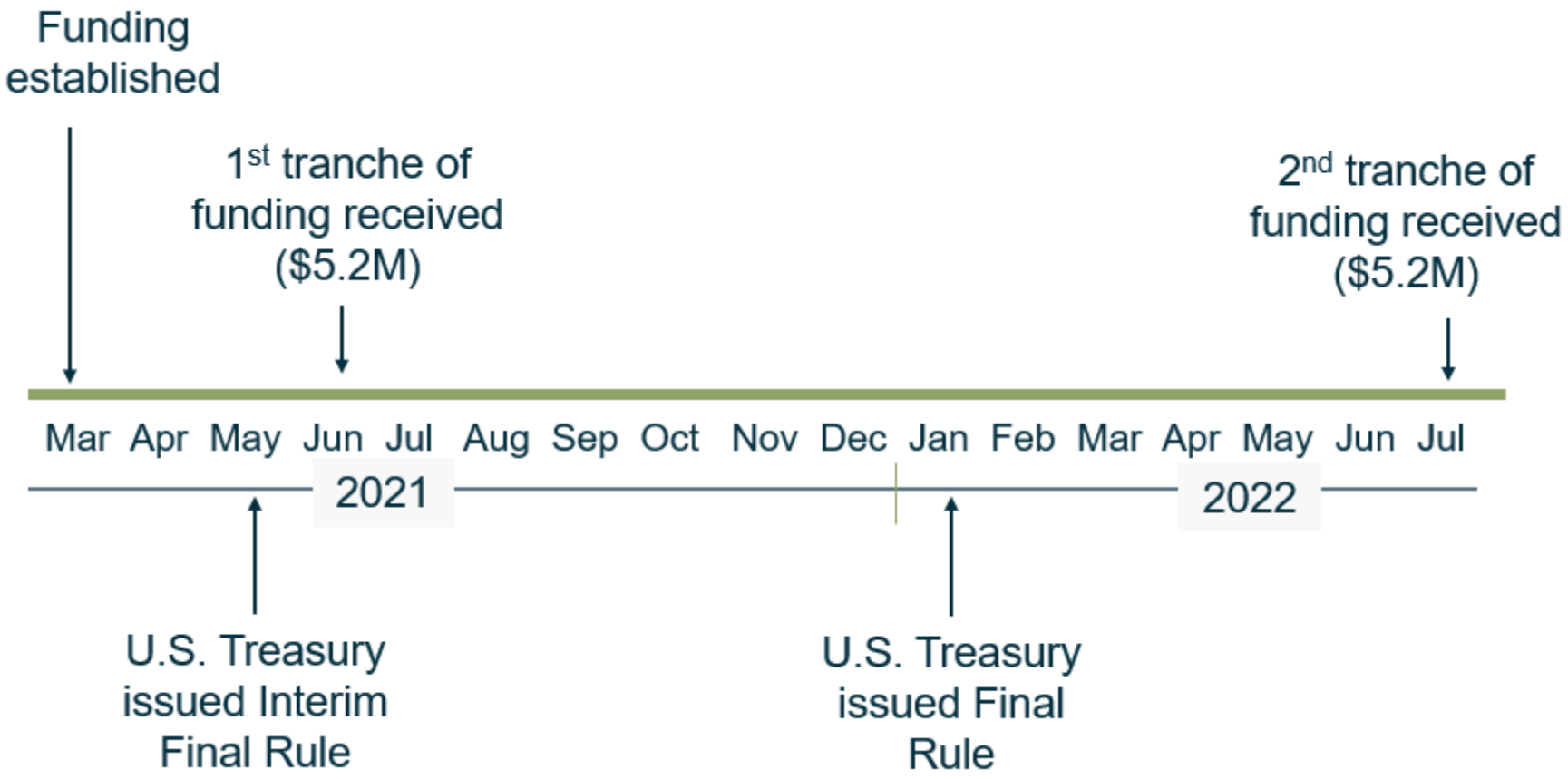
Maintain

- Maintain **vital public services**, even amid declines in revenue

Build

- Build a strong, resilient, and equitable recovery by making **investments that support long-term growth and opportunity**

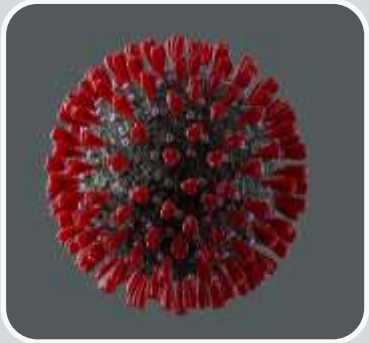
Timeline


Funding established
1st tranche of funding received ($5.2M)
2nd tranche of funding received ($5.2M)
Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul
2021
2022
U.S. Treasury issued Interim Final Rule
U.S. Treasury issued Final Rule

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers

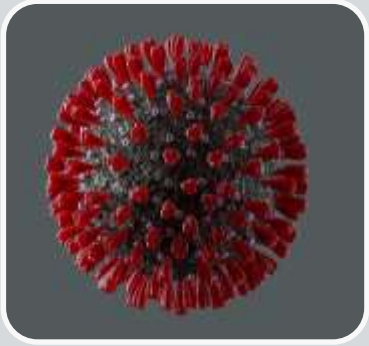


Invest in Water, Sewer, and Broadband Infrastructure

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

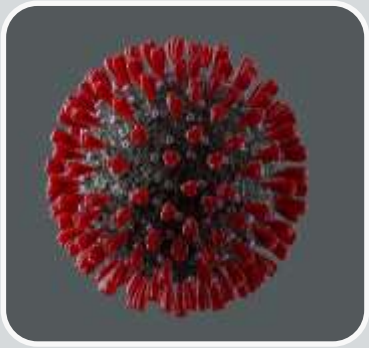
Public Sector Revenue

- Can be used for government services
  - Generally, any service traditionally provided by the government with a few exceptions
- **Standard allowance of up to $10 million**
- Warrenton's total allocation = $10.4M

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

Public Health and Economic Impacts

- Support the Public Health Response
  - COVID-19 Mitigation and Containment
    - Vaccination and testing programs
    - May also include certain capital expenditures, such as medical facilities devoted to COVID-19
  - Medical expenses
    - Expenses to households, medical providers and others
    - Can include unreimbursed expenses for COVID-19 testing or treatment and emergency medical response
  - Behavioral Healthcare
    - Prevention, treatment, harm reduction and recovery services
    - May include certain capital expenditures for behavioral health facilities and equipment
  - Preventing and Responding to Violence
    - Responses to communities that experienced increases in violence, such as community violence intervention programs and enforcement efforts to reduce gun violence

Public Health and Economic Impacts

Assistance to Households

- Impacted
  - low and moderate income
    - **< 300%of FPG ($65,880) or < 65% of AMI ($75,465)**
  - experiencing unemployment or food or housing insecurity
  - **households that qualify for certain federal programs (e.g. – CHIP, CCDF)**

- Disproportionately impacted
  - low income
    - **< 185%of FPG ($40,626) or < 40% of AMI ($46,440)**
  - households in QCTs
  - **households that qualify for certain federal programs (e.g. - TANF, SNAP and others)**

Assistance can include

- Food assistance
- Re-employment and job training
- Rent, mortgage, utility and other forms of assistance
- Home repairs and weatherization
- Financial services – unbanked and underbanked
- Affordable housing development
- Permanent supportive housing
- Childcare, early learning, and learning loss assistance
- Addressing health disparities
- Addressing educational disparities
- Investment in neighborhoods to promote health outcomes
- Improvements to vacant/abandoned property

Public Health and Economic Impacts

Assistance to Small Businesses

- Impacted – experienced decreased revenue or gross receipts, financial insecurity, increased costs
- Small business is generally defined as < 500 employees

Can include

- Loans or grants to mitigate financial hardship
- Technical assistance, counseling or other business support services

Assistance to Non-Profits

- Impacted – experienced decreased revenue, financial insecurity, increased costs, increased need for services that was not compensated

Can include

- Loans or grants to mitigate financial hardship
- Technical or in-kind assistance or other assistance to mitigate negative economic impact

Public Health and Economic Impacts

Aid to Impacted Industries

- Travel, Tourism, or Hospitality sectors
- Other industries if
  - Experienced 8% or greater employment loss
  - Is experiencing comparable or worse economic impacts compared to national travel, tourism, and hospitality sectors as of the date of the Final Rule and the impacts resulted from the COVID-19 public health emergency

Can include

- Aid to mitigate financial hardship, such as supporting payroll costs
- COVID-19 mitigation and infection prevention measures
- Technical assistance, counseling or other services to support business planning

Note: Aid limited to entities operating prior to the pandemic and affected by required closures and other efforts to contain the pandemic

Restore and Bolster Public Sector Capacity

- Payroll and benefits for public safety
  - Limited to the portion of time spent responding to COVID-19
- Government employment
  - Hiring up to 7.5% above pre-pandemic baseline
  - Maintaining compensation levels to prevent layoffs
  - Worker retention incentives, including reasonable increases in compensation
  - Funding for employees who experienced pay reductions or were furloughed
- Effective service delivery
  - Supporting use of evidence, program evaluation, data, and outreach
  - Providing administrative expenses for administration of programs that respond to COVID-19
  - Address administrative needs caused or exacerbated by the pandemic

Public Health and Economic Impacts

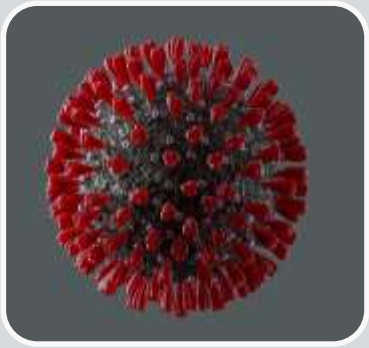
Invest in Capital Expenditures

- Subject to same related and reasonably proportional standard as other uses
- Must include written justification for expenditures > $1M
  - Must explain why project is appropriate and why it is superior to other alternatives
  - Projects > $10M must submit justification to Treasury
- Presumed eligible
  - Testing labs and equipment
  - Emergency operations center and equipment
  - Affordable housing
  - Childcare facilities
- Presumed ineligible
  - New correctional facilities
  - New congregate facilities
  - Convention centers, stadiums, other large capital projects for general economic development or aid to impacted industries

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

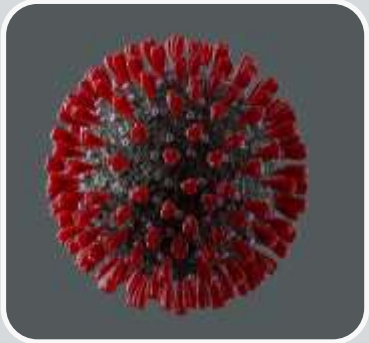
Premium Pay for Essential Workers

- Essential work involves regular in-person interactions or physical handling of items handled by others
- Pay can be flexibly awarded up to $13 per hour in installments or lump sums
  - May not exceed $25,000 for any single worker
  - Workers cannot be exempt from FLSA overtime rules
- Pay must respond to worker needs
  - Serves workers who:
    - Earn at or below 150% of their state or county's average annual wage, **OR**
    - Must provide a written justification of how it meets needs

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

Water, Sewer and Broadband Infrastructure

- Water and Sewer Projects
  - Broad range of allowable costs for necessary investments
  - Final Rule
    - Clean Water Act
    - Drinking Water Act
    - Lead remediation
    - Stormwater infrastructure
    - Residential wells
    - Certain dam and reservoir rehabilitation

Restrictions on Use

- Funds may not be used for:
  - Debt service
  - Replenishing rainy day funds/reserves
  - Satisfaction of a settlement or judgment
  - Deposits into pension funds
  - To offset a tax cut
- Cannot violate Uniform Guidance conflict-of-interest requirements or other applicable laws
- Cannot undermine COVID-19 mitigation practices in line with CDC guidance and recommendations

Match and Cost-Share

- Funds available under the revenue loss category may generally be used for non-federal cost-share or matching requirements of other federal programs
- Funds not available under revenue loss may not be used for non-federal cost-share or matching requirements

Procurement

- Procurement requirements in Uniform Guidance apply to the Funds
  - 2 CFR Part 200 Sections 317-327
  - Emergency procurements are specifically defined
- Cooperative procurements
  - Not prohibited
  - Must have been procured in accordance with requirements in Uniform Guidance
- Davis-Bacon Wage Rate Requirements generally will not apply

Reporting and Audit Impacts

- Quarterly reporting began April 30, 2022
- Requires specific information on projects, expenditures, revenue loss and contracts and subawards over $50,000
- Single Audit
  - Higher risk program
  - Focus on
    - Activities Allowed/Unallowed
    - Allowable Costs/Cost Principles
    - Period of Performance
    - Procurement, Suspension, and Debarment
    - Reporting
    - Subrecipient Monitoring

TOWN OF WARRENTON, VIRGINIA
ARPA SPENDING PLAN - PROJECT STATUS UPDATE

	Project Title	Budget	Expended or Encumbered FY 2022	Expended or Encumbered FY 2023	Budget to be Reallocated	Remaining Balance	Description / Notes
	Appropriated						
1	Financial Coordinator (salary & benefits)	148,119	47,026	19,975		81,118	Support for compliance and reporting; 1 year in FY23 budget, remaining time committed; position begin 1/1/22
2	Assistant Directors (salary & benefits)	154,397		8,540		145,856	Internal promotion; will need to backfill
3	Junior Engineer (salary & benefits)	131,947		-		131,947	Interviews in process
4	Project Coordinator (salary & benefits)	119,406		-		119,406	Position filled, start date of 10/11/22
5	Classification and Compensation Study	50,000	5,000	37,500		7,500	In progress
6	Professional Services	42,350		-		42,350	
7	Fitness Class Live Streaming	5,000		-	(5,000)	-	Not necessary; funding may be reallocated
8	Fuel System	50,000		30,432		19,568	PO Issued; funding balance needed to cover related parts once upgrade is complete
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TOWN OF WARRENTON, VIRGINIA
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	TOTAL COMMITTED	**660,907**	-	-	-	**660,907**	

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Appropriated	**6,798,668**
Committed	**660,907**
Proposed decrease in appropriation	**(134,994)**
Balance available	**$3,078,598**

PROJECT NUMBER: T-23-003 **PROJECT TITLE:** Walkability: Sidewalk Construction

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☑ Transportation & Walkability (T)

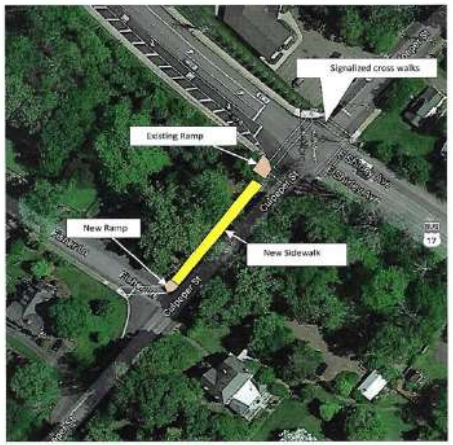
PROGRAM TYPE (check one):

- ☐ CARP
- ☑ CIP

PROGRAM DESCRIPTION

Construction of missing and deteriorated sections of sidewalk at locations in the Town to provide safe pedestrian corridors as follows:
FY23 Culpeper Street sidewalk extension from Fisher Drive to Shirley Avenue - $18,260
FY24 Academy Hill Road sidewalk from High Street to Sterling Court - $158,508
FY25 1st Street sidewalk - $63,600
FY26 2nd Street sidewalk improvement (will require removing loading zone) - $71,280

Culpeper Street Intersection



GOAL ADDRESSED

Plan Warrenton 2040 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.

PROJECT NUMBER: T-23-005 **PROJECT TITLE:** Walkability Pedestrian Crossing - Blackwell Rd. & Moorhead

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☑ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☐ CARP
- ☑ CIP

PROGRAM DESCRIPTION

As a follow-up to the Walkability Audit, improve the safety of pedestrians crossing the busy traffic along Blackwell Road. The existing crossing needs to be engineered and improved, including additional signage for improved visibility and warning of the crossing.



GOAL ADDRESSED

Plan Warrenton 2040 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.

PROJECT NUMBER: T-23-007 **PROJECT TITLE:** Walkability Ped. Crossing Improvements- Greenway at Falmouth

CATEGORY (check one):

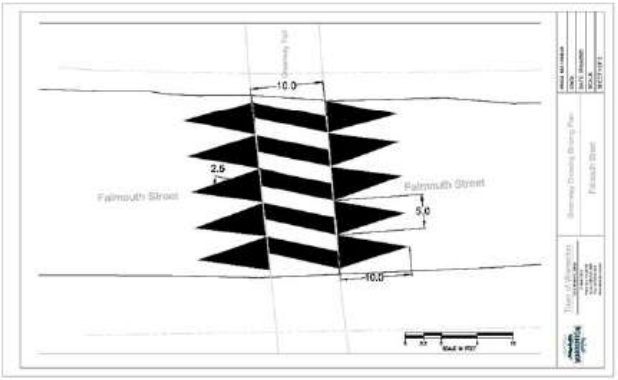
- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☑ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☐ CARP
- ☑ CIP

PROGRAM DESCRIPTION

As a follow-up to the Walkability Audit, improve pedestrian crossings throughout Town on an ongoing basis. This program also includes ongoing monitoring and improvements of all crosswalks in Town.



GOAL ADDRESSED

Plan Warrenton 2040 P-2.3: Build connectivity improvements for sidewalks, shared roadways, and trails, including improving access and use of the Greenway Trail. T-2.1: Implement the 5 C's of a walkable community: Connected, Comfortable, Convenient, Convivial, and Conspicuous.

PROJECT NUMBER: T-23-002 **PROJECT TITLE:** Waterloo Speed/Safety Improvements

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☑ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☐ CARP
- ☑ CIP

PROGRAM DESCRIPTION

Waterloo Street is part of the Walkability Audit analysis to address speeding and safety along the residential corridor. As data collection and assessments continue, next steps are to survey the entire corridor, add vertical treatments, and engineer drainage. Then, as data states what is needed to meet the goals, install next set of safety improvements. Community engagement will continue to be part of the solution process.



GOAL ADDRESSED

Plan Warrenton 2040 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.

PROJECT NUMBER: T-23-004 **PROJECT TITLE:** Timber Fence Trailway

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☑ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☐ CARP
- ☑ CIP

PROGRAM DESCRIPTION

Permitting and construction of Timber Fence Trail, which has been designed and approved in two phases, of which the first phase is complete. This project includes the connectivity of pedestrian access from the northwestern end of the town to Waterloo Road, the High School, and the WARF. It is a cooperative project between Fauquier County, VDOT, and the Federal Highway Administration for which the County and Town share 20% of the costs and the State and Federal Government cover 80%.



GOAL ADDRESSED

Plan Warrenton 2040 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. T-4.1: Coordinate the construction of sidewalk and trail connection projects as part of new redevelopment plans.

PROJECT NUMBER: R-23-001 **PROJECT TITLE:** ADA Playground Replacements

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☑ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☐ CARP
- ☑ CIP

PROGRAM DESCRIPTION

Replace current playground structures in parks with ADA compliant structures.FY23- Sam Tarr Park, FY24- Eva Walker Park, FY24- WARF (Fun for All), FY25- Rady Park.



GOAL ADDRESSED

Plan Warrenton 2040 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-1.5: Encourage the use of community facilities and grounds for community events and public functions. CF-1.10: Implement infrastructure improvements that benefit county-owned community facilities.

PROJECT NUMBER: G-23-003 **PROJECT TITLE:** Fleet Management Vehicle: Leaf Machine

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☑ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

Scheduled fleet replacements per the adopted fleet replacement plan. The FY23 replacement program has continued with the FY22 re-evaluation and operating efficiencies and increased utilization in mind. All the fleet management vehicles are a continuation of vehicles that were re-evaluated during the COVID - 19 pandemic.
Leaf Vacuum Machine: Replacement of a 2005 ODB LCT600 Leaf collection unit and the addition of one 14' hook mounted leaf collection box.



GOAL ADDRESSED

Plan Warrenton 2040 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-1.6: Provide efficient, right-sized community facilities that meet identified levels of service.

PROJECT NUMBER: G-23-004 **PROJECT TITLE:** Fleet Management Vehicle: Salt Spreaders

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☑ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

Scheduled fleet replacements per the adopted fleet replacement plan. The FY23 replacement program has continued with the FY22 re-evaluation and operating efficiencies and increased utilization in mind. All the fleet management vehicles are a continuation of vehicles that were re-evaluated during the COVID - 19 pandemic. Salt Spreaders: Replacement of two salt spreaders from the 80's. Both units were held to serve on the new hook combination trucks until the projects could be completed and the correct spreader sizes determined. The spreaders will be the same model that was purchased in years past.



GOAL ADDRESSED

Plan Warrenton 2040 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-1.6: Provide efficient, right-sized community facilities that meet identified levels of service.

PROJECT NUMBER: G-23-005 **PROJECT TITLE:** HVAC Replacement

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☑ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

HVAC study & subsequent partial replacement of multiple HVAC systems at the Police Department. The department has eight (8) units that were installed in 2002. All of these units are at/or beyond the end of their useful life. The building struggles with HVAC issues on a frequent basis. A study will need to be conducted to analyze the systems and their application. The building has frequent humidity problems that are contributing to the HVAC issues.



GOAL ADDRESSED

Plan Warrenton 2040 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.

PROJECT NUMBER: P-23-001 **PROJECT TITLE:** Fleet Management Vehicle: Police

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☑ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

Scheduled fleet replacements per the adopted fleet replacement plan. The FY23 replacement program has continued with the FY22 re-evaluation and operating efficiencies and increased utilization in mind. All the fleet management vehicles are a continuation of vehicles that were re-evaluated during the COVID - 19 pandemic.

Police Vehicles: Purchase of two hybrid police explorer units. These units would be assigned to the patrol division.



GOAL ADDRESSED

Plan Warrenton 2040 CF-2.4: Identify and provide new substation and public safety facilities as new development/redevelopment occurs. CF-1.6: Provide efficient, right-sized community facilities that meet identified levels of service.

PROJECT NUMBER: R-23-002 **PROJECT TITLE:** Fitness and Studio Floor Replacement

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☐ General Government (G)
- ☐ Public Safety (P)
- ☑ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

Replacement of the original floors within the fitness center and studio at the WARF.



GOAL ADDRESSED

Plan Warrenton 2040 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-1.5: Encourage the use of community facilities and grounds for community events and public functions. CF-1.10: Implement infrastructure improvements that benefit county-owned community facilities.

PROJECT NUMBER: R-23-003 **PROJECT TITLE:** Fitness Equipment Replacement

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☑ General Government (G)
- ☐ Public Safety (P)
- ☑ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

FY23: Replace weight training equipment, replace two treadmills, refurbish two treadmills.

FY24: Replace 14 spin bikes, replace 24 computers for spin bikes.

FY25: Replace 12 spin bikes, replace 2 treadmills, refurbish 2 treadmills.



GOAL ADDRESSED

Plan Warrenton 2040 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-1.5: Encourage the use of community facilities and grounds for community events and public functions. CF-1.10: Implement infrastructure improvements that benefit county-owned community facilities.

PROJECT NUMBER: T-23-008 **PROJECT TITLE:** Traffic Light Updates

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☑ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

Replacement of hardware and components of the Traffic Signal System within the town. This project would ensure the success of our aging traffic signal network. There may be an opportunity for fiber integration into the traffic boxes with updates of hardware. The budget is formed based on an annual 3.5% of the $90,000 in hardware that each traffic box houses. The lights in the system are: Blackwell Rd, North Hill Dr, Fletcher Dr, Branch Dr, Rt. 17 & Winchester St, Rt. 211, Van Roijen, Carriage House, Culpeper St.



GOAL ADDRESSED

Plan Warrenton 2040 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.

PROJECT NUMBER: G-23-002 **PROJECT TITLE:** Fleet Management Vehicle: Refuse Trucks

CATEGORY (check one):

- ☐ Economic Development & Tourism (E)
- ☑ General Government (G)
- ☐ Public Safety (P)
- ☐ Recreation & Quality of Life (R)
- ☐ Stormwater & Utilities (U)
- ☐ Transportation & Walkability (T)

PROGRAM TYPE (check one):

- ☑ CARP
- ☐ CIP

PROGRAM DESCRIPTION

Scheduled fleet replacements per the adopted fleet replacement plan. The FY23 replacement program has continued with the FY22 re-evaluation and operating efficiencies and increased utilization in mind. All the fleet management vehicles are a continuation of vehicles that were re-evaluated during the COVID - 19 pandemic.
Refuse Trucks: Replacement of a 2005 Freightliner M2 106 with 20,000+ hours and a 2007 International Durastar with 17,366 hours and 119,000 miles. Both of these units are well beyond their service life and consistently are OOS for repairs. This will be a transition to the new style semi automated units.



GOAL ADDRESSED

Plan Warrenton 2040 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-1.6: Provide efficient, right-sized community facilities that meet identified levels of service.

Town Council Work Session

ARPA Update – Review of Final Rule

February 8, 2022

Agenda

- Review funding principles
- Review expenditure and eligible use categories
- Review changes resulting from Final Rule
- Review of current allocation
- Next steps…

The American Rescue Plan Act established the Coronavirus State and Local Fiscal Recovery Funds (CSLFRF) to ensure that governments have the resources to:

Support

Fight the pandemic and support families and businesses struggling with the **public health and economic impacts**

Maintain

Maintain **vital public services**, even amid declines in revenue

Build

Build a strong, resilient, and equitable recovery by making **investments that support long-term growth and opportunity**

Timeline

- CSLFRF funded March 2021
- Interim Final Rule issued in May 2021
- First tranche received June 30, 2021
- Final Rule issued January 2022
  - Effective April 1, 2022
  - Can operate under final rule now
- Second tranche to be received June 30, 2022

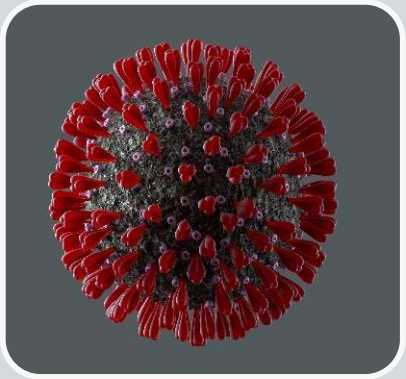
Expenditure Categories

1: Public Health	
1.1	COVID-19 Vaccination ^
1.2	COVID-19 Testing ^
1.3	COVID-19 Contact Tracing
1.4	Prevention in Congregate Settings (Nursing Homes, Prisons/Jails, Dense Work Sites, Schools, etc.)*
1.5	Personal Protective Equipment
1.6	Medical Expenses (including Alternative Care Facilities)
1.7	Capital Investments or Physical Plant Changes to Public Facilities that respond to the COVID-19 public health emergency
1.8	Other COVID-19 Public Health Expenses (including Communications, Enforcement, Isolation/Quarantine)
1.9	Payroll Costs for Public Health, Safety, and Other Public Sector Staff Responding to COVID-19
1.10	Mental Health Services*
1.11	Substance Use Services*
1.12	Other Public Health Services
2: Negative Economic Impacts	
2.1	Household Assistance: Food Programs* ^
2.2	Household Assistance: Rent, Mortgage, and Utility Aid* ^
2.3	Household Assistance: Cash Transfers* ^
2.4	Household Assistance: Internet Access Programs* ^
2.5	Household Assistance: Eviction Prevention* ^
2.6	Unemployment Benefits or Cash Assistance to Unemployed Workers*
2.7	Job Training Assistance (e.g., Sectoral job-training, Subsidized Employment, Employment Supports or Incentives)* ^
2.8	Contributions to UI Trust Funds
2.9	Small Business Economic Assistance (General)* ^
2.10	Aid to Nonprofit Organizations*
2.11	Aid to Tourism, Travel, or Hospitality
2.12	Aid to Other Impacted Industries
2.13	Other Economic Support* ^
2.14	Rehiring Public Sector Staff
3: Services to Disproportionately Impacted Communities	
3.1	Education Assistance: Early Learning* ^
3.2	Education Assistance: Aid to High-Poverty Districts ^
3.3	Education Assistance: Academic Services* ^
3.4	Education Assistance: Social, Emotional, and Mental Health Services* ^
3.5	Education Assistance: Other* ^
3.6	Healthy Childhood Environments: Child Care* ^
3.7	Healthy Childhood Environments: Home Visiting* ^
3.8	Healthy Childhood Environments: Services to Foster Youth or Families Involved in Child Welfare System* ^
3.9	Healthy Childhood Environments: Other* ^
3.10	Housing Support: Affordable Housing* ^
3.11	Housing Support: Services for Unhoused Persons* ^
3.12	Housing Support: Other Housing Assistance* ^
3.13	Social Determinants of Health: Other* ^
3.14	Social Determinants of Health: Community Health Workers or Benefits Navigators* ^
3.15	Social Determinants of Health: Lead Remediation ^
3.16	Social Determinants of Health: Community Violence Interventions* ^
4: Premium Pay	
4.1	Public Sector Employees
4.2	Private Sector: Grants to Other Employers
5: Infrastructure[24]	
5.1	Clean Water: Centralized Wastewater Treatment
5.2	Clean Water: Centralized Wastewater Collection and Conveyance
5.3	Clean Water: Decentralized Wastewater
5.4	Clean Water: Combined Sewer Overflows
5.5	Clean Water: Other Sewer Infrastructure
5.6	Clean Water: Stormwater
5.7	Clean Water: Energy Conservation
5.8	Clean Water: Water Conservation
5.9	Clean Water: Nonpoint Source
5.10	Drinking water: Treatment
5.11	Drinking water: Transmission & Distribution
5.12	Drinking water: Transmission & Distribution: Lead Remediation
5.13	Drinking water: Source
5.14	Drinking water: Storage
5.15	Drinking water: Other water infrastructure
5.16	Broadband: "Last Mile" projects
5.17	Broadband: Other projects
6: Revenue Replacement	
6.1	Provision of Government Services
7: Administrative	
7.1	Administrative Expenses
7.2	Evaluation and Data Analysis
7.3	Transfers to Other Units of Government
7.4	Transfers to Non-entitlement Units (States and territories only)

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers

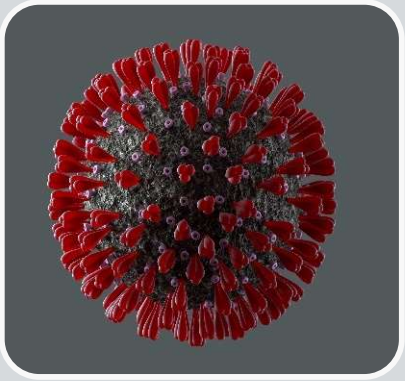


Invest in Water, Sewer, and Broadband Infrastructure

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

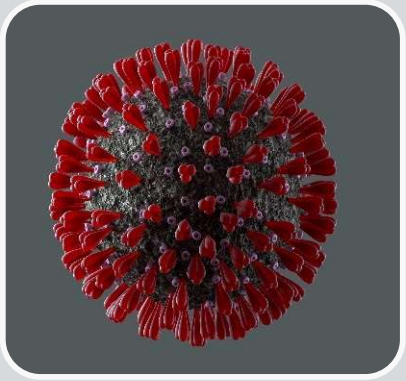
Public Sector Revenue

- Under IFR, had to calculate loss on a calendar year basis
  - Our original calculation was $3.8M
- **Standard allowance of up to $10 million**
- Can be used for government services
  - Generally, any service traditionally provided by the government with a few exceptions
- Warrenton's total allocation = $10.4M

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

Public Health and Economic Impacts

- Support the Public Health Response
  - COVID-19 Mitigation and Containment
    - Vaccination and testing programs
    - May also include certain capital expenditures, such as medical facilities devoted to COVID-19
  - Medical expenses
    - Expenses to households, medical providers and others
    - Can include unreimbursed expenses for COVID-19 testing or treatment and emergency medical response
  - Behavioral Healthcare
    - Prevention, treatment, harm reduction and recovery services
    - May include certain capital expenditures for behavioral health facilities and equipment
  - Preventing and Responding to Violence
    - Responses to communities that experienced increases in violence, such as community violence intervention programs and enforcement efforts to reduce gun violence

Public Health and Economic Impacts

Assistance to Households

- Impacted
  - low and moderate income
    - **< 300%of FPG ($65,880) or < 65% of AMI ($75,465)**
  - experiencing unemployment or food or housing insecurity
  - **households that qualify for certain federal programs (e.g. – CHIP, CCDF)**

- Disproportionately impacted
  - low income
    - **< 185%of FPG ($40,626) or < 40% of AMI ($46,440)**
  - households in QCTs
  - **households that qualify for certain federal programs (e.g. - TANF, SNAP and others)**

Assistance can include

- Food assistance
- Re-employment and job training
- Rent, mortgage, utility and other forms of assistance
- Home repairs and weatherization
- Financial services – unbanked and underbanked
- Affordable housing development
- Permanent supportive housing
- Childcare, early learning, and learning loss assistance
- Addressing health disparities
- Addressing educational disparities

- Investment in neighborhoods to promote health outcomes
- Improvements to vacant/abandoned property

Public Health and Economic Impacts

Assistance to Small Businesses

- Impacted – experienced decreased revenue or gross receipts, financial insecurity, increased costs
- Small business is generally defined as < 500 employees

Can include

- Loans or grants to mitigate financial hardship
- Technical assistance, counseling or other business support services

Assistance to Non-Profits

- Impacted – experienced decreased revenue, financial insecurity, increased costs, increased need for services that was not compensated

Can include

- Loans or grants to mitigate financial hardship
- Technical or in-kind assistance or other assistance to mitigate negative economic impact

Public Health and Economic Impacts

Aid to Impacted Industries

- Travel, Tourism, or Hospitality sectors
- Other industries if
  - Experienced 8% or greater employment loss
  - Is experiencing comparable or worse economic impacts compared to national travel, tourism, and hospitality sectors as of the date of the Final Rule and the impacts resulted from the COVID-19 public health emergency

Can include

- Aid to mitigate financial hardship, such as supporting payroll costs
- COVID-19 mitigation and infection prevention measures
- Technical assistance, counseling or other services to support business planning

Note: Aid limited to entities operating prior to the pandemic and affected by required closures and other efforts to contain the pandemic

Restore and Bolster Public Sector Capacity

- Payroll and benefits for public safety
  - Limited to the portion of time spent responding to COVID-19
- Government employment
  - Hiring up to 7.5% above pre-pandemic baseline
  - Maintaining compensation levels to prevent layoffs
  - Worker retention incentives, including reasonable increases in compensation
  - Funding for employees who experienced pay reductions or were furloughed
- Effective service delivery
  - Supporting use of evidence, program evaluation, data, and outreach
  - Providing administrative expenses for administration of programs that respond to COVID-19
  - Address administrative needs caused or exacerbated by the pandemic

Public Health and Economic Impacts

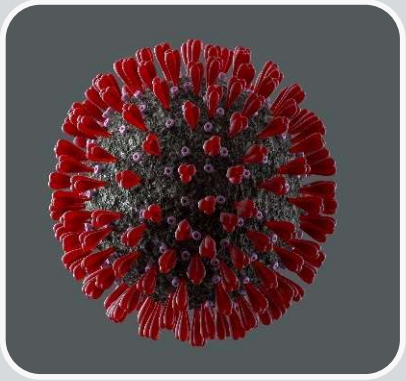
Invest in Capital Expenditures

- Subject to same related and reasonably proportional standard as other uses
- Must include written justification for expenditures > $1M
  - Must explain why project is appropriate and why it is superior to other alternatives
  - Projects > $10M must submit justification to Treasury
- Presumed eligible
  - Testing labs and equipment
  - Emergency operations center and equipment
  - Affordable housing
  - Childcare facilities
- Presumed ineligible
  - New correctional facilities
  - New congregate facilities
  - Convention centers, stadiums, other large capital projects for general economic development or aid to impacted industries

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

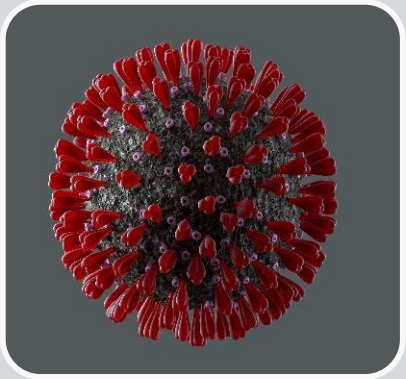
Premium Pay for Essential Workers

- Essential work involves regular in-person interactions or physical handling of items handled by others
- Pay can be flexibly awarded up to $13 per hour in installments or lump sums
  - May not exceed $25,000 for any single worker
  - Workers cannot be exempt from FLSA overtime rules
- Pay must respond to worker needs
  - Serves workers who:
    - Earn at or below 150% of their state or county's average annual wage, **OR**
    - Must provide a written justification of how it meets needs

Eligible Use Categories



Replace Lost Public Sector Revenue



Support the COVID-19 Public Health and Economic Response



Provide Premium Pay for Eligible Essential Workers



Invest in Water, Sewer, and Broadband Infrastructure

Water, Sewer and Broadband Infrastructure

- Water and Sewer Projects
  - Broad range of allowable costs for necessary investments
  - Under IFR, qualifying projects were those allowable under Clean Water and Drinking Water Acts
  - Final Rule
    - Clean Water Act
    - Drinking Water Act
    - Lead remediation
    - Stormwater infrastructure
    - Residential wells
    - Certain dam and reservoir rehabilitation

Restrictions on Use

- Funds may not be used for:
  - Debt service
  - Replenishing rainy day funds/reserves
  - Satisfaction of a settlement or judgment
  - Deposits into pension funds
  - To offset a tax cut
- Cannot violate Uniform Guidance conflict-of-interest requirements or other applicable laws
- Cannot undermine COVID-19 mitigation practices in line with CDC guidance and recommendations

Match and Cost-Share

- Funds available under the revenue loss category may generally be used for non-federal cost-share or matching requirements of other federal programs
- Funds not available under revenue loss may not be used for non-federal cost-share or matching requirements

Procurement

- Procurement requirements in Uniform Guidance apply to the Funds
  - 2 CFR Part 200 Sections 317-327
  - Emergency procurements are specifically defined
- Cooperative procurements
  - Not prohibited
  - Must have been procured in accordance with requirements in Uniform Guidance
- Davis-Bacon Wage Rate Requirements generally will not apply

Reporting and Audit Impacts

- Quarterly reporting begins April 30, 2022
- Requires specific information on projects, expenditures, revenue loss and contracts and subawards over $50,000
- Single Audit
  - Higher risk program
  - Focus on
    - Activities Allowed/Unallowed
    - Allowable Costs/Cost Principles
    - Period of Performance
    - Procurement, Suspension, and Debarment
    - Reporting
    - Subrecipient Monitoring

Spending Plan

DESCRIPTION	AMOUNT	NOTES
Sidewalk Construction	$18,260	CIP T-23-003
Pedestrian Crossing – Blackwell & Moorhead	96,236	CIP T-23-004
Pedestrian Crossing Improvements	25,000	CIP T-23-005
Waterloo Speed/Safety Improvements	70,200	CIP T-23-006
Compensation Study	50,000	estimate
Administrative	312,000	3-year period
Semi-automated Refuse Trucks	**597,374**	
Water and Sewer Projects – HOLD	**4,000,000**	**Under review**
Parks and Recreation Projects - HOLD	**2,000,000**	
TOTAL PROPOSED	**$7,169,070**	

Spending Plan

Balance of $3,234,110 to allocate

- **Support**
  - Affordable Housing
  - Economic Support
    - Travel, Tourism, and Hospitality
    - Other impacted sectors
- **Maintain**
  - Premium Pay
    - initial estimate based on different scenarios of $300,000 - $400,000
- **Build**
  - Updated CIP to be reviewed in context of Water and Sewer Rate Study and General Fund model

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Tri-Party Agreement Amendment for Warrenton Shopping Center
Requested Action:	Hold the Work Session
Department / Agency Lead:	Community Development
Staff Lead:	Rob Walton

EXECUTIVE SUMMARY

The Town has received a request from the Morgan Companies to amend the tri-party agreement to allow the Town to provide public water and public sewer service to PIN#'s 6995-23-0001-000 and 6995-23-3305-000. The properties are located within the County and within the Warrenton Service District limits. Parcels within the service district limits who wish to be served by Towns public utilities must receive approval from the Town, Fauquier County, and the Fauquier County Water and Sanitation Authority (WSA).

The parcels are located on the northwest side of Lee Highway just north of the Lee Highway/Dumfries Road/Colonial Road intersection. The adjoining property to the west is the Chestnut Forks tennis club. The combined area of the two parcels total 17.5869 acres.

BACKGROUND

Fauquier County received a pre-application meeting request for a number of applications on the properties. The request would be for a Comprehensive Plan Amendment, Rezoning, and Special Exceptions to allow a grocery store, convenience store with gas pumps, coffee shop, fast food eating establishment, and retail shops.

The water demand for each use are as follows:

- Grocery Anchor – 3,000 gpd
- Retail Shops – 2,000 gpd
- Coffee Shop – 2,000 gpd
- Convenience Store w/ gas pumps – 2,500 gpd
- Fast Food Eating Establishment – 2,500 gpd

Total – 12,000 gpd

Town utilities exist across Colonial Road within the residential subdivision. The developer will be responsible to extend the connections to the proposed parcels. The WSA has confirmed that they are not able to provide the requested services per the letter received from Leming and Healy, P.C. on September 26, 2022. Should the Town Council decide to agree to provide public and public sewer

service to the parcels, the applicant will still need to obtain approval from Fauquier County and the WSA in order to amend the tri-party agreement.

STAFF RECOMMENDATION

Conduct the work session decide whether to amend the tri-party agreement. A Resolution can be placed on the agenda for the Regular Meeting.

Service Level / Policy Impact

The Town would provide the development with approximately 12,000 gallons of public water and public sewer service per day. The parcels are located outside of the Town limits, but within the Warrenton Service District boundary. The parcels are not currently included in the tri-party agreement. The adopted Plan Warrenton 2040 speaks to Policies & Strategies in relation to increasing the employment base to allow residents to live and work in Warrenton (pg. 51). The proposed development would increase the number of local jobs available for citizens. In addition, Policy & Strategy CF-4.5 recommends, "evaluating and updating 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" (pg. 22).

Fiscal Impact

The Town would charge connection fees based on the service required for the overall site. As these are not provided at this time, we provide the following as estimates:

- For 2-inch service: Water = $118,800.00; Sewer = $ 259,200.00; Combined = $378,000.00; plus, meters (5) @ $910.00 ea. = $4,550.00 Total for 2-inch service = $382,550.00.
- For 3-inch service: Water = $259,875.00; Sewer = $ 567,000.00; Combined = $826,875; plus, meters (5) @ $910.00 ea. = $4,550.00 Total for 3-inch service = $831,425.00.
- For 4-inch service: Water = $467,775.00; Sewer = $ 1,020,600.00; Combined = $1,488,375.00; plus, meters (5) @ $910.00 ea. = $4,550.00 Total for 4-inch service = $1,492,925.00.

In addition, monthly usage fees would be assessed based on meter size as follows:

- 2-inch meter: Water = $77.16; Sewer = $227.88; Total = $227.88 for the first 2,000 gallons; $25.81 for each 1,000 gallons after.
- 3-inch meter: Water = $168.79; Sewer = $329.70; Total = $498.49 for the first 2,000 gallons; $25.81 for each 1,000 gallons after.
- 4-inch meter: Water = $303.82; Sewer = $593.46; Total = $897.28 for the first 2,000 gallons; $25.81 for each 1,000 gallons after.

There are currently 11 projects for the WWTP, totaling $21,975,000.00, and 4 projects at he WTP, totaling $7,445.000.00, included in the adopted FY 2023-2028 CIP to support current and future customers.

Legal Impact

Providing service to this project will require an amendment to the tri-party agreement. Amending the tri-party agreement creates an obligation from the Town to provide public utilities. Careful consideration should be given to future uses should the parcels redevelop. Uses that create the need for large amounts of water, or sewage treatment, should be carefully considered. Uses such as car washes and beverage manufacturing tend to be high users of water. The Town will need to work with the County staff during the processing of the Comprehensive Plan Amendment, Rezoning, and Special Exception applications to ensure certain uses are restricted.

Timing

The applicant has requested the Town consider a request for utility service at it's October 11, 2022, Town Council meeting.

Water and Sewer Capacity

The Water Treatment Plant (WTP) is currently functioning at 40% capacity. The WTP and wells are producing 1.6 mgd on average operating 14 hours per day. All in all, the water plant is operating well and can handle additional accounts with limited stress on the system. Reports indicate that the sewage treatment plant processes approximately 1.8 mgd to 2.0 mgd on average. The current DEQ permit allows the Town to treat 2.5 mgd of sewage effluent; however, the treatment should be limited to ninety percent (95%) of the 2.375 mgd cap. This allows for an expected treatment capacity of 2.375 mgd.

Based on existing capacities and projected economic growth and planned capital improvement projects there is sufficient capacity in both the water and sewer systems to serve the project.

ATTACHMENTS

1. Request for Water and Sewer Service
2. Aerial Map
3. Concept Plan
4. Utility Locations
5. Water Demand Estimate

Law Offices
LEMING AND HEALY P.C.
P. O. BOX 445
GARRISONVILLE, VA 22463

H. CLARK LEMING
PATRICIA A. HEALY
PETER R. BASANTI

(540) 659-5155
FAX (540) 659-1651
Email: lemingandhealy1@msn.com

September 26, 2022

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

Christopher Martino
Interim Town Manager
Town of Warrenton
P.O. Box 341
Warrenton, VA 20188

RE: **Warrenton Shopping Center; Request for Water and Sewer Service; PIN 6995-23-0001-000 and PIN 6995-23-3305-000, Fauquier County; October 11, 2022 Town Council Meeting**

Dear Mr. Martino:

I am writing to you on behalf of The Morgan Companies ("Morgan"), a long-established regional development company with numerous projects in primarily the southeastern United States, to request that the Town of Warrenton provide water and sewer services to the proposed project described below.

As you probably know, Morgan proposes to develop a Publix anchored shopping center with nearly 100,000 square feet of retail and restaurant uses. (Attached as Exhibit A is an overview of the project, the Morgan Companies, its leadership, and the Publix company.) Fauquier County is supportive of the project but cannot provide water and sewer services in this area of the County through its Water and Sanitation Authority. As a result, the ability to proceed with this project is for the foreseeable future dependent on the Town's ability to provide water and sewer services. According to Publix, the anticipated store sales are as follows: $24,362,000 annually, with another $490.000 annually for freshly prepared foods.

Although we recognize the Town, as with any growing community, has competing water and sewer demands, we are hopeful the Town's Utility Department will be able to accommodate this important project so that it can move forward. To that end, it is our understanding that the extension of services to this project has been placed on the Town Council's agenda for the October 11, 2022 Council meeting, contingent on the provision of documentation of anticipated water demand.

To that end, and attached as Exhibit B to this letter, is a Memorandum from the Timmons Group to the County's Chief of Planning, Adam Shellenberger, providing estimated water demand for each of the prospective uses, including the grocery anchor. The Memorandum includes a Conceptual Layout of the Center. The planning issues, including zoning,

comprehensive plan amendment, access, traffic, parking, buffers and stormwater management are being handled by the County's planning staff and applications will be filed by Morgan once it is clear that water and sewer services can be provided by the Town. Morgan recognizes that the Tri-Party Agreement for the provision of utility services by the Town to areas within the County will need to be amended to implement this service.

We have requested confirmation from the Fauquier County Water and Sanitation Authority that it is unable to provide the requested services, which should be provided to the Town well before the October 11, 2022 Council Meeting. Please advise if you require additional information or clarification. Representatives of Morgan will attend the October 11 Council Meeting, so please confirm that this matter will be placed on the Council's agenda.

Yours very truly,

H. Clark Leming

cc: Adam Shellenberger
Benjamin R. Shoemaker
Frank Cassidy
Jeff Surrency
Trey Morgan


SURRY CT
AIRLIE RD
NEWHOPE LN
AIRLIE RD
AIRLIE RD
LEE HWY
SURRY CT
CHESTNUT CT
COLONIAL RD
LEE HWY
LEE HWY
WESTPOINTE LN
CHESTNUT CT
COLONIAL RD
MOSBY DR
DUMFRIES RD
LEE HWY
LEE HWY

EXHIBIT 1 - WARRENTON SHOPPING CENTER

Conceptual Layout - Fauquier County, VA - March 29, 2022

SCALE 1"=50'

0 50' 100'

TIMMONS GROUP

YOUR VISION ACHIEVED THROUGH OURS

Lee Hwy North of Warrenton



TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

1054 31st Street, NW
Suite 115
Washington, DC 20007

www.timmons.com

MEMORANDUM

TO: Mr. Adam Shellenberger
Town of Warrenton

FROM: Tessa C. Phillips, PE
Project Manager
Timmons Group

DATE: September 23, 2022

RE: Warrenton Shopping Center – Water Service Request

Mr. Shellenberger,

The purpose of this memo is to request water service from the Town of Warrenton for a proposed new development located at the intersection of Lee Highway (US 29/15) and Colonial Road (Rte 605) in Fauquier County, Virginia. The development site is currently comprised of two parcels totaling 17.58 acres and zoned Residential-R-4 with a Community Business District Overlay. The site is anticipated to be rezoned to C-2 - Commercial Highway and subdivided into four parcels. These four parcels will include the following uses: grocery store, retail, restaurants, fast food, coffee shop, and gas station. See attached Exhibit 1 for site layout. The water demand estimated for these uses, based on data gathered from operating business of similar or same uses, is 12,000 GPD. See table below for data break down.

	Use[2]	SF	Water Demand (GPD)[1]
Grocery Anchor	Publix	48,387	3,000
Retail Shops	Retail/Restaurants	16,000	2,000
Outparcel #1	Coffee Shop	7,250	2,000
Outparcel #2	Sheetz	13,900	2,500
Outparcel #3	Fast Food	10,000	2,500

NOTES:
1. Water Demand proposed is based on actual data from currently operating businesses of similar or same uses.
2. Final tenants to be determined at future date. Brands provided for comparison purposes only.

For comments or questions, I can be reached at Tessa.phillips@timmons.com or 402-591-0297.

EXPERIENCE

WARRENTON

VIRGINIA

EST. 1810

Town Council
Tri-Party Agreement
Amendment Request
October 11, 2022

Request

Warrenton Shopping Center

- PINs 6995-23-3305-000 and 6995-23-0001-000
- **Applicant:** Morgan Companies
- **County Zoning:** R-4 (Residential)
- 17.58 acres (Combined)

Location



Proposal

- Commercial Center:
  - 48,387 s.f. Grocery Store
  - 16,000 s.f. Retail Shops
  - 7,250 s.f. Coffee Shop
  - 10,000 s.f. Fast Food Eating Establishment
  - 13,900 s.f. Convenience Store with Gas Pumps

- Water Demand:
  - Grocery Store (3,000 gpd)
  - Retail Shops (2,000 gpd)
  - Coffee Shop (2,000 gpd)
  - Fast Food Eating Establishment (2,500 gpd)
  - Convenience Store with Gas Pumps (2,500 gpd)

Concept Plan

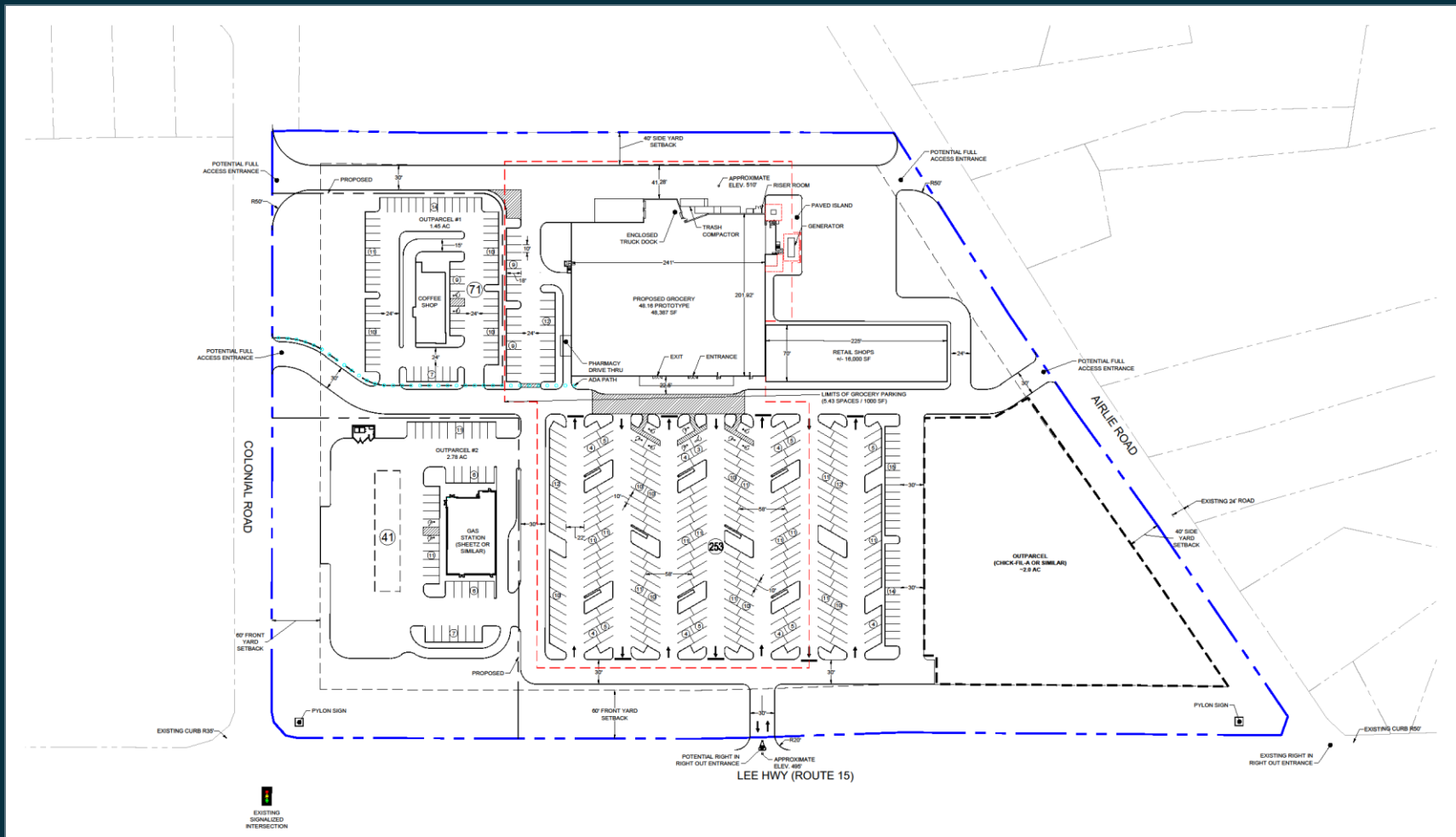


EXHIBIT 1 - WARRENTON SHOPPING CENTER

Conceptual Layout - Fauquier County, VA - March 29, 2022

SCALE 1"=50'

TIMMONS GROUP
YOUR VISION ACHIEVED THROUGH OURS.

Next Steps

- Make a decision to amend the Tri-Party Agreement
- Pass a Resolution to update the Agreement if in favor

EXPERIENCE

WARRENTON

VIRGINIA

EST. 1810

Town Council
Tri-Party Agreement
Amendment Request
October 11, 2022

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	**October 11, 2022**
Agenda Title:	**Appointments to Planning Commission**
Requested Action:	**Appointment of Planning Commission Members**
Department / Agency Lead:	**Town Manager**
Staff Lead:	**Christopher E. Martino**

EXECUTIVE SUMMARY

On September 26th, 2022, the Chair of the Planning Commission, Susan Rae Helander, sent a letter to the Mayor and Town Council informing them of the end of the terms for Planning Commission members Susan Rae Helander and Ali Zarabi. The letter also informed Council that Gerald Johnston would be moving out of Town this fall and would no longer be able to serve on the Planning Commission. The Town's Bylaws and State Code allow for a minimum of five members of the Planning Commission, as there are currently six members, Town Council will need to appoint two new Planning Commission members to maintain a Quorum.

BACKGROUND

Per §15.2-2210 of the Code of Virginia, every locality shall by resolution or ordinance create a local planning commission in order to promote the orderly development of the locality and its environs. In accomplishing the objectives of § 15.2-2200 the local planning commissions shall serve primarily in an advisory capacity to the governing bodies.

The Bylaws of the Planning commission state, "The Warrenton Planning Commission shall consist of not less than five nor more than fifteen members, appointed by the Town Council all of whom shall be residents of the locality, qualified by knowledge and experience to make decisions on questions of community growth and development; provided, that at least one-half of the members so appointed shall be owners of real property. Advisory non-voting members shall include one member of Town Council."

At the February 8th, 2022, Town Council Meeting, A committee was appointed of Councilman Hamby and Vice Mayor Hartman to review candidates and discuss the recommendation as to whether or not to appoint additional members.

STAFF RECOMMENDATION

Identify a plan to appoint at least two Planning Commission Members for the Term of January 1st, 2023-December 31st, 2027.

Service Level / Policy Impact

The Planning Commission appointments directly tie into all aspects of the Warrenton 2040 plan as they are one of the first steps to ensure its implementation across the Town of Warrenton.

Fiscal Impact

None

Legal Impact

State and Town Code require a minimum of 5 members for the Planning Commission.

Timing

Appointments will need to be effective by January 1st, 2023.

ATTACHMENTS

1. Letter Dated 09/26/22
2.
3.

TOWN OF WARRENTON
Planning Commission

PO BOX 341
WARRENTON, VIRGINIA 20188
http://www.warrentonva.gov
TELEPHONE (540) 347-1101
FAX (540) 349-2414

Honorable Mayor HE Carter Nevill and Town Council Members
Town of Warrenton
PO Box 341
Warrenton, VA 20188

September 26, 2022

Dear Mayor Nevill and Town Council,

Per Article 2-3 of the Planning Commission Bylaws, the Planning Commission shall inform the Town Council of expiring Planning Commissioner terms to allow time for advertisement and appointments. On December 31st, two Planning Commissioner terms will expire. New four-year terms run from starting January 1st, 2023 – December 31st, 2027.

The expiring terms are the currently held by Ali Zarabi and me. From the attached letters you will note neither of us is seeking reappointment. In addition, Gerald Johnston informed me on September 20th that he is moving out of the Town this fall and will no longer be able to serve on the Planning Commission. The Bylaws and State Code allow for a minimum of five members of the Planning Commission. As there are currently six members, Town Council will need to appoint two new Planning Commissioners to maintain a quorum.

If any member of Town Council has questions, my email is shelander@warrentonva.gov.

Sincerely,

Susan Rae Helander, CPC
Chair
Planning Commission
Town of Warrenton

Zarabi Associates, Inc.
t/a 68 MANE
•
68 MAIN STREET
WARRENTON, VA 20186
(540) 347-9656

September 21, 2022

Honorable Mayor and members of The Town Council,

For the past Two decades, I have had the pleasure of Serving you and my fellow Warrenton citizens on the Planning Commission. It has been an honour and privilege to have had an opportunity to share and bring my experiences and voice to many discussions and delibrations.

If our institutions are Sound and Strong, the bodies of government can and must change to accomodate new interests and citizens willing to Step up and Serve. As Such, with Sincere gratitude, I will not be Seeking your Confirmation for an additional term.

Wishing you all my best!

Ali Zarabi

Susan Rae Helander

September 12, 2022

Mayor H.E. Carter Nevill
Ward 1 Council Member Heather D. Sutphin
Ward 2 Council Member William T. Semple II
Ward 3 Council Member Brett A. Hamby
Ward 4 Council Member James N. Hartman III
At-Large Council Member Sean Polster
At-Large Council Member Renard J. Carlos

As required at the end of an appointed term, the applicant is to provide Council with a written request to be reappointed.

This letter is to serve you all notice that I will not be seeking reappointment when my term expires December 31, 2022, and I send this with great sadness and some elation.

Since my first appointment in 2000, I hope you all feel that my commitment to the Town has been clear and unwavering.

As Chair, we have accomplished a tremendous amount of significant work with the assistance of your dedicated staff; Rob Walton, Denise Harris, and Milly Latack and to them I owe a debt of gratitude.

The Town is embarking on changes and redirection but there will always be those who do not understand the need for growth. Without growth, there is no Town.

As always, should you need my assistance in any way please do not hesitate to reach out.

Sincerely,

Susan Rae Helander, Chair, Town of Warrenton Planning Commission

203 Norfolk Drive, Warrenton, VA 20186

Office of the Town Manager
Christopher E. Martino

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

STAFF REPORT

Council Meeting Date:	October 11, 2022
Agenda Title:	Request for Accounting Manager Position
Requested Action:	Consider the request for additional staffing for the Finance Department
Department / Agency Lead:	Finance Department
Staff Lead:	Stephanie Miller, Director

EXECUTIVE SUMMARY

The Finance Department requests that Council consider the addition of an Accountant position. This position would be responsible for the following tasks that are currently handled by the Finance Director:

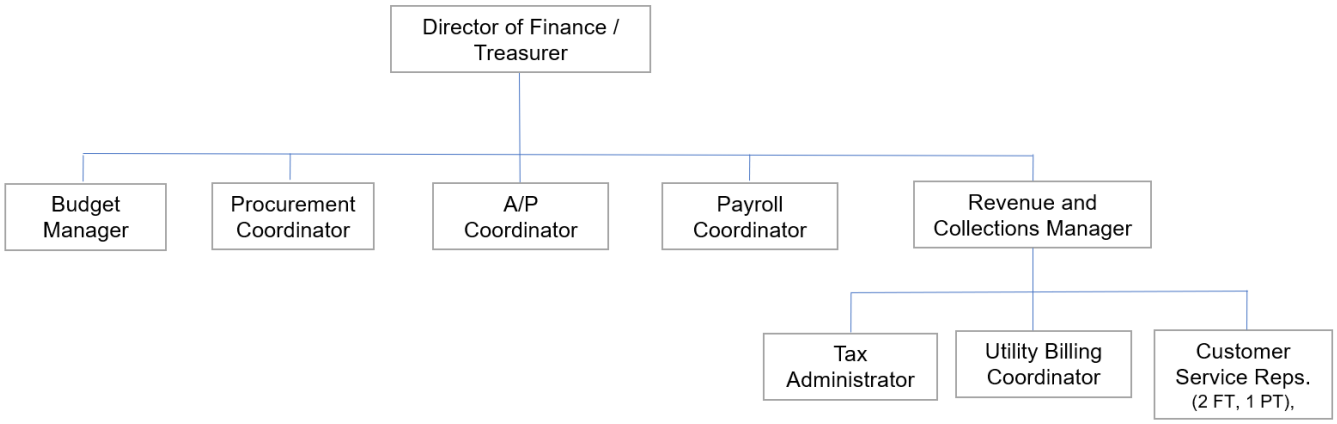
- Bank reconciliation review and approval
- Journal entries – preparation of more complicated annual entries and review of entries provided by other staff
- Monthly general ledger close
- Preparation of quarterly financial reports for Council
- Audit preparation
- ACFR statistical schedule preparation
- Final approval of weekly accounts payable and bi-weekly payroll
- Reconciliation of balance sheet accounts
- Assist with implementation of new accounting standards

Our external auditors have noted that Towns of our size typically have an Accounting Manager position separate from the Director's role to perform the functions listed above. Staff has compiled finance department staffing levels from our benchmark jurisdictions. The spreadsheet is attached to the agenda item for reference. Our population size is closest to the Town of Purcellville. Purcellville has an Accounting Manager, which is the position requested here.

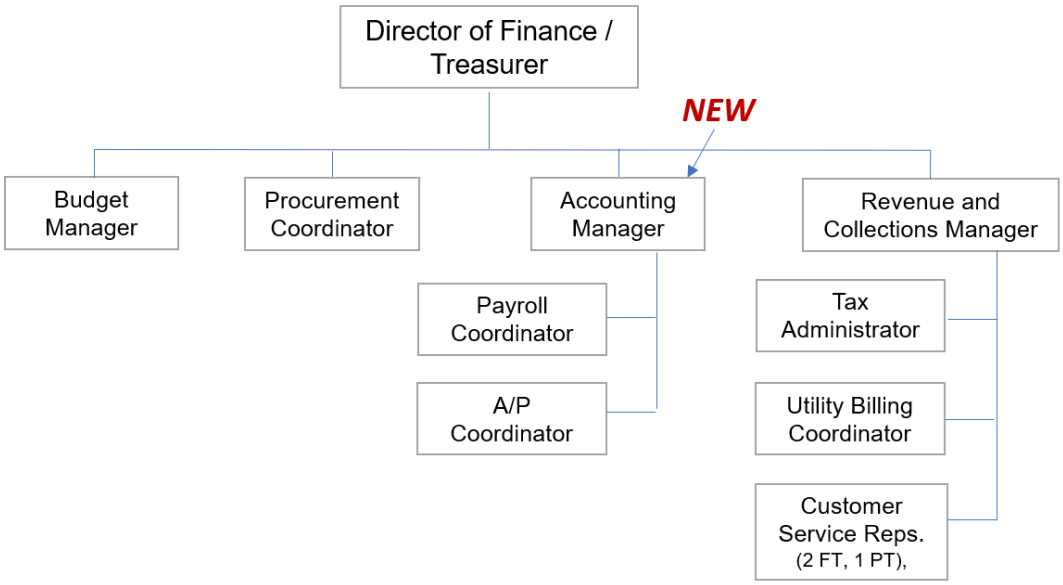
Beginning with the FY 2023 budget, the task of assembling the Capital Improvement Program and Capital Asset Replacement Plan was transferred from Community Development to the Finance Department. The CIP, CARP and operating budgets are prepared concurrently, and this is a large task for one person to assume. An Accounting Manager will be able to provide support in the preparation of this important annual requirement after the annual audit is complete.

This position will also support succession planning by providing professional coverage in the three primary focus areas of the department: Revenue and Collections, Accounting and Financial Reporting, and Budget and Procurement.

The current organizational chart is shown below:



The proposed structure after the addition of this position would be:



BACKGROUND

The Town's auditors provide a Management Letter to the Council each year in conjunction with their audit opinion and the presentation of the Annual Comprehensive Financial Report. This letter serves as a communication tool for the auditors to convey any suggestions for improvement that they noted during the annual external audit. Since 2019, this letter has included a suggestion that bank reconciliations should be completed in a more timely manner. With limited professional

staffing, this has been difficult for the Finance Department to achieve. Ensuring proper internal controls and timely reconciliations is the primary driver of this request.

STAFF RECOMMENDATION

Staff requests that Council consider this addition to the staffing of the Finance Department to provide support for ongoing accounting needs and the annual external audit.

Service Level / Policy Impact

- Code of Virginia §15.2-2511 requires that the Town have an annual external audit and that our auditors present their findings and the results of the annual comprehensive financial report (ACFR) to the Council by December 31st each year. The ACFR and a transmittal file must be submitted to the Virginia Auditor of Public Accounts no later than November 30th each year.
- State and Federal funding trigger additional audit and compliance requirements. While the influx of Covid-19 related funding may be temporary, the Town will likely continue to pursue grant funding to support the implementation of Council's vision and goals, as quantified in the Comprehensive Plan and the Capital Improvement Program.
- The Town's Comprehensive Fiscal Policies, adopted by Council in September 2021, include a policy on internal controls. The addition of this position will assist the department in preparing timely bank reconciliations to address and resolve the internal control concern identified by the independent auditors in the management letter.

Fiscal Impact

The proposed salary range for this position is $74,171 - $118,673.

For FY 2023, this will be a mid-year hire, which would necessitate a budget amendment in the amount of $62,995 to cover salary and benefits. The annual estimate for salary and benefits is $125,991.

The current General Fund Unassigned Fund Balance is $9,410,382, which meets the adopted fund balance policy and provides $1,303,840 available for appropriation. Additionally, the FY23 budget projected Meals Tax revenue at $4.5 million. Updated projections based on year-to-date actuals estimate that the amount collected will be over $5 million.

Legal Impact

There is no legal impact associated with the position request.

ATTACHMENTS

1. Staffing Comparison of Benchmarks

Finance Staffing Comparison - Benchmarks

Town of Warrenton	Town of Culpeper	Town of Front Royal	Town of Purcellville	Town of Leesburg
Population: 10,057	Population: 20,062	Population: 15,011	Population: 8,929	Population: 48,250
FY23 GF Operating Budget: $16,413,085	FY23 GF Budget: $22,422,959	FY23 GF Budget: $12,071,200	FY23 GF Budget: $12,591,139	FY23 GF Operating Budget: $72,689,402
				(HR and IT report to DFAS)
Finance and Procurement (budget = $973,255)	Treasurer's Office (budget = $1,705,103)	Finance Department (budget = $988,080)	Finance Department (budget = $1,302,199)	Department of Finance & Administrative Services (budget = $3,836,452)
Director of Finance/Treasurer	Treasurer/Director of Finance	Director of Finance	Director of Finance	Director of Finance & Administrative Services
Budget Manager	Assistant Finance Director	Finance Manager	Assistant Director of Finance	Deputy Director/Treasurer
Procurement Coordinator	Deputy Treasurer	Financial Analyst	Accounting Manager	Deputy Director/Controller
Accounts Payable Coordinator	Chief Accountant	Accounting Technician	Procurement Specialist	Finance Operations Manager
Payroll Coordinator	Accounting Technician	Accounting Technician	Financial Analyst	Finance Operations Supervisor
Revenue & Collections Manager	Accounting Technician - Payroll	Assistant Accounting Technician	Senior Accounting Technician	Senior Business Systems Integrator
Tax Administrator	Accounting Technician - Accounts Payable	Senior Customer Service Specialist	Accounting Technician (A/P)	Purchasing Officer
Utility Billing Coordinator	Utility Billing Coordinator	Customer Service Specialist	Accounting Technician	Deputy Purchasing Officer
Customer Service Representative	Billing/Accounting Clerk	Customer Service Specialist	Accounting Technician	Management and Budget Officer
Customer Service Representative	Revenue and Collections Clerk	Purchasing Manager	Accounting Specialist	Senior Management and Budget Analyst
Customer Service Representative (PT)	Customer Service Representative	Assistant Purchasing Agent	Payroll Specialist	Staff Accountant
	Customer Service Representative		Accounting Specialist	Buyer I
	Customer Service Representative			Buyer II
	Customer Service Representative			Delinquent Billings Coordinator
	Customer Service Representative			Accounting Associate
	Management Analyst and Procurement Officer			Accounting Associate
				Accounting Associate
				Accounting Associate
				Accounting Manager
				Billing and Collections Coordinator
				Parking Enforcement Officer
				Business Tax Specialist

Town of Blacksburg	Town of Herndon	Town of Christiansburg	Town of Vienna	Town of Middleburg
Population: 44,826	Population: 24,655	Population: 23,348	Population: 16,473	Population: 573
FY23 GF Operating Budget: $43,578,000	FY23 GF Operating Budget: $37,196,821	FY23 GF Operating Budget: $31,073,344	FY23 GF Operating Budget: $30,255,740	FY20 GF Operating Budget: $4,447,643
Financial Services (budget = $4,261,352)	Finance (budget = $1,780,976)	Finance/Treasurer (budget = $1,280,050)	Finance (budget = $1,896,240)	Finance/Treasurer
Director of Financial Services	Director of Finance	Finance Director/Treasurer	Real Estate Tax Specialist	Town Treasurer/Finance Director
Assistant Director of Financial Services	Accounting Supervisor	Deputy Director of Finance	Cashier	Admin & Accounting Assistant
Budget Analyst	Accounting Tech II	Accounts Payable Manager	Business License Officer	Admin & Accounting Assistant
MIS Manager	Accounting Tech II	Administrative Clerk	Revenue Analyst/Cashier	
Accounting Supervisor	Budget Manager	Payroll/BPOL	Director of Finance/Treasurer	
Finance Accounting Specialist	Deputy Director of Finance	Accounting Specialist	Deputy Finance Director	
Finance Accounting Specialist	Financial Management Analyst	Tax Accounting Specialist	Operations Manager	
Finance Accounting Specialist	Fiscal Services Administrator	Utility Billing Specialist	Staff Accountant	
Finance Accounting Specialist	Head Cashier	Accountant Purchasing Coordinator	Payroll Specialist	
Payroll Coordinator	Purchasing Agent	Tax Billing and Collection Specialist	Fiscal Technician - Accounts Payable	
Accounting Technician	Revenue Supervisor	Customer Service Representative	Procurement Officer	
Accounting Technician	Senior Accounting Technician	Customer Service Representative	Part - Time Buyer	
AMR/Field Supervisor - Utility Services	Senior General Ledger Accountant	Customer Service Representative	Fiscal Technician I	
MIS Application Support			Capital/Grant Accountant	
AMR/Skilled Meter Reader			Budget Manager	
Purchasing Manager				
Buyer				
Senior Buyer				
Warehouse Supervisor				
Utility Services Manager				
Warehouse Assistant				
Clerical (PT)				

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
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Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Town Manager RFP Selection
Requested Action:	Selection of RFP Proposal for the Town Manager Search
Department / Agency Lead:	Human Capital
Staff Lead:	Kasey Braun

EXECUTIVE SUMMARY

On September 1st, 2022, staff released RFP 23-006 to solicit bids from executive search consultants with national experience in recruitment of a Town Manager. Bids were due back on October 1st, 2022, for Council's consideration.

BACKGROUND

Brandie Schaeffer resigned from the position of Town Manager on July 12th, 2022.

Tommy Cureton was appointed as the Acting Town Manager on July 12th, 2022, for a period of 30 days.

Tommy Cureton's appointment was extended on August 9th, 2022, through August 22nd, 2022, to facilitate the start date of the new Interim Town Manager

Christopher E. Martino was appointed as the Interim Town Manager on August 9th, 2022, with an effective start date of August 22nd, 2022.

STAFF RECOMMENDATION

Review and select a firm to conduct the Town Manager Search.

Service Level / Policy Impact

The appointment of a Town Manager will directly impact the implementation of the Plan Warrenton 2040 on all levels.

Fiscal Impact

Range $23,500-$35,000
$25,000 was appropriated in July. Budget may be amended if needed and approved by Council.

Legal Impact

The Town Code States that the Town Manager shall be appointed by the Council. (Sec. 2-126)

Timing

The following Town Manager recruiting, interviewing, and hiring timeline was discussed by Council:

1. RFP 23-006 (Town of Warrenton Executive Search) posted: September 1, 2022
2. RFP 23-006 Proposals Due: October 1, 2022
3. Awardee Announced: Town Council Meeting on October 11, 2022
4. Anticipated Kick-Off of Executive Search (posting of announcement): November 1, 2022
5. Anticipated Interview schedule: First two weeks of January 2023
6. Anticipated Hire Date: February 2023

ATTACHMENTS

1. RFP: 23-006

Motion for Closed Session Under the Virginia Freedom Of Information Act

I move that the Town Council convene a closed session under the Virginia Freedom of Information Act in order to discuss:

☐ **Personnel** specific Town officers, appointees, or employees, for the purpose of considering such person's assignment, appointment, promotion, performance, demotion, salary, disciplining, or resignation, under Virginia Code §**2.2-3711(A)(1)**

☐ **Real Property**

- ☐ Acquisition of real property for a public purpose, of discussing where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the Town Council, under Virginia Code §**2.2-3711(A)(3)**

  OR
- ☐ Disposition of publicly held real property where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the Town Council, under Virginia Code §**2.2-3711(A)(3)**

☐ **Prospective Business**

- ☐ Prospective business or industry, **OR**
- ☐ Expansion of an existing business or industry where no previous announcement has been made of the business or industry's interest in locating or expanding its facilities in the community, under Virginia Code §**2.2-3711(A)(5)**

☐ **Legal Matters**

- ☐ Actual litigation specifically to discuss with legal counsel where such consultation in open session would adversely affect the negotiating or litigating posture of Town Council, **OR**
- ☐ Probable litigation with legal counsel, staff, or consultants, where (1) litigation has been specifically threatened or on which the Council or its counsel has a reasonable basis to believe will be commenced by or against a known party, and (2) such consultation in open session would adversely affect the negotiating or litigating posture of the Town Council, under Virginia Code §**2.2-3711 (A)(7) OR**
- ☐ Legal matters, specifically where such matters require the provision of legal advice, under Virginia Code §**2.2-3711 (A)(8)**

☐ **Public Safety** matters of reports or plans related to the security of any governmental facility, building or structure, or the safety of person using such facility, building, or structure under Virginia Code §**2.2-3711(A)(19)**

☐ **Privacy** the protection of the privacy of individuals in personal matters not related to public business under Virginia Code §**2.2-3711(A)(4)**

☑ **Contracts** discussion of the award of a public 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 public body under Virginia Code §**2.2-3711(A)(29)**

MOTION:

SECOND:

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

-Adjourned into Closed Meeting at

-Adjourned out of Closed Meeting at

CERTIFICATION OF CLOSED MEETING

WHEREAS, The Town Council of the Town of Warrenton has convened a closed meeting on this date pursuant to an affirmative recorded vote in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3172(E) of the Code of Virginia requires a certification by the Town Council that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Town Council hereby certifies that, to the best of each member's knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business as were identified in the motion convening the closed meeting were heard, discussed, or considered by the Town Council.

MOTION:

SECOND:

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

****

Clerk's Certificate

I certify that I am Clerk of Council of the Town of Warrenton, Virginia, and that the foregoing is a true copy adopted at a meeting of the Town Council held , at which a quorum was present and voted.

Christopher E. Martino
Town Recorder

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Central Business District Unit Density Text Amendment – ZTA 2022-01
Requested Action:	Hold the Public Hearing and Decide on the Request
Department / Agency Lead:	Applicant Initiated Text Amendment – Community Development
Staff Lead:	Rob Walton

EXECUTIVE SUMMARY

This is a request to amend Zoning Ordinance Sections 3-4.11.1, 3-4.11.2, 3-4.11.6, 7-9.3, 9-3.1, 9-3.2, 9-3.3, 9-3.5, 9-3.6, and 9-4, to allow for increased apartment unit density in the CBD. The text amendment includes provisions limiting the minimum size of units to 500 gross square feet (300 livable square feet) and demonstrating adequate parking. Adequate parking is to be addressed by providing all required parking on site, providing a parking study showing adequate parking within existing lots, or contributing to the Downtown Parking fund for each parking space.

This text amendment was previously heard by the Planning Commission under ZTA 2021-0457, which was withdrawn after the November 2021 Planning Commission Public Hearing. The letter of justification in this application is the same as the one previously provided to the Planning Commission, with a few additions. The current letter of justification has a new section, "Increased Density in the Central Business District", which includes specific examples of existing/potential residential density. The estimated potential increases in density, income, and utility usage are the same as proposed previously.

This is an applicant initiated Zoning Ordinance text amendment that was submitted on May 12, 2022. The Planning Commission held a work session on July 19, 2022 and a public hearing on August 16, 2022 where it was recommended to deny the text amendment by a 3-3 vote (tie vote is a recommendation for denial). The Town Council requested the consideration of adding language to address the opportunity to provide affordable housing in conjunction with the increased density during the September 13, 2022 work session. The item was deferred to the October 11, 2022 regular meeting. The applicant has revised the language in Article 3 and is proposed as "Ordinance B" for your consideration.

BACKGROUND

The Central Business District currently allows apartments at a density of 25 units per acre. The applicant's representative, Chris Mothersead, is proposing to increase the permitted density from 25 units per acre up to 50 apartment units per acre on parcels less than ½ acre. Parcels equal to, or greater than, ½ acre would still be limited to 25 units per acre. The applicant also proposes to include a parking study to show the availability of parking with municipal lots when parking is not provided on site. The ability to provide parking within a municipal lot would include a fee in-lieu of the provision of parking spaces on site.

TOWN COUNCIL ALTERNATIVES

1. I move that the Town Council approve ZOTA 2022-1, **"Ordinance A"** OR **"Ordinance B"**, to amend and/or add Zoning Ordinance Sections 3-4.11.6, 7-9.3, and 9-4 (Ordinance "A") OR Zoning Ordinance Sections 3-4.11.1, 3-4.11.2, 3-4.11.6, 7-9.3, 9-3.1, 9-3.2, 9-3.3, 9-3.5, 9-3.6, and 9-4 (Ordinance "B") to increase the permitted dwelling unit density within the Central Business District as written.

OR

2. I move that the Town Council approve ZOTA 2022-1, **"Ordinance A"** OR **"Ordinance B"**, to amend and/or add Zoning Ordinance Section 3-4.11.6, 7-9.3, and 9-4 (Ordinance "A") OR Zoning Ordinance Sections 3-4.11.1, 3-4.11.2, 3-4.11.6, 7-9.3, 9-3.1, 9-3.2, 9-3.3, 9-3.5, 9-3.6, and 9-4 (Ordinance "B") to increase the permitted dwelling unit density within the Central Business District, with the following amendment [insert].

OR

3. I move that the Town Council deny ZOTA 2022-1, to amend and/or add Zoning Ordinance Sections 3-4.11.6, 7-9.3, and 9-4 to increase the permitted dwelling unit density within the Central Business District for the following reason(s) [insert].

OR

4. I move that the Town Council table ZOTA 2022-1 to the next regular meeting to address the following concerns: [Insert].

   OR

5. I move an alternative motion.

Service Level / Policy Impact

The Department of Public Works/Public Utilities has reviewed the request and found that sufficient utilities are available. Plan Warrenton 2040 provides Policies & Strategies to help guide decision making. Goal H-1 (pg. 27) states, "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". Further, creating live/work opportunities within the Central Business District could have a positive impact on existing Main Street businesses and help maintain and re-use existing historic structures within the Old Town area.

Fiscal Impact

A fiscal impact analysis has not been conducted.

Legal Impact

The proposal would update Articles 3, 7, and 9 of the Zoning Ordinance and apply to parcels zoned CBD. The amendment would also add a fee in lieu of parking spaces as well.

ATTACHMENTS

1. Statement of Justification
2. Article 3 Revisions
3. Article 3 Revisions with ADU Language
4. Article 7 Revisions
5. Article 9 Revisions
6. Article 9 Revisions with ADU Language
7. Fee Schedule Revisions
8. Parking Fee Schedule Appendix
9. CBD Map
10. CBD Density Analysis
11. Main Street Density Analysis
12. Main Street Density Study
13. Ordinance A
14. Ordinance B with ADU Language

TOWN OF WARRENTON
ZONING TEXT AMENDMENT
to the
CENTRAL BUSINESS DISTRICT (CBD):
RESIDENTIAL DEVELOPMENT DENSITY

STATEMENT OF JUSTIFICATION

Introduction

The text amendment to the Warrenton Zoning Ordinance is to modify the Central Business District (CBD) provisions to increase residential density in the downtown area. The CBD covers the Old Town area of Warrenton and typically refers to the historic market area of the Town which traditionally included commercial, services and residential uses. This mixed use provides for the retail, customer and local services of a vibrant downtown: the live-work center of the community. The buildings are older and often do not adapt to conversion easily or accommodate newer zoning or building regulations. The buildings are mixed use with commercial/retail on the first floor and offices or supportive residential on the second and/or third floors.

The events of the last year have placed considerably economic strain on the downtown core in Warrenton. The pandemic and resulting loss of employment and office space to home work and job restructuring has altered the economic center of the community. Retail sales and office employment has declined due to isolation and distancing. Office occupancy has plummeted hitting the upper floor/back office operations and increasing the vacancy rate for office uses. This lack of income for property owners has reduced viability for building support and produced difficulty in meeting debt service, especially in older buildings. The loss of office rent for 3-5 offices in the upper floors means 40% decline or more in income with its resultant loss in sales tax, BPOL tax and increased difficulty in paying real estate tax. There are no other options for building use as the existing residential density, when applied to the small lots in the downtown area, does not allow for replacement of offices with apartments.

The traditional development of a downtown core from the 19th Century is small retail uses as the center of social and economic activity of the community. These uses were characterized by small lots and commercial business tailored to the surrounding population. The ground floor was retail as such use would pay more for the space and outbid residential use for the street access. The upper floors were storage for the commercial activity or office/residential use to compliment the ground floor commerce. These residential uses also provided some of the economic base (market) for the retail and generated activity on the street beyond the typical business hours of 9 am to 5 pm, extending the demand for restaurants and some retail use to 9 or 10 pm in the evening and offering added security with people on the street.

The lots were small to avoid excess land purchase for business use and enable minimal overhead for the sale of items. The high demand for land in the center of the community generated higher land cost and competition for land producing smaller lots and higher value goods. The evolution of retail to the suburbs has decentralized the business core and created the need for significant square footage (for commercial use) to produce volume sales over local service, which cannot be provided on the smaller downtown lots. The businesses in downtown are predominantly specialty uses and restaurants that can adapt to the small lots. However, they must utilize the upper floors of existing buildings to support the first floor and justify the cost or rent. These small lots have resulted in very limited space for office or residences as the density requirement of the Zoning Ordinance or the parking regulations restrict the use of upper floor space. Often, buildings cannot be fully utilized or properly adapted to other uses.

Warrenton has a stable CBD, but very limited expansion ability due to the adjacent development and parking lots. Land is limited and adjacent development has restricted expansion without significant expense for purchasing individual parcels. The potential for additional residential use in Old Town would be a significant improvement in the commerce of the area. Such uses would not interfere with commercial activity – residents would leave the area for work freeing up parking for retail customers. The residents would be a built-in market for retail uses buying goods and using services available in Old Town further supporting the retention of local business. In addition, local residences would monitor the area ("eyes on the street") and produce visible population that deters crime and vandalism.

An analysis of the density along Main Street and some of the adjacent side streets indicate the impact of a potential change in development density (Table 1). As a result of the small lots, a doubling of the CBD development from 25 dwelling units per acre to 50 dwelling units per acre is warranted to provide additional economic vitality. This only produces a limited number of new residences as the small parcel size limits the mathematical production of increased dwelling units. Most of the parcels would receive 1-3 dwelling units in addition to the existing allowable under the current zoning regulations – *should they wish to use it.* Larger lots along Main Street are owned by the Town and institutional uses (church, Moose Lodge, etc.) and would not use the opportunity for new residences. Lots at 35 Main, 9 No. 3rd, 78 Main and 100 Main represent the bulk of the potential growth from new density (+ 35.2%). However, these would be limited to the old density as they are over 0.5 acres, unded the new proposal. New dwelling units represent a maximum of 195 new residential units in the downtown resulting from the additional density.

Dwellings in the downtown are more affordable that the rest of Warrenton. They tend to be 1 or 2 bedroom units that rent for $1200-1500 per month. Such units are affordable in relation to the housing stock and appeal to single occupancy, couples and millenials. The market for downtown locations is improving as a boutique address as well as the center of the community. This same approach is being used in new towns and planned unit developments that aim for a live/work/shop environment.

Zoning

The current zoning in the downtown is Central Business District (CBD). The intent of the District is maintenance and revitalization of downtown commerce via reuse of existing buildings consistent with the Comprehensive Plan, preservation of the historic character, mixed uses to promote the downtown core, uniform design/coordination of buildings and the creation of a pedestrian environment consistent with the surroundings. This indicates that mixed uses within an existing building are encouraged. Uses permitted by-right in the District are a reflection of the existing development in the CBD. These include churches, retail, service business, government, museums, offices, restaurants, etc.

Many of the buildings are mixed-use. They contain retail or office use on the first floor and offices or residential apartments on the second and/or third floors. In the past, retail usage of the first floor was often followed by storage on the upper floors (depending on the availability of basement space). However, as the size of retail uses expanded in square footage and diversity of goods offered, the smaller buildings in downtown could no longer accommodate the use. Grocery, hardware and other consolidated uses sought greater land outside the CBD and developed land along the Rt. 211 Bypass and similar spaces. As a result, downtown buildings looked for other options focusing on office and residential reuse of the upper floors to supplement income and diversify the productive use - much like larger cities.

The average lot size along Main Street and the adjacent areas is only 0.10 acres or 4515 square feet (Table 1). The CBD provides for very flexible lot/bulk regulations that offer compatibility for most uses. However, the density for residential use is limited to 25 dwelling units per gross acre (Warrenton Zoning Ordinance; 3-4.11.6). As a result, the average lot can have no more than two (2) dwelling units which represents most of the downtown parcels. For most structures, this would not be an incentive for redevelopment of the upper floors of an older, historic building. Further, removing the 3 largest private parcels from the group results in an average of only one (1) dwelling unit available for each of 35 parcels.

The proposed increase in development density for residential in the CBD is 50 dwelling units per acre. While this appears to be a major increase in the potential for apartments in each building, the small average size of the lots generates only one (1) additional unit per lot – from 1 unit to 2. Table 1 indicates the impact of the zoning on each lot for Main Street and the adjacent side streets. Generally, most lots would realize 1-3 prospective dwellings while only a few lots could generate up to 8 additional apartments. These are existing buildings and the limited square footage of the upper floors also restricts the potential for added dwellings.

One method for comparing the viability of a higher density is to look at other communities similar to Warrenton and see how they deal with the traditionally historic core of the community with limited land area and the desire to retain the historic appearance of their Old Town. Warrenton has often used “benchmark” communities of similar character to assess the techniques they use in accommodating the same issue. Communities used as comparables for Warrenton include the Towns of Blacksburg, Christiansburg, Culpeper, Front Royal, Herndon, Leesburg, Middelburg, Purcellville and Vienna. Each of these towns contains zoning regulations specific to the downtown or Old Town areas to insure their protection as the historic center of the area

and their economic continuity for the future. Typical elements of their ordinances relating to residential use in the Central Business District include:

- Use of the existing residential zoning districts for the density of residential development in the CBD or have no density guidelines
- Connection of development with the historic character and/or regulations of the Historic District
- Utilize minimum dwelling unit size of 300-600 square feet, among other performance standards
- Reserve the ground floor for commercial use and restrict residential uses to the above-ground floors
- Require residential development above a certain density to obtain a Special Use Permit (eg: Leesburg allows 5 units in mixed-use buildings by-right and a SUP for any proposal in excess of 6 units). *Apparently, the use of a SUP for increased residential density is no longer allowed under the Virginia Code (15.2-2288.1).*

The Town of Blacksburg provides an excellent comparable for Warrenton as it links the historic character to the residential development potential. Their regulations indicate that such use is a part of the protection and retention of structures in the downtown and are afforded preferential treatment in the form of a density bonus. That targets adaptive reuse of existing buildings and offers an incentive for their continued viability. The density bonus is regulated by the Special Use Permit process and provides for up to 96 bedrooms per acre on parcels up to ½ acre in area and 72 bedrooms per acre for parcels ½ to 1 acre (equivalent of 48 units/acre and 36 units/acre, respectively). Performance standards include designs consistent with downtown buildings, parking available on site or within ¼ mile and durable exterior materials (wood, brick, concrete; no vinyl).

Increased Density in the Central Business District

The proposed density for residential units in the CBD was derived from the diminutive size of the parcels that frequent the downtown area. These were commercial parcels that were created in the 19th century to accommodate the small shops and the competitive character of land costs at that time. As a result, the business area evolved as a limited shopping area with smaller, specialized shops to serve the surrounding town.

The majority of those parcels along Main Street are less that 1/10 of an acre with the average of the adjacent area 0.12 acres. The existing zoning does not provide more than one (1) residential dwelling unit (any part thereof is restricted to the lower whole unit under zoning interpretation). We tested varying densities to the average and individual lot sizes and could not achieve any significant increase in the residential development potential sufficient to justify the investment necessary to allow conversion or reuse from office to residential use and meet current building codes..

Buildings in the downtown have limited upper floor space, but more space than required for a single residential unit. The existing density would not effectively utilize the available floor space with only 1 or 2 dwelling units. To obtain the density necessary to utilize the upper floor

spaces, a doubling of residential units was required to offer a real opportunity for conversion from office to residential. The smaller lots produced 2-4 units, which better fit the available floor space. A lower density created a fraction of a unit that would not be allowed under zoning (rounding is down, not up). The larger lots (0.2-0.4 aces) generated additional units per lot, but in a limited number that did not adversely affect the downtown with traffic, parking or Town services.

We reviewed a number of parcels for the impact of the proposed density. The following examples (Map 2) represent the effect of 50 units per acre on selected parcels, while the effect on the entire CBD is summarized on the attached Table 1 for Main Street and Table 2 for the CBD.

Example 1 Terrace's Flowers/Miller Carpet – 7 Main Street

The current building is 2 stories on Main Street with an additional floor on the rear due to topography. It has one apartment on the top floor and additional square footage used for storage. The first floor is commercial in accordance with the ordinance. The owner has requested an addition residential unit to fully utilize the upper floor, but was limited by the zoning density. One additional unit would be allowed under the proposed density and the current owner would exercise this to add the apartment. The lot size of 0.0778 acres would only allow the one added unit.

Example 2 9 North 3rd Street

This property has 0.3514 acres with frontage on bot Main Street and 3rd Street. The first floor and part of the second floor are commercial and the third floor is residential (8 units). The second floor of 9 North 3rd is currently vacant due the decline in the office market and the inability of renting the office space. Any attempt to convert the office space to residential is restricted by the zoning density and the floor remains vacant. The owner wishes to create four (4) new 2 bedroom units on the second floor which would be eligible by the proposed density. This would be the maximum allowable and would improve the viability of the building and its renovation.

Example 3 TFB – 10 Courthouse Square

The TFB property is comprised of two (2) parcels owner by Fauquier National Bank. The Waterloo parcel is 0.1667 acres occupied by the wealth management division (offices) and the Courthouse Square parcel is 0.254 acres with retail banking on the first floor and administrative offices on the second floor. The property is currently for sale after a merger with Virginia Bank. The commercial first floor would be retained and the second floor of each building would be eligible for conversion, subject to the performance criteria proposed in the amendment to Articles 7 and 9. The Courthouse Square parcel has a 4-story brick building of 14,456 square feet. With the first floor required for commercial use, the upper floors of 10,842 square feet could be converted to, roughly, 12 residential units of 800 square feet each. The existing zoning density would provide for 6 dwelling units on the property, while the proposed zoning amendment

would allow up to 12 units. This would enable a more reasonable use of the upper floors consistent with the available square footage, but not excessive for the property.

We met with a number of property owners in the downtown area. They related the decline in commercial demand, specifically office use, but were not aware of the potential for residential use and the prospective income available. Most were familiar with apartment use, but remembered $400-$600/month rents. Current rents are $1200-1500/month and represent a competitive option for existing office space. The increased density was an attractive alternative for adaptive reuse as the market shifts.

Comprehensive Plan

The Warrenton Comprehensive Plan (Plan Warrenton 2040, adopted April13, 2021) identifies the downtown area as the hub of the Town of Warrenton – its cultural, social and historic center of the community. The area is part of the Old Town Character District and suggested for mixed use housing along the arterial highway. *The Plan does not provide any specific recommendation for density in the downtown area or in combination with mixed use buildings. It proposes use of the building configuration, height and existing form as a guide to the development instead of definitive density or floor area ratios.* The Plan indicates the need for housing diversity and multiple uses to support the Old Town area.

The Plan incorporates a general goal of increased diversity in housing for the downtown and offers housing policies that support increased mixed use opportunity (Policy H-1.1); encouragement of housing types (Policy H-2.2); increase of workforce housing (Policy H-2.3); and improvement of the existing housing stock (Policy H-3.2). The existing development in the CBD is already mixed use, but with the existence of small lots the expansion of residential development is significantly limited.

The Comprehensive Plan identifies the downtown as part of the Old Town Character District. It recommends that this area be focused on adaptive reuse and mixed uses for the next 20 years to protect the historic resources, enhance the character of the CBD and promote the fiscal resilience of the center of Town. It suggests that the CBD should be the most intense and diverse area of the Town representing the economic, social and cultural center of activity. It specifically suggests:

> *"One of the Town's priorities is to develop more diverse housing types and a range of amenities for future residents that retain the Town's unique character while providing for commercial uses. Getting the type of development that offers more variety will also mean changing what's currently allowed in the Town's Zoning Ordinance." (Character District Design Guide Book; p.3)*

The Old Town Character District objectives include maintenance of historic character and protection of historic resources (L.2.1); revitalization of Lee and Horner Streets (such as improved residential for expanded retail base (L.2.6); mixed uses, live-work lofts and *higher density residential development (L.2.8)*; and promote a streetscape with a walking experience to maintain the character of downtown (L.2.12). These and other Old Town goals would aim to

preserve and maintain the character of downtown Warrenton and promote it as the center of the community.

The Plan also recommends an Overlay District for Arts and Culture in Old Town. This has been investigated before and adds a vibrant element to the downtown to compliment retail, services and residential uses. Other communities such as Culpeper have made use of this type of district as a central part of their downtown revitalization efforts with considerable success. The Arts and Cultural Overlay District *"... can attract new residents, entrepreneurs and businesses to contribute to the economic vitality ..."* of the downtown (Arts and Cultural Overlay in the Old Town; p. 40). The availability of additional housing in the downtown would complement this by offering potential customers, provide live-work housing and offer apartment/studio space for local artists. Such housing would provide an entirely new opportunity for the CBD and is specifically indicated in the Arts and Cultural Overlay section (Housing; p. 42).

The Comprehensive Plan supports the increase in housing in the Old Town District, but the current zoning does not as the application of the current density does not produce any significant increase in housing for existing buildings. As indicated in the Plan, such increased housing would add to the economic support, provide affordable housing and improve the live-work opportunity and reduce vehicle traffic (by placing residents closer to their jobs or shopping opportunities). Such increase would also further the maintenance and support of the downtown area by providing for adaptive reuse of buildings and increasing the economic viability of Old Town structures.

The potential for adaptive reuse of historic structures is critical for the existence of downtowns such as Warrenton. Older buildings are more difficult to accommodate new uses and the ability to retain the economic viability of the building determines its future. Planning and historic literature is full of studies demonstrating the need for adaptive reuse of older buildings with identified benefits as:

- Preserving historic character of the community;
- Sustaining the community identity and its traditional population center;
- Encouraging reinvestment in existing structures instead of demolition;
- Improving community safety with local population that will monitor and report crime and vandalism; and
- Boost the downtown market of traditional retail and commercial goods by improving the economic base for local purchases.

Transportation/Parking

The Warrenton downtown is well served by local streets, which provide access predominantly to land use. The two bypass routes – Route 15/29 and Route 211 – offer excellent circulation around the Town for through traffic. As a result, Main Street is used to access the commercial core and related nearby residential uses. Little or no through traffic travels to/along Main Street and the adjacent routes in downtown. The potential new residential development of 195 dwelling units could generate 0.56 trips per unit (ITE Trip Generation Manual, 10th edition; Common Trip Rates for multi-family housing). This would produce approximately 110 vehicle

trips per day, distributed to Main Street, Horner Street and/or Lee Street via the various secondary routes from the downtown. None of this would significantly compound traffic congestion in the downtown. Circulation in the larger CBD would have access to the radial streets of Winchester, Waterloo, Alexandria Pike, Falmouth, Culpeper and Academy Hill to distribute traffic and accommodate travel into/out of the CBD.

Parking that would result from the added dwelling units would generally need adequate spaces in public or private lots. However, there are numerous parking facilities existing in downtown that previous studies have demonstrated are adequate and possess excess spaces (Town study of downtown parking from the 2009 comprehensive Plan). In addition, the demand for retail and residential parking is complimentary in that residents often commute, leaving the downtown prior to opening of local business, while the local business closes prior to the return of resident from work. The only conflict might be from residents who work locally and walk to their employment and weekend shopping when residents may be home. However, it had been shown that as much as 15% of those residents forgo auto ownership as their employment and shopping needs are available locally. This would typically encourage lower car ownership than the 2+ vehicles per household and limit further parking impact. There are a number of public parking lots surrounding the downtown that accommodate parking.

The Comprehensive Plan suggests that the future need for additional parking should be considered for a public structure as a developmental benefit for downtown location and development. Such a structure could be provided via public funding, joint public/private development or third-party funding with a fee structure based on downtown usage (Appendix: Proposed Parking Fee Schedule)..

Impacts

The impacts of the rezoning are negligible as the actual increase in residential dwellings in the CBD is small due to the restricted lot sizes, particularly along Main Street, Lee Street and Horner Street. However, the potential increase in residential units in Old Town would have a significantly positive impact on the downtown commercial development. Each dwelling unit represents 1.8 persons per unit and could improve the market area for support of businesses in Old Town. These individuals would frequent local restaurants, shop at local retail outlets and increase sales tax and real estate tax revenues for the Town.

The density study of properties along Main Street and its side streets indicates that as many as 195 additional dwelling units could be realized from the change in zoning to fifty (50) dwelling units per acre. More realistically, about 105 units would be added for a range of 189-262 new population downtown. *The increased per capita income from this development would be $700,900 to $1,835,925 to support local business (2019 Census income per capita) or approximately 4600-7300 square feet of retail uses.* This would encourage similar new development or, more likely, support of existing retail to insure infill and continuation of the Old Town commercial core. The growth in income would also improve property values, increasing real estate tax and expand sales tax through increased purchases. The Old Town has already suffered significant losses of commercial expenditures to the bypass and this activity can reverse that trend to retain the commercial core.

Generally, the downtown residential units are one to two bedroom due to the limited space associated with the conversion of existing buildings. Rents are in the $1200-$1600 per month range, averaging $1500 per month (local realtors) and the US Census estimate for median rents in Warrenton of $1353 per month (2020 Census). The rents suggest that these units also provide alternative housing as affordable and/or workforce dwellings that support the Town housing stock. Local employees and millenials seeking a downtown location will find this housing type reasonable and provide the local support necessary to stabilize/grow the downtown commercial core.

There is potential increase in the consumption of sewer and water services from the Town. The addition of new residential units would alter the use of these services in comparison with the offices that would generally be displaced. While the equivalent office use would include more employees than residents, the residential consumption of services is considerably greater. The average office has 4-5 employees which generates 40-50 gallons per day (10 gal/employee). The average 1-2 bedroom apartment would generally contain 2 residents producing about 120-180 gallons per day (60-80 gal/person). This is a 2-3 fold increase or, as applied to the assumed residential growth on Main Street, about 19,500 gallons per day for the entire area. The Public Works Department of Warrenton has indicated that such impacts would be easily accommodated in the existing sewer and water systems.

There are no natural or scenic resources that would be compromised by the rezoning. In addition, it would maintain the neighborhood and insure the availability of workforce housing for the Town and area employees, both public and private. No changes in the existing structures are proposed and the character of the areas adjacent to the downtown will be maintained.

AN ORDINANCE TO APPROVE A ZONING ORDINANCE TEXT AMENDMENT (ZOTA 2022-1) TO ARTICLES 3, 7, 9 AND THE FEE SCHEDULE TO ALLOW INCREASED APARTMENT DENSITY IN THE CENTRAL BUSINESS DISTRICT (CBD) AND TO UPDATE THE FEE SCHEDULE ASSOCIATED WITH FEE IN-LIEU OF PROVIDING PARKING SPACES

WHEREAS, an Applicant has submitted a request to amend Articles 3, 7, 9 and the Fee Schedule to allow increased apartment density in the Central Business District (CBD); and

WHEREAS, the revisions would increase the allowable apartment density from twenty-five (25) apartment units per acre, up to fifty (50) apartment units per acre on CBD parcels less than one-half (1/2) acre; and

WHEREAS, the revisions would not apply to parcels equal to, or greater than; ½ acre and would continue to be limited to 25 apartment units per acre; and

WHEREAS, the revisions to the Fee Schedule provide a fee in-lieu option to contribute to a parking fund instead of providing on-site parking spaces if the parking study identifies parking availability within nearby public parking lots; and

WHEREAS, the Town Council has determined that the health, safety, general welfare of the public and good zoning practice warrant this amendment; and

WHEREAS, the Applicant submitted this Zoning Ordinance text amendment on May 12, 2022; and

WHEREAS, the Town of Warrenton Planning Commission held a work session on the proposed amendment on July 19, 2022; and

WHEREAS, the Town of Warrenton Planning Commission held a public hearing on the proposed amendment on August 16, 2022 where the Commission recommended denial of the text amendment by a 3-3 vote; and

WHEREAS, on September 13, 2022, the Town of Warrenton Town Council deferred holding a public hearing on this text amendment; and

WHEREAS, on October 11, 2022, the Town of Warrenton Town Council held a public hearing and considered written and oral testimony on the proposed text amendment; now, therefore, be it

ORDAINED by the Town Council of the Town of Warrenton this 11th day of October 2022, That the Town Council hereby approves the following text amendment to Articles 3, 7, and 9 of the Zoning Ordinance and to amend the Fee Schedule:

Tommy Cureton, Town Clerk

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
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April 12, 2022
September 13, 2022

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

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~~.~~ to encourage better utilization of existing structures and a diversity of housing types in the CBD.
- 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, as part of a mixed-use building
- 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
- Community buildings
- Historic shrines and museums
- Home Occupations
- 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
- 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, 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
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

Use	Minimum Lot Size (sq. ft.)	Minimum Lot Frontage (at front setback)	Maximum Lot Coverage (impervious surfaces)	Minimum Setbacks		
				Front	Side	Rear
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 fifty (50) dwelling units per gross acre ~~.~~subject to special provisions as provided for in Article 7-9.3, parking provisions found in Article 7, and the Supplemental Use Regulations found in Section 9-4. Any parcel in the CBD that is equal to or exceeds one-half (1/2) acres shall be limited in residential density to twenty-five (25) dwelling units per acre.

Article 7

Off-Street Parking and Loading

7-9 Special Parking Considerations for the CBD District

7-9.1 Off-Site Parking in CBD

In the Central Business District, up to twenty-five percent (25%) of the parking requirement for any use may be provided on an off-site parking lot located so long as it is within five hundred (500) feet of the use and the owner or applicant for the use provides to the Zoning Administrator a deed restriction, contract, easement, or some form of written agreement showing that the parking lot will remain available at such off-site location.

7-9.2 Parking Credit in CBD

In the Central Business District, in addition to the off-site parking provisions in Section 7-9.1, an owner or applicant may contribute to the Town's Downtown Parking Fund in lieu of providing up to twenty-five percent (25%) of the otherwise required parking for the site. Such fee shall be in accord with a fee schedule adopted by the Town Council.

7-9.3 Parking for Residential Density in CBD

Properties in the Central Business District must demonstrate the availability of adequate parking spaces to accommodate the density of fifty (50) dwelling units per gross acre. Parking adequacy can be demonstrated by either one of the following:

7-9.3.1 Availability of on-site parking spaces in accordance with Section 7-3; or
7-9.3.2 Availability of parking spaces in accordance with Section 7-9.1 or Section 7-9.2 with the provision of a parking study of weekday and weekend parking in the subject lot sufficient to accommodate the additional dwelling units without exceeding a margin of 90% occupancy of the subject lot in accordance with Section 7-13 of the Zoning Ordinance; or
7-9.3.3 Contribution of a fee in lieu of to the Town's Downtown Parking Fund for each additional parking space not accommodated in Section 7-9.3.1 or Section 7-9.3.2 above. Such fee shall be in accordance with the fee schedule adopted by Town Council.

7-13 Proximity to Municipal Parking Lots

Any building or use located within three hundred (300) feet (measured along lines of public access) of an existing municipally-operated parking lot shall be exempt from the provisions of this Article. A parking demand study shall be required for the establishment of any new residential uses utilizing municipal parking lot spaces for required parking. The parking demand study shall include weekdays and both weekend days, parking availability at peak times, and the distance to the nearest municipal parking lot via a clear pedestrian path.

Article 9 Supplemental Use Regulations

Amended by Town Council: February 12, 2013
July 8, 2014
August 9, 2016
December 11, 2018
April 9, 2019
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August 10, 2021
April 12, 2022
September 13, 2022

Table of Contents

9-1 Accessory Structures and Uses; Parcel Limitations
9-2 Additional Regulations Where a Grouping or More than One Use is Planned for a Tract
9-3 Affordable Dwelling Unit Provisions
9-4 Apartment Buildings, Special Regulations
9-5 Bed and Breakfast Facilities
9-6 Cluster Development Provisions
9-7 Home Occupations and Home Businesses
9-8 Lighting
9-9 Manufacturing Buildings, Special Regulations
9-10 Mobile Homes (Manufactured Homes)
9-11 Office and Other Business Buildings, Special Regulations
9-12 Open Space
9-13 Outdoor Display
9-14 Performance Standards for All Non-Residential Uses
9-15 Recycling Facilities
9-16 Residential Use Limitations
9-17 Steep Slopes
9-18 Telecommunications Facilities
9-19 Temporary Uses
9-20 Traditional Neighborhood Development Option (TND)
9-21 Utility Lots
9-22 Yard and Garage Sales
9-23 Massage Therapy, Establishment of Provisions for Therapists and Businesses
9-24 Mobile Food Vendors
9-25 Mixed-Use Development Option
9-26 Data Centers

9-4 Apartment Buildings, Special Regulations

Apartment buildings shall be constructed in accordance with an overall plan and shall be designed as a single architectural unit with appropriate landscaping.

Adequate areas shall be provided for loading and unloading of delivery trucks and for the servicing of refuse collection, fuel, fire, and other service vehicles. These areas shall be so arranged that they may be used without blockage or interference with the use of accessways or parking facilities. Service areas shall be screened from view from any abutting roadway and from within the parking area.

Provision shall be made for safe and efficient vehicular ingress and egress to and from public streets and highways serving the center without undue congestion to or interference with normal traffic flow. Provision shall also be made for safe and convenient pedestrian ingress and egress to all adjacent public rights of way, as well as to adjacent properties. Where intersection augmentation is required, the applicant shall bear the cost of any improvements made necessary by his development.

Apartments in the Central Business District. The average size of apartments shall be at least 500 gross square feet and a minimum of 300 square feet of livable space. Any design or rehabilitation of a building shall be of an exterior design and form that is compatible with the Historic District and subject to the following site criteria:

1. Identification of the location of the trash receptacles and their enclosure/screening from the street (Article 10 Site Development Plan).
2. Adequate parking for dwelling units shall be demonstrated consistent with Sections 7-9.3 and 7-13 of the Zoning Ordinance.

AN ORDINANCE TO APPROVE A ZONING ORDINANCE TEXT AMENDMENT (ZOTA 2022-1) TO ARTICLES 3, 7, 9 AND THE FEE SCHEDULE TO ALLOW INCREASED APARTMENT DENSITY IN THE CENTRAL BUSINESS DISTRICT (CBD) WITH THE PROVISION TO ADD AFFORDABLE DWELLING UNITS AND TO UPDATE THE FEE SCHEDULE ASSOCIATED WITH FEE IN-LIEU OF PROVIDING PARKING SPACES

WHEREAS, an Applicant has submitted a request to amend Articles 3, 7, 9 and the Fee Schedule to allow increased apartment density in the Central Business District (CBD); and

WHEREAS, the revisions would increase the allowable apartment density from twenty-five (25) apartment units per acre, up to fifty (50) apartment units per acre on CBD parcels less than one-half (1/2) acre; and

WHEREAS, the revisions would not apply to parcels equal to, or greater than; ½ acre and would continue to be limited to 25 apartment units per acre; and

WHEREAS, affordable dwelling units will be provided at a rate of twenty-five percent (25%) for the total number of new apartments once at least four (4) apartments are proposed in the mixed-use building; and

WHEREAS, the revisions to the Fee Schedule provide a fee in-lieu option to contribute to a parking fund instead of providing on-site parking spaces if the parking study identifies parking availability within nearby public parking lots; and

WHEREAS, the Town Council has determined that the health, safety, general welfare of the public and good zoning practice warrant this amendment; and

WHEREAS, the Applicant submitted this Zoning Ordinance text amendment on May 12, 2022; and

WHEREAS, the Town of Warrenton Planning Commission held a work session on the proposed amendment on July 19, 2022; and

WHEREAS, the Town of Warrenton Planning Commission held a public hearing on the proposed amendment on August 16, 2022 where the Commission recommended denial of the text amendment by a 3-3 vote; and

WHEREAS, on September 13, 2022, the Town of Warrenton Town Council deferred holding a public hearing on this text amendment; and

WHEREAS, on October 11, 2022, the Town of Warrenton Town Council held a public hearing and considered written and oral testimony on the proposed text amendment; now, therefore, be it

ORDAINED by the Town Council of the Town of Warrenton this 11th day of October 2022, That the Town Council hereby approves the following text amendment to Articles 3, 7, and 9 of the Zoning Ordinance and to amend the Fee Schedule:

Tommy Cureton, Town Clerk

Article 3 Zoning Districts and Map

Amended by Town Council: **March 11, 2008**
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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
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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~~.~~ to encourage better utilization of existing structures and a diversity of housing types in the CBD.
- 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, as part of a mixed-use building
- 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
- Community buildings
- Historic shrines and museums
- Home Occupations
- Institutional buildings
- Medical and dental offices/clinics
- Mixed Use structures
- Mobile Food Vendors subject to Article 9-24
- Offices for business or professional use
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- 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
- Commercial parking lots and garages
- Commercial recreational establishments

- Drive-through facilities for banks and financial institutions
- Emergency housing
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- Funeral homes
- Health and Fitness Facilities
- Hotels and motels, 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
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

Use	Minimum Lot Size (sq. ft.)	Minimum Lot Frontage (at front setback)	Maximum Lot Coverage (impervious surfaces)	Minimum Setbacks		
				Front	Side	Rear
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 fifty (50) dwelling units per gross acre ~~.~~subject to special provisions as provided for in Article 7-9.3, parking provisions found in Article 7, and the Supplemental Use Regulations found in Section 9-4. Any parcel in the CBD that is equal to or exceeds one-half (1/2) acres shall be limited in residential density to twenty-five (25) dwelling units per acre.
~~2.~~3. Apartments in a mixed-use building, or stand-alone residential building, that propose four (4) or more residential dwelling units shall provide a reserve of at least twenty-five percent (25%) of the residential units as Affordable Dwelling Units in accordance with Article 9-3.

Article 7

Off-Street Parking and Loading

7-9 Special Parking Considerations for the CBD District

7-9.1 Off-Site Parking in CBD

In the Central Business District, up to twenty-five percent (25%) of the parking requirement for any use may be provided on an off-site parking lot located so long as it is within five hundred (500) feet of the use and the owner or applicant for the use provides to the Zoning Administrator a deed restriction, contract, easement, or some form of written agreement showing that the parking lot will remain available at such off-site location.

7-9.2 Parking Credit in CBD

In the Central Business District, in addition to the off-site parking provisions in Section 7-9.1, an owner or applicant may contribute to the Town's Downtown Parking Fund in lieu of providing up to twenty-five percent (25%) of the otherwise required parking for the site. Such fee shall be in accord with a fee schedule adopted by the Town Council.

7-9.3 Parking for Residential Density in CBD

Properties in the Central Business District must demonstrate the availability of adequate parking spaces to accommodate the density of fifty (50) dwelling units per gross acre. Parking adequacy can be demonstrated by either one of the following:

7-9.3.1 Availability of on-site parking spaces in accordance with Section 7-3; or
7-9.3.2 Availability of parking spaces in accordance with Section 7-9.1 or Section 7-9.2 with the provision of a parking study of weekday and weekend parking in the subject lot sufficient to accommodate the additional dwelling units without exceeding a margin of 90% occupancy of the subject lot in accordance with Section 7-13 of the Zoning Ordinance; or
7-9.3.3 Contribution of a fee in lieu of to the Town's Downtown Parking Fund for each additional parking space not accommodated in Section 7-9.3.1 or Section 7-9.3.2 above. Such fee shall be in accordance with the fee schedule adopted by Town Council.

7-13 Proximity to Municipal Parking Lots

Any building or use located within three hundred (300) feet (measured along lines of public access) of an existing municipally-operated parking lot shall be exempt from the provisions of this Article. A parking demand study shall be required for the establishment of any new residential uses utilizing municipal parking lot spaces for required parking. The parking demand study shall include weekdays and both weekend days, parking availability at peak times, and the distance to the nearest municipal parking lot via a clear pedestrian path.

Article 9 Supplemental Use Regulations

Amended by Town Council: February 12, 2013
July 8, 2014
August 9, 2016
December 11, 2018
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August 10, 2021
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October 11, 2022

Table of Contents

9-1 Accessory Structures and Uses; Parcel Limitations
9-2 Additional Regulations Where a Grouping or More than One Use is Planned for a Tract
9-3 Affordable Dwelling Unit Provisions
9-4 Apartment Buildings, Special Regulations
9-5 Bed and Breakfast Facilities
9-6 Cluster Development Provisions
9-7 Home Occupations and Home Businesses
9-8 Lighting
9-9 Manufacturing Buildings, Special Regulations
9-10 Mobile Homes (Manufactured Homes)
9-11 Office and Other Business Buildings, Special Regulations
9-12 Open Space
9-13 Outdoor Display
9-14 Performance Standards for All Non-Residential Uses
9-15 Recycling Facilities
9-16 Residential Use Limitations
9-17 Steep Slopes
9-18 Telecommunications Facilities
9-19 Temporary Uses
9-20 Traditional Neighborhood Development Option (TND)
9-21 Utility Lots
9-22 Yard and Garage Sales
9-23 Massage Therapy, Establishment of Provisions for Therapists and Businesses
9-24 Mobile Food Vendors
9-25 Mixed-Use Development Option
9-26 Data Centers

9-3 Affordable Dwelling Unit Provisions

9-3.1 A density bonus system is offered to encourage private sector development of low and moderate priced dwelling units. ~~ADUs~~ Affordable Dwelling Units must be built so as to provide a convenient, safe, pedestrian-friendly and accessible living environment in which the affordable dwelling units blend in and are interspersed with market-rate dwellings. For the purposes of this Article, persons eligible to rent or buy affordable dwelling units ~~(ADU)~~ shall include those eligible for assistance under the following state or federal programs:

- Programs Applicable Under Federal and State Eligibility Guidelines for Housing Assistance
- Virginia Housing Development Authority
- Section 8 Rental Assistance Program
- Department of Housing and Urban Development Community Block Grant Program
- Farmer's Home Administration Program
- Other programs similar to those named herein as approved by Town Council

This section shall also apply to residential dwellings in the Central Business District (CBD). While there is not a bonus density in the CBD, the provisions of the Article shall be used in the execution of apartments as allowed in Article 3-4.11.6 and Article 9-4.

9-3.2 The applicant shall provide assurance to the Town that the affordable dwelling units will continue to be available for this purpose for at least twenty-five (25) years following the date of Town approval. This assurance will take the form of a deed restriction, restrictive covenants, or other form of legal and binding agreement approved by the Town Attorney and Town Council. In addition, such assurance shall include that the affordable dwelling unit(s) will be limited to the prevailing rent for such units as prescribed by the appropriate Federal and/or state agency for affordable housing, so long as:

1. *Any dwelling unit may be offered at any time as an Affordable Dwelling Unit at the landlord's discretion, and*
2. *During any calendar year, at least one (1) dwelling unit (or more as applicable to the 25% designated in Article 3-4.11.6) must be either leased or available as an Affordable Dwelling Unit in the prescribed ratio of 25%.*

9-3.3 The density bonuses outlined in the District provisions in Article 3 shall be permitted in conjunction with the ~~ADU~~ affordable dwelling unit density bonus. The maximum density shall not exceed that provided for in the provisions of each District. Percentages of density increase are to be applied separately and are not to be compounded. The process for granting approval of such density bonuses shall be in accord with the procedures and provisions for zoning amendments provided for in Article 11.

9-3.4 The applicant shall design and develop the site using the traditional design techniques provided for in Article 9, Section 9-20 and Article 3, Section. 3-5.2.10.

9-3.5 ~~ADU's~~ Affordable dwelling units should first be made available to persons residing or working in the Town of Warrenton or Fauquier County. The developer shall contact the appropriate local Social Service and/or Housing Authority offices for identification and placement of residents ninety (90) days prior to advertising the availability of the units.

9-3.6 Special Parking Considerations for Affordable Dwelling Units

In order for developers to achieve densities that are allowed under the ~~ADU~~ affordable dwelling unit density bonus, the following reductions may be allowed with the approval of Town Council:

- Single room occupancies: 1.0 parking space per unit
- Studio/Efficiency: 1.25 parking spaces per unit
- One Bedroom: 1.5 parking spaces per unit
- One Bedroom and Den: 2.0 parking spaces per unit

9-4 Apartment Buildings, Special Regulations

Apartment buildings shall be constructed in accordance with an overall plan and shall be designed as a single architectural unit with appropriate landscaping.

Adequate areas shall be provided for loading and unloading of delivery trucks and for the servicing of refuse collection, fuel, fire, and other service vehicles. These areas shall be so arranged that they may be used without blockage or interference with the use of accessways or parking facilities. Service areas shall be screened from view from any abutting roadway and from within the parking area.

Provision shall be made for safe and efficient vehicular ingress and egress to and from public streets and highways serving the center without undue congestion to or interference with normal traffic flow. Provision shall also be made for safe and convenient pedestrian ingress and egress to all adjacent public rights of way, as well as to adjacent properties. Where intersection augmentation is required, the applicant shall bear the cost of any improvements made necessary by his development.

Apartments in the Central Business District. The average size of apartments shall be at least 500 gross square feet and a minimum of 300 square feet of livable space. ~~Any design or rehabilitation of a building shall be of an exterior design and form that is compatible with the Historic District~~ and subject to the following site criteria:

1. Identification of the location of the trash receptacles and their enclosure/screening from the street (Article 10 Site Development Plan).
2. Adequate parking for dwelling units shall be demonstrated consistent with Sections 7-9.3 and 7-13 of the Zoning Ordinance.

ORDINANCE 2018-05

AN ORDINANCE TO ADOPT A REVISED COMMUNITY DEVELOPMENT FEE SCHEDULE EFFECTIVE JULY 1, 2018

BE IT ORDAINED by the Council of the Town of Warrenton, Virginia, that the following Fee Schedule is hereby adopted effective July 1, 2018 and amended June 8, 2021 (Noise Permit)

PLANNING & ZONING

DESCRIPTION	CODE	FEE
PLANNING*		
Rezoning	PLNG	$1,250 + $150 per acre**
Planned Unit Development (PUD)		$2,150 + $150 per acre + COA Consultant Review Fees**
Rezoning Additional submissions (4+)		$500
Special Use Permit (SUP)		$750 + $300 for each additional use
Comprehensive Plan Amendment		$1,600 if no rezoning required 50% of current rezoning fee if rezoning required
Section 15.2-2232 Compliance		$800
BOARD OF ZONING APPEALS (BZA)*		
Administrative Appeal (BZA & ARB)	ZOPM	$400
Variance		$400
SITE DEVELOPMENT PLAN		
Site Development Plan (SDP)	SITE	$3,600 + $400x disturbed acres +$200 late fee +600 (each review 3+)
BONDS		
Bond Reduction or Release	SITE	$300
Bond Extension Fee		$300/year
As-Built Submissions		$300 (each 3+ review)
SUBDIVISION		
Preliminary / Final Plat (Commercial & Residential)	SITE	$2,000 + $250 per lot
Easement Plat		$300
Re-approval (After 6 Months Signatures)		$200
Administrative Plat / Boundary Adjustment		$650
Record Plat / Vacation of Plat		$200 (1-5 lots) $300 (6-24 lots) $400 (>25 lots)
Concept or Sketch Plan Review		$10 per parcel + $25 reissue after reg/prop change
LAND DISTURBANCE PERMIT		
Single Family Residential (<10,000 SF)	LDPA	$200 + $250 if work started without a permit; + $50 re-inspection fee for Notice to Comply or Stop Work
Residential/Commercial (All)		Per Zoning Ordinance (Article 5-16)
Plan Review		$200 + $50/acre
E&S Compliance Inspection (Reinstatement)		50% of fee or $1,500 (whichever less)
VSMP General Permit (State Fee Portion)	VSMP	Portion of cost within Article 5-16

Plus the cost of advertising and property notice mailings
****or any portion thereof, whichever is greater***

DESCRIPTION	CODE	FEE
ARCHITECTURAL REVIEW BOARD (Per property or design as applicable)		
ARB Review	PLNG	$100 (Non-Residential) / $50 (Residential)
ARB Review – Administrative		$25
REVIEW/MODIFICATION		
Amendments (All Permit Re-Submissions including SDP)*	Same as application type	$500* (condition amendment only) $1,000* (minor) 50% of fee* (major)
Text Amendment	ZOPM	$750 + Consultant Review Fee*
ZONING PERMIT		
Temporary Use	ZOPM	$100
Zoning Determination Letter		$350
Zoning Confirmation Letter		$30 / $100 if requires Conditions of Development conformance review
Expedited Letter		$250
Zoning Permit		$75 / $200 if requires Conditions of Development conformance review No fee if in conjunction with Site Plan
Home Occupation Permit		$25
Massage Therapy Business		$75
Massage Therapist		$50
Mobile Food Establishment		$25 (included in zoning permit)
Zoning Inspections		$80
Sign Permit		$50 + $2 per SF $100 + $66.30 per sign (if building permit required) $1,000 + Consultant Fee (Sign Package)
Special Events	SPEV	$100
Amplified Noise Permit (Annual)	NOISE	$100

MISCELLANEOUS

DESCRIPTION	CODE	FEE
Administrative Waiver	ZOPM	$200
Waiver / Exception*		$350*
Fee In-Lieu of Parking (Residential CBD Only)		$3,650 (per space)
ADDITIONAL FEES		
Property List	ZOPM	$25
New structure address		$75
Deferrals / Continuance / Tabling*		$200* (if re-advertised)
Work Without Permit (Permit After the Fact; Signs, E&S, Zoning, etc.)		$100

Plus the cost of advertising and property notice mailings
****or any portion thereof, whichever is greater***

Technical Reviews and Studies (Professional Consultant Services)	PCSF	$1,000 (Traffic Impact Analysis) $500 (Floodplain Study) $300 (Design Standards Modification) $750 (Wireless/Telecommunication) As Charged by Consultant (E&S / SWM Review)
Property Notification & Advertising	PNAC	As Charged by Piedmont Press & USPS

Plus the cost of advertising and property notice mailings
****or any portion thereof, whichever is greater***

BUILDING & FIRE

DESCRIPTION	CODE	FEE
Building Permit State Levy Fee	**BPSL**	**2% of total building permit cost for applicable line items as noted below by "***"**
ELECTRIC SERVICE		
0 - 600 A	BLDG	$50.00***
601 A - 1200 A		$95.00***
Over 1200 A		$160.00***
Temp Elect. Service		$55.00***
Residential Circuits		$55.00***
Commercial Circuits		$0.01 / SF - $100.00 Min.***
Electrical @ Residential Accessory Bldg.		$50.00***
ALARM SYSTEM		
Fire	BLDG	$0.01 / SF - $100.00 Min.***
GAS		
Residential Gas	BLDG	$50.00***
Commercial Gas		$0.01 / SF - $100.00 Min.***
LP Tank		$50.00***
PLUMBING		
Residential Plumbing	BLDG	$50.00***
Commercial Plumbing		$0.01 / SF - $100.00 Min.***
WATER LATERAL		
Residential / Commercial	BLDG	$55.00***
SEWER LATERAL		
Residential / Commercial	BLDG	$55.00***
IRRIGATION / RPZ		
Residential	BLDG	$35.00***
Commercial		$50.00***
MECHANICAL		
Residential Mechanical	BLDG	$50.00***
Commercial Mechanical		$0.01 / SF - $100.00 Min.***
BUILDING		
New Residential Finished	BLDG	$0.14 SF / $100.00 Min.***
New Residential Unfinished		$0.14 SF / $100.00 Min.***
New Commercial< 5,000 SF		$0.18 SF / $150.00 Min.***
New Commercial > 5,000 SF		$0.13 SF / $150.00 Min.***
Residential Alterations		$0.13 SF / $75.00 Min.***
Commercial Alterations		$0.17 SF / $100.00 Min.***
Roofing / Siding Commercial		$65.00***
Retaining Walls - Commercial		$0.18 SF / $150.00 Min.***
Retaining Walls - Residential		$0.12 SF / $75.00 Min.***
Accessory Structures		$50.00***
Moved Structures		$65.00***
MASONRY FIRE PLACE / FLUE		
Residential / Commercial	BLDG	$65.00***

****Plus 2.00% Virginia Levy Fee – subject to change without notice, set by State of Virginia*
*****Returned if Applicant Prevails*

DESCRIPTION	CODE	FEE
MISCELLANEOUS		
Sprinkler System	BLDG	$0.01 / SF - $100.00 Min.***
Hood Suppression		$75.00***
Demo		$65.00***
Re-inspection		$50.00
Permit Renewal / Administrative		$45 per 6 months
Consultation		$50.00
Modification		$75.00
After Hours Inspect.		$200.00
Certificate of Occupancy (C of O)		$45.00
C of O; Existing Structure		$100.00
Change of Use		$65.00
Tents		$50.00 1st + $25.00 each additional***
Moved Structures		$65.00***
Appeals****		$500.00****
Work without permit – Minor or Major		$100.00
Signs		$65.00***
Violation Notices	N/A	$0.00
ELEVATORS		
Annual Certificate	BLDG	$50.00
Repair Permit		$50.00*
New Elevator		$50.00 + $20.00 per floor
POOLS		
Residential Pool	BLDG	$65.00***
Commercial Pool		$0.07 SF / $100.00 Min.***
PLAN REVIEW (PR)		
Residential Plan Review	BLDG	$0.03 SF / $50.00 Min.
Residential Electric PR		$35.00
Residential Plumbing - Mechanical PR		$35.00
Commercial Plan Review		$0.01 SF / $100.00 Min.
Commercial Electric PR		$45.00
Commercial Plumbing - Mechanical PR		$45.00
Fire Suppression		$0.01 SF / $75.00 Min.
Tenant Build-out		$0.03 SF / $75.00 Min.
AMUSEMENT DEVICES		
Kiddie	BLDG	$25.00***
Circulate / Flat > 20'		$35.00***
Spectacular Ride		$55.00***
Coasters < 30'		$150.00***
All other devices		$55.00***
After Hours Inspect.		$200.00
FIRE OFFICIAL		
Open Burning or Blasting Permit	BLDG	$50.00***
FP Inspection	FIRE	$50.00 for 1st 2,500 SF + $0.01 for each additional SF

****Plus 2.00% Virginia Levy Fee – subject to change without notice, set by State of Virginia*
*****Returned if Applicant Prevails*

PARKING FUND FEE SCHEDULE

The Town Council has established a Parking Fund for the provision for adequate future parking in the Central Business Distr4ict. The intention is to insure that there is opportunity for expanded parking to meet the needs of business, commerce and residential uses in the downtown. The availability of land in the downtown is severely limited and the addition of any new public parking would require the development of a structure or structures to accommodate new spaces. The Town has already identified locations for the construction of parking structures in conjunction with Fauquier County, Federal Government (Post Office) and/or private entities for the joint use and financing of parking structures.

The 2022-2027 Warrenton Capital Improvement Program (CIP) identifies a $20,000,000 investment of local funds in the years 2025 – 2026 for this project. While current funding sources are Town bonds, there are numerous public, private and semi-public resources available to assist in the finance. The CIP indicates the various public sites available for a structure and references a previous study for the need of up to 300 additional parking spaces in the downtown area (Parking Study; Wilber Smith and Associates; 2000). This would be the basis for estimating the fee structure necessary to support the development of new parking in the CBD.

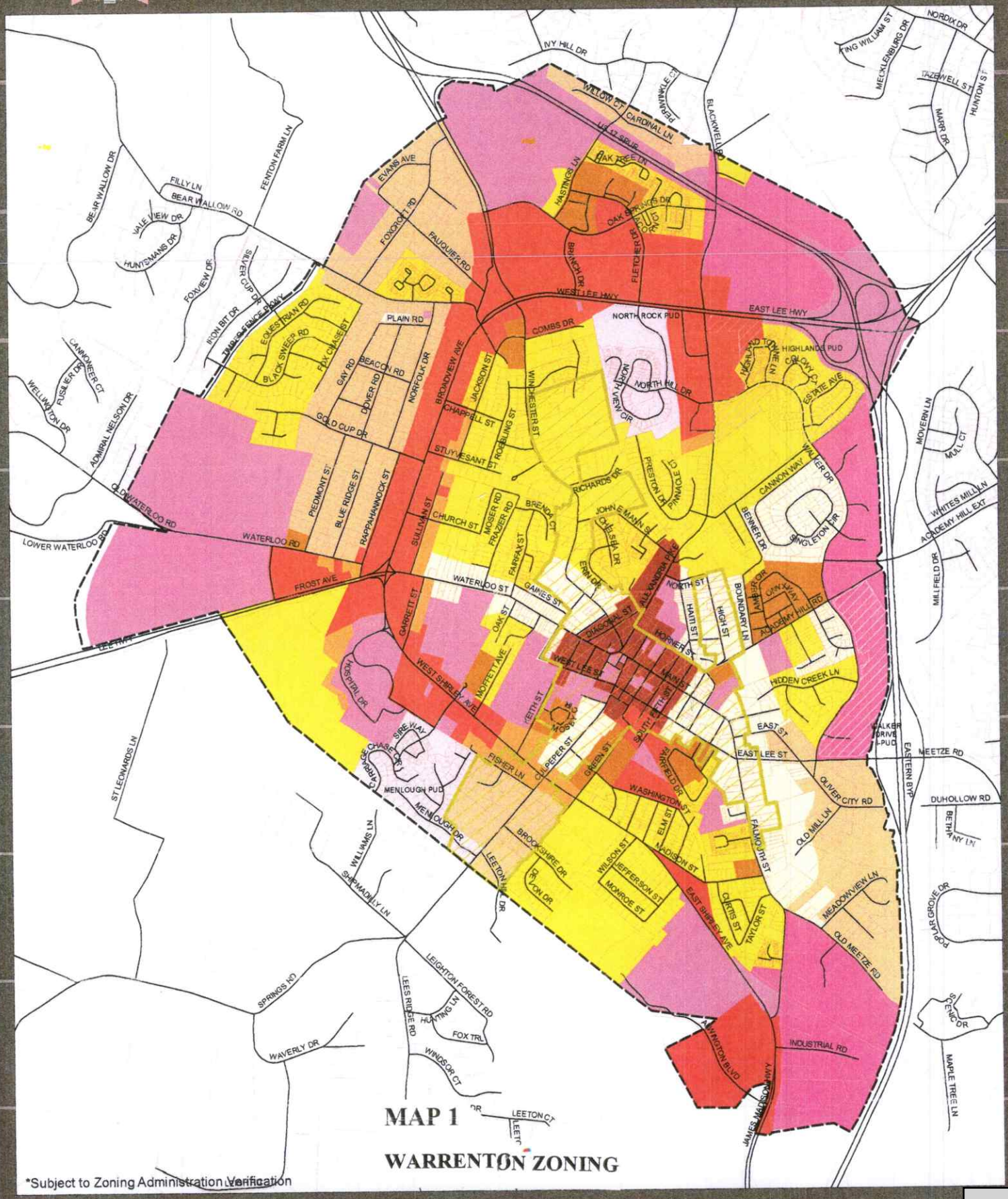
The current/2021 engineering cost estimate for surface parking (asphalt) is $1.65 per square foot based on a 2 inch surface. The Warrenton/Central Virginia area generally requires additional surface material either in the form of asphalt or subsurface preparation resulting in double the investment plus added area for drives, circulation and access. This produces a cost per surface parking space of $3650.

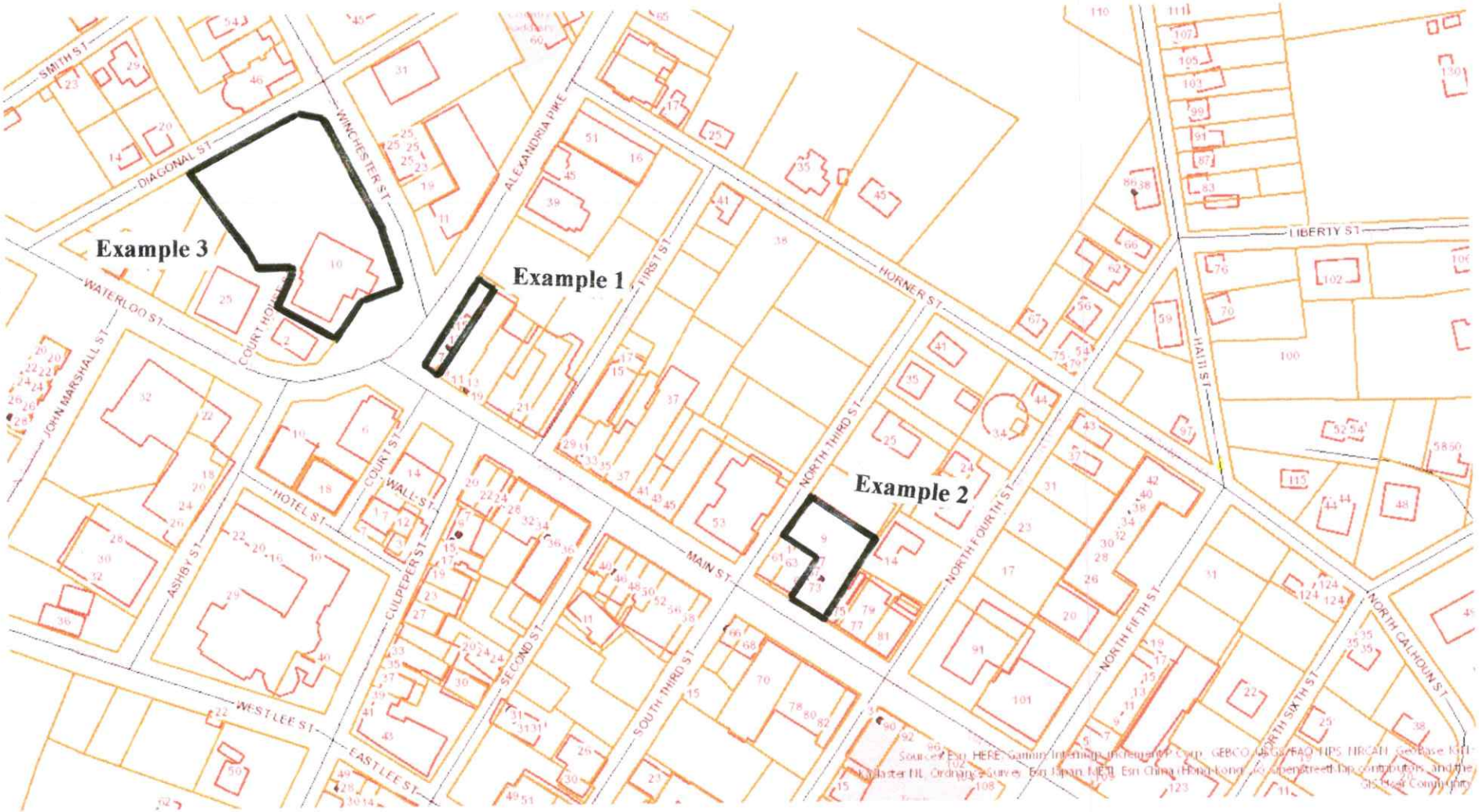
Structural parking requires considerable more investment in the structure, grading, steel/concrete and ramps to develop the vertical floor for vehicles, typically three (3) floors. Warrenton contains prospective topography in the downtown that can be an advantage for structural parking. A two-floor structure can be built such that the ground floor is accessible at the ground level, while the second floor is accessible at the street or second floor level, thereby eliminating the ramp and its space and structure.

Current engineering estimates of the cost per space for structural parking is $50-65 per square foot. This produces an estimate per parking space of $12,150 - $15,800. As there exists an economy of scale in Warrenton for the development of structural parking (depending on the site), a fee of $12,500 per parking space can be established for the Parking fund. This would generate about $1.25 million in the six years prior to construction of the first parking structure (est.15 spaces/year). The amortized cost of the CIP project (#T-25-008), assuming no cost participation from other sources, is about $9000/space. This compares favorably with other communities where the parking fee schedule for downtown spaces ranges from $7000 in Danville (non-retail) to $15,000 in Middleburg. The recommended fee schedule is as follows:

Parking Fund Fee Schedule **$3,650/Space**

TOWN OF WARRENTON
ZONING DISTRICTS





MAP 2

DENSITY EXAMPLES

PARCELID	OWNERNME1	SITEADDRES	CNTZONECD	ACREAGE	EXISTING DWELLINGS	POTENTIAL 25 UNITS/ACRE	POTENTIAL 50 UNITS/ACRE	
6984-23-9796-000	VERIZON VIRGINIA INC		CB	0		0	0	
6984-43-1192-000	MT ZION BAPTIST CHURCH TEES OF		CB	0.0861		2	4	
6984-43-4607-000	UNITED STATES POSTAL SERVICE		CB	~~0.0326~~		0	0	
6984-33-1675-005	SUNRISE PROPERTY HOLDINGS LLC	77 W LEE ST	CB	0		0	0	
6984-43-4533-000	ROGERS, CONNIE I; ROGERS, SAMUEL L	1 N THIRD ST	CB	0.0332		1	2	
6984-33-2576-000	COUNTY OF FAUQUIER	JOHN MARSHALL ST	CB	~~0.1916~~		0	0	
6984-33-5751-000	JOHN MARSHALL OFFICE BUILDING LLC	32 WATERLOO ST	PD	0		0	0	
6984-33-7857-000	GAINES, WILLIAM H HEIRS		CB	0.0344		1	2	
6984-43-2687-000	CARTER, HOWARD B II; CARTER, SHARON FAE	43 MAIN ST	CB	0.0526		1	3	
6984-33-9361-000	DBRL4 LLC	39 CULPEPER ST	CB	0.2935		7	15	
6984-42-5898-000	ALLS, MALCOLM W; HOTTLE, PRISCILLA G	111 E LEE ST	CB	0.1337		3	7	
6984-33-5971-000	HARRIS, EVA C		CB	0.038		1	2	
6984-33-8116-000	CORNER BUILDING PROPERTIES LLC	57 CULPEPER ST	CB	0.0557		1	3	
6984-33-7180-800	ST JAMES EPISCOPAL CHURCH		CB	~~0.0461~~		0	0	
6984-44-4456-000	ALLS, MALCOLM W ; HOTTLE, PRISCILLA G	95 ALEXANDRIA PIKE	CB	0.1713		4	9	
6984-43-7774-000	MARTIN, CECILIA N; MARTIN, FRANK L	44 N FOURTH ST	CB	0.0393		1	2	
6984-44-2241-000	JWT LLC		CB	0.0459		1	2	
6984-43-7022-000	TUCKER, JAMES F REVOC LVG TRUST; TUCKER, JAMES I	17 S FIFTH ST	CB	0.0699		2	3	
6984-33-1675-011	DSSP LLC		CB	0		0	0	
6984-33-7180-000	ST JAMES EPISCOPAL CHURCH	34 BECKHAM ST	CB	~~0.0461~~		0	0	
6984-33-6208-000	GRAHAM-GEORGE LLC	22 W LEE ST	CB	0.2848		7	14	
6984-44-0404-000	DIAGONAL LC		CB	1.9378		48	97	48
6984-34-7116-000	WARRENTON BIBLE FELLOWSHIP	46 WINCHESTER ST	CB	~~0.3188~~		0	0	
6984-33-2519-003	MOUNTAIN TOP PROPERTIES LLC		CB	0		0	0	
6984-33-1675-004	DEPOLO, GEORGE M TRUSTEE	77 W LEE ST	CB	0		0	0	
6984-43-3452-000	FENDLEY, JOYCE PAYNE; FENDLEY, W G III	66 MAIN ST	CB	0.0571		1	3	
6984-44-3342-000	TRIVETTE, SARA E	73 ALEXANDRIA PIKE	CB	0		0	0	
6984-43-1593-000	RUTH LLC	40 MAIN ST	CB	0.0290		1	1	
6984-33-4726-005	JM PROPERTY LLC	20B JOHN MARSHALL ST	CB	0		0	0	
6984-33-4439-000	BR 28 ASHBY STREET LLC	36 ASHBY ST	CB	0.3454		9	17	
6984-43-0633-000	SAMUEL LLC	20 MAIN ST	CB	0.0432		1	2	
6984-33-1675-010	JOINER, RICHARD & ROBYN LVG TRUST; JOINER, RICHAF	77 W LEE ST	CB	0		0	0	
6984-43-8588-003	JADCO LLC	30 NORTH FIFTH ST	CB	0		0	0	
6984-44-2072-000	WARRENTON TOWN OF		CB	~~0.1716~~		0	0	
6984-43-2448-000	NOAH LLC	50 MAIN ST	CB	0.0439		1	2	
6984-43-6676-000	JACKSON, MARY LOUISE JOYNES; JOYNES REAL ESTATE	35 N THIRD ST	CB	0.06		2	3	
6984-43-5154-000	WARRENTON TOWN OF		CB	~~0.297~~		0	0	
6984-44-3205-000	PAYNE, L W; PAYNE, MARY H HEIRS	65 ALEXANDRIA PIKE	CB	0		0	0	
6984-34-5038-000	HODGES, DAVID; HODGES, HENRY	14 DIAGONAL ST	CB	0		0	0	
6984-44-1362-000	MAGGIOLO, MARION	64 ALEXANDRIA PIKE	CB	0.2154		5	11	
6984-33-2519-001	BLUE SPRUCE LLC		CB	0		0	0	
6984-33-9515-000	MACDONALD, ETSUKO K; MACDONALD, MICHAEL KEITH	3 HOTEL ST	CB	0		0	0	
6984-44-4235-000	DAUGHERTY, JAMES D	29 HORNER ST	CB	0.2047		5	10	
				0		0	0	
6984-33-1675-008	S & J CAPITAL LLC	77 W LEE ST	CB	0		0	0	
6984-34-4195-000	CASNER, KARIN C	23 SMITH ST	CB	0.112		3	6	
6984-23-9688-000	VERIZON VIRGINIA INC		CB	0		0	0	
6984-43-8588-001	COLVIN, YOLANDA K	26 NORTH FIFTH ST	CB	0		0	0	
6984-33-1821-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.1606~~		0	0	
6984-43-3019-000	GUADALUPE INC	79 E LEE ST	CB	0.2438		6	12	
6984-33-9538-000	12 CULPEPERST LLC	12 CULPEPER ST	CB	0		0	0	
6984-42-2990-000	AIANI, ELIZABETH M; AIANI, RONALD J	86 E LEE ST	CB	0.1236		3	6	
6984-43-2667-000	NEVILL, HUGH T A CO-TRUSTEE; NEVILL, HUGH T A REVC	41 MAIN ST	CB	0.0526		1	3	
6984-33-0494-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.2255~~		0	0	
6984-33-1675-006	SUNRISE PROPERTY HOLDINGS LLC	77 W LEE ST	CB	0		0	0	
6984-33-1846-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.1446~~		0	0	
6984-43-1659-000	REUWER FAMILY REAL ESTATE HOLDINGS LLC	29 MAIN ST	CB	0.0303		1	2	
6984-33-8242-000	TIFFANY BUILDING LLC	51 CULPEPER ST	CB	0.0172		0	1	
6984-53-0546-000	WARRENTON BAPTIST CHURCH		CB	~~0.1712~~		0	0	
6984-23-9669-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.0683~~		0	3	
6984-43-8588-007	SANFORD, KEVIN H	38 NORTH FIFTH ST	CB	0		0	0	
6984-33-1675-001	FRANZONI, GEORGETTE C CO-TEE; FRANZONI, ROBERT	75A W LEE ST	CB	0		0	0	
6984-43-5258-000	FENDLEY, JOYCE P; FENDLEY, WILLIAM G III	90 MAIN ST	CB	0.1377		3	7	
6984-33-6944-000	FAUQUIER NAT BANK OF WARRENTON	25 WATERLOO ST	CB	0.1667		4	8	
6984-43-6734-000	JACKSON, MARY LOUISE JOYNES; JOYNES, BARBARA LE	35 N THIRD ST	CB	0.16		4	8	
6984-43-2476-000	LUKE LLC	52 MAIN ST	CB	0.1347		3	7	
6984-43-7587-000	WARRENTON, PRESBYTERIAN CHURCH INC	23 N FOURTH ST	CB	~~0.1573~~		4	0	
6984-33-1675-007	SUNRISE PROPERTY HOLDINGS LLC	77 W LEE ST	CB	0		0	0	
6984-33-8179-000	CORNER BUILDING PROPERTIES LLC	34 E LEE ST	CB	0.0548		1	3	
6984-43-8646-000	WARRENTON, PRESBYTERIAN CHURCH INC	37 N FOURTH ST	CB	~~0.1~~		0	0	
6984-43-1718-000	WARRENTON TOWN OF	21 MAIN ST	CB	~~0.0619~~		0	0	
6984-43-8588-009	HOSPICE OF FAUQUIER COUNTY INC	42 NORTH FIFTH ST	CB	0		0	0	
6984-34-8278-000	MACDONALD, ETSUKO K; MACDONALD, MICHAEL KEITH	45 WINCHESTER ST	CB	0.3408		9	17	
6984-43-5428-000	WOODWARD GROUP INC THE	75 MAIN ST	CB	0.0393		1	2	
6984-44-3184-000	HERNDON, JOY T	25 HORNER ST	CB	0.3436		9	17	
6984-33-8599-000	WALL STREET LLC	1 HOTEL ST	CB	0.0652		2	3	
6984-45-7229-000	THE WOODWARD GROUP INC		CB	0		0	0	
6984-43-4221-000	WARRENTON TOWN OF		PS	~~0.099~~		0	0	
6984-44-2282-000	WINSTON, PEGGY P		CB	0		0	0	
6984-43-0283-003	WARRENTON REALTY CO INC THE	49 & 51 E LEE ST	CB	0.1108		3	6	
6984-33-1675-009	JOINER, RICHARD & ROBYN LVG TRUST; JOINER, RICHAF	77 E LEE ST	CB	0		0	0	
6984-33-4548-000	28 ASHBY STREET LLC; BR 28 ASHBY STREET LLC		CB	0.1878		5	9	
6984-45-7377-000	THE WOODWARD GROUP INC		CB	0		0	0	
6984-43-0283-001	WARRENTON REALTY CO INC THE	30 S THIRD ST	CB	0.0234		1	1	
6984-43-3718-000	COFFEE SHOPPE PROPERTY LLC	35 MAIN ST	CB	0.3224		8	16	
6984-33-9894-000	7 MAIN STREET LLC	7 MAIN ST	CB	0.0778	1	2	4	
6984-33-5341-000	GRAHAM-GEORGE LLC		PS; CB	0.1363		3	7	
6984-43-7376-000	WARRENTON, PRESBYTERIAN CHURCH INC	101 MAIN ST	CB	~~0.3291~~		0	0	
6984-33-8144-000	CORNER BUILDING PROPERTIES LLC		CB	0.0378		1	2	
6984-43-6211-000	CLEA INVESTMENTS LLC	100 MAIN ST	CB	0.5244		13	26	13
6984-34-6269-000	SENTZ, ANN F TRUSTEE; SENTZ, THOMAS C LIVING TRUS	58 WINCHESTER ST	CB	0.1086		3	5	

6984-43-6060-000	TUCKER, JAMES F REVOC LVG TRUST; TUCKER, JAMES F		CB	0.0695	2	3	
6984-33-7215-000	GRAHAM-GEORGE LLC	50 CULPEPER ST	CB	0.323	8	16	
6984-42-3837-000	BURAK, EDWARD		CB	0.1236	3	6	
6984-42-3891-000	HARRIS, EVA C	96 LEE ST	CG; CB	0.4028	10	20	
6984-33-0645-000	CHESAPEAKE & POTOMAC TELE CO	87 WEST LEE ST	CB	0	0	0	
6984-33-0797-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.1606~~	0	0	
6984-34-5191-000	ALLS, MALCOLM W; HOTTLE, PRISCILLA G	20 DIAGONAL ST	CB	0	0	0	
6984-33-9359-000	BURG RENTALS LLC	31 CULPEPER ST	CB	0.049	1	2	
6984-34-9169-000	CARTER HALL PROPERTIES LLC	31 WINCHESTER ST	CB	0.5145	13	26	13
6984-44-2137-000	JWT LLC		CB	0.0642	2	3	
6984-43-8622-000	WARRENTON, PRESBYTERIAN CHURCH INC	31 N FOURTH ST	CB	~~0.1414~~	0	0	
6984-33-8254-000	49 CULPEPER LLC	49 CULPEPER ST	CB	0.0246	1	1	
6984-43-6711-000	JACKSON, MARY LOUISE JOYNES; JOYNES, BARBARA LE		CB	0.0513	1	3	
6984-45-6375-000	JENKINS, KELLY J; WESTMORELAND, DAVID M	11 JOHN E MANN ST	CB	0	0	0	
6984-44-3718-000	SGF BROS CORP	98 ALEXANDRIA PIKE	CB	1.7823	45	89	45
6984-43-3947-000	ALLS, MALCOLM W ; HOTTLE, PRISCILLA G	41 FIRST ST	PS	0	0	0	
6984-33-7809-000	FAUQUIER NATIONAL BANK THE	10 COURTHOUSE SQ	CB	0.254	6	13	
6984-43-2832-000	FAUQUIER HUNT PROPERTIES LLC		CB	0.0181	0	1	
6984-42-2912-000	EICHER, JAMES D TRUST OF THE; EICHER, JAMES D TRU	50 S FOURTH ST	CB	0.1071	3	5	
6984-33-0591-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.0039~~	0	0	
6984-43-4352-000	WALKER, GEORGE T & COMPANY LTD	78 MAIN ST	CB	0.2655	7	13	
6984-43-3185-000	LAWRENCE, MICHELLE L	26 S FOURTH ST	CB	0.0459	1	2	
6984-33-2519-004	MOUNTAIN TOP PROPERTIES LLC		CB	0	0	0	
6984-33-9326-000	FAUQUIER CLUB	37 CULPEPER ST	CB	0.0531	1	3	
6984-43-7551-000	WARRENTON, PRESBYTERIAN CHURCH INC	17 N FOURTH ST	CB	~~0.1743~~	4	0	
6984-44-2009-000	JWT LLC	51 ALEXANDRIA PIKE	CB	0.1446	4	7	
6984-43-7018-000	TUCKER, JAMES F REVOC LVG TRUST; TUCKER, JAMES F	15 S FIFTH ST	CB	0.1671	4	8	
6984-34-9063-000	DNRS LLC	19 WINCHESTER ST	CB	0	0	0	
6984-43-4541-000	XSTELE.COM LLC	63 MAIN ST	CB	0.0469	1	2	
6984-44-6005-000	PIEDMONT ENVIRONMENTAL CNCL THE	45 HORNER ST	CB	0.6771	17	34	17
6984-33-0805-000	FAUQUIER COUNTY BD OF SUPERVISORS	24 PELHAM ST	CB	~~0.4132~~	0	0	
6984-43-8247-000	IOOF CHARITY LODGE #27 TEES	7 N FIFTH ST	CB	~~0.0975~~	0	0	
6984-33-5934-000	HARRIS, EVA C	5 DIAGONAL ST	CB	0.071	2	4	
6984-43-1949-000	FIRST BAPTIST CHURCH TEES	39 ALEXANDRIA PIKE	CB	~~0.3051~~	0	0	
6984-43-0283-002	WARRENTON REALTY CO INC THE	53 E LEE ST	CB	0.0653	2	3	
6984-44-4090-000	HORNER STREET ASSOCIATES INC		CB	0.0008	0	0	
6984-43-3605-000	45 MAIN STREET LLC	45 MAIN ST	CB	0.097	2	5	
6984-33-4726-010	WEINGERTNER, INGE; WEINGERTNER, ROLF	28A JOHN MARSHALL ST	CB	0	0	0	
6984-43-0503-000	STORY, WALTER E	13 CULPEPER ST	CB	0.0491	1	2	
6984-43-0991-000	11 MAIN STREET LLC		CB	0.2669	7	13	
6984-44-0029-000	WARRENTON TOWN OF	11 WINCHESTER ST	PS	~~0.298~~	0	0	
6984-43-3661-000	USA	53 MAIN ST	CB	0.3343	8	17	
6984-33-4726-006	GABOR, CHARLOTTE D	20A JOHN MARSHALL ST	CB	0	0	0	
6984-33-4726-007	WATERLOO COURT LLC	22A JOHN MARSHALL ST	CB	0	0	0	
6984-44-7935-000	NORTH ALEXANDRIA LLC	147 ALEXANDRIA PIKE	CB	0.6685	17	33	17
6984-33-6622-000	18 ASHBY STREET LLC; BR 18 ASHBY STREET LLC	20 ASHBY ST	CB	0.2771	7	14	
6984-44-2557-000	GREENLAND, CHRISTINE F; GREENLAND, THOMAS A	94 ALEXANDRIA PIKE	CB	0.7702	19	39	19
6984-43-2199-000	MT ZION BAPTIST CHURCH TEES OF	73 E LEE ST	CB	~~0.2893~~	0	0	
6984-33-9338-000	CULPEPER STREET LLC	35 CULPEPER ST	CB	0	0	0	
6984-44-4552-000	ALLS, MALCOLM W ; HOTTLE, PRISCILLA G	99 ALEXANDRIA PIKE	CB	0.1514	4	8	
6984-43-0410-000	HARRIS, EVA C	20 SECOND ST	CB	0	0	0	
6984-43-6769-000	CHERITON PROPERTIES LLC	41 N THIRD ST	CB	0.16	4	8	
6984-43-6470-000	WARRENTON, PRESBYTERIAN CHURCH INC	91 MAIN ST	CB	~~0.229~~	0	0	
6984-44-5514-000	ALLS, MALCOLM W ; HOTTLE, PRISCILLA G	103 ALEXANDRIA PIKE	CB	0.2646	7	13	
6984-43-0426-000	STORY, WALTER E		CB	0.0854	2	4	
6984-33-2912-000	SMITH, ANGELA	74 WATERLOO ST	CB	0.3515	9	18	
6984-43-0765-000	WARRENTON TOWN OF		CB	0	0	0	
6984-44-3105-000	J W T LLC	17 HORNER ST	CB	0.0938	2	5	
6984-44-4423-000	DANG, HAN; TRAN, LIEN	89 ALEXANDRIA PIKE	CB	0.1463	4	7	
6984-34-4146-000	H & C INVESTORS LLC		CB	0	0	0	
6984-43-5676-000	CHERITON PROPERTIES LLC	25 N THIRD ST	CB	0	0	0	
6984-43-4005-000	DARK HORSE HOLDINGS LLC	35 S FOURTH ST	CB	0.083	2	4	
6984-43-0283-005	WARRENTON REALTY CO INC THE	E LEE ST	CB	0.2278	6	11	
6984-33-4726-001	WATERLOO COURT 1 LLC	28B JOHN MARSHALL ST	CB	0	0	0	
6984-44-3229-000	COLBERT, KHLEALAN P	69 ALEXANDRIA PIKE	CB	0.1083	3	5	
6984-44-1238-000	MAGGIOLO, MARION		CB	0.0235	1	1	
6984-33-5956-000	FAUQUIER NATIONAL BANK THE		CB	0.0223	1	1	
6984-33-7989-000	FAUQUIER NAT BANK OF WARR THE	10 COURT HOUSE SQ	CB	0	0	0	
6984-23-9484-000	FAUQUIER COUNTY BD OF SUPERVISORS	78 W LEE ST	CB	~~0.58~~	0	0	
6984-33-9452-000	BURG RENTALS LLC	29 CULPEPER ST	CB	0	0	0	
6984-43-2254-000	MT ZION BAPTIST CHURCH TEES	23 S THIRD ST	CB	0	0	0	
6984-33-8172-000	CORNER BUILDING PROPERTIES LLC	37 BECKHAM ST	CB	0.0346	1	2	
6984-43-1689-000	ANDERSON, A R BUILDING LLC	31 MAIN ST	CB	0.0568	1	3	
6984-43-2739-000	FAUQUIER HUNT PROPERTIES LLC	15 FIRST ST	CB	0.0181	0	1	
6984-33-9484-000	27 CULPEPPER ST LLC		CB	0.0465	1	2	
6984-43-3990-000	WARRENTON TOWN OF	38 HORNER ST	CB	~~0.3155~~	0	0	
6984-34-5159-000	BURCH, SEAN; LEWIS, JEANNE	29 SMITH ST	CB	0.1471	4	7	
6984-33-0736-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.0459~~	0	0	
6984-43-7195-000	FMMG LLC	110 MAIN ST	CB	0.1951	5	10	
6984-33-9466-000	27 CULPEPPER ST LLC	27 CULPEPER ST	CB	0.04	1	2	
6984-43-1887-000	WARRENTON TOWN OF		CB	~~0.2772~~	0	0	
6984-45-7118-000	WARRENTON TOWN OF		PS	0	0	0	
6984-33-4996-000	HARRIS, EVA C		CB	0.0281	1	1	
6984-43-4141-000	25 S FOURTH STREET LLC	25 SOUTH FOURTH ST	CB	0.0858	2	4	
6984-42-6965-000	JONES, NICOLLE M B; JONES, QUENTIN A	25 S FIFTH ST	CB	0.1622	4	8	
6984-34-6285-000	LEWIS, SUSAN H	54 WINCHESTER ST	CB	0.1091	3	5	
6984-33-9200-000	DAIKER, DEBORAH A	38 E LEE ST	CB	0.0429	1	2	
6984-33-0339-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.0243~~	0	0	
6984-33-9488-000	ASH CAPITAL HOLDINGS LLC	21 CULPEPER ST	CB	0	0	0	
6984-33-3816-800	THE SALVATION ARMY	62C WATERLOO ST	CB	0.5487	14	27	14
6984-43-8669-000	ZOSH, MICHAEL	43 N FOURTH ST	CB	0	0	0	
6984-44-3386-000	HARRIS, EVA C	79 ALEXANDRIA PIKE	CB	0	0	0	
6984-33-8139-000	TIFFANY BUILDING LLC	53 CULPEPER ST	CB	0.0466	1	2	

6984-45-7423-000	THE WOODWARD GROUP INC		CB	0		0	0	
6984-43-3345-000	LOCALICIOUS PROPERTIES LLC	15 S THIRD ST	CB	0.0688		2	3	
6984-43-0652-000	MERNS LLC	22 MAIN ST	CB	0.041		1	2	
6984-42-6922-000	ALLS, MALCOLM W; HOTTLE, PRISCILLA G	35 S FIFTH ST	CB	0.0689		2	3	
6984-43-0586-000	STORY, WALTER E	34 MAIN ST	CB	0.1416		4	7	
6984-43-8588-005	HARRIS, MARK	34 NORTH FIFTH ST	CB	0		0	0	
6984-33-0781-000	CHESAPEAKE & POTOMAC TELE CO		CB	0		0	0	
6984-33-4726-008	MURRAY, SABRINA T	24A JOHN MARSHALL ST	CB	0		0	0	
6984-34-6179-000	WARRENTON BIBLE FELLOWSHIP TEES	46 WINCHESTER ST	CB	~~0.1597~~		0	0	
6984-45-6328-000	RAWLINGS, JESSICA E	17 JOHN E MANN ST	CB	0		0	0	
6984-33-3636-000	COUNTY OF FAUQUIER	30 JOHN MARSHALL ST	CB	~~0.3006~~		0	0	
6984-43-8395-000	IOOF CHARITY LODGE #27 TEES	17 N FIFTH ST	CB	0		0	0	
6984-43-5473-000	KANE MANOR FARM LLC	81 MAIN ST	CB	0.0734		2	4	
6984-33-4726-002	WATERLOO COURT 2 LLC	26B JOHN MARSHALL ST	CB	0		0	0	
6984-43-0892-000	WARRENTON TOWN OF		CB	~~0.0378~~		0	0	
6984-32-7819-000	ST JAMES EPISCOPAL CHURCH TEES	89 CULPEPER ST	CB	~~0.2476~~		0	0	
6984-43-6660-000	CHERITON PROPERTIES LLC	20 N FOURTH ST	CB	0.18		5	9	
6984-43-9465-000	WARRENTON BAPTIST CHURCH		CB	~~0.1308~~		0	0	
6984-33-4726-004	JM PROPERTY LLC	22B JOHN MARSHALL ST	CB	0		0	0	
6984-44-1203-000	MAGGIOLO, MARION	60 ALEXANDRIA PIKE	CB	0.2316		6	12	
6984-43-0526-000	PEARSON, GARY M; PEARSON, LOIS G	7 CULPEPER ST	CB	0.0762		2	4	
6984-43-3404-000	IRMEN, CHRISTOPHER JOHN; IRMEN, JOHN CHARLES; IR	58 MAIN ST	CB	0.0628		2	3	
6984-43-2231-000	MT ZION BAPTIST CHURCH TEES		CB	0		0	0	
6984-42-1927-000	HARRIS, EVA C	53 S THIRD ST	CB	0		0	0	
6984-43-2714-000	REUWER FAMILY REAL ESTATE HOLDINGS LLC		CB	0.0601		2	3	
6984-43-2501-000	ADAM LLC	44 MAIN ST	CB	0.0333		1	2	
6984-43-5302-000	PYTHON GROUP LLC	82 MAIN ST	CB	0.0444		1	2	
6984-43-7721-000	WARRENTON TOWN OF	34 N FOURTH ST	CB	~~0.2~~		0	0	
6984-33-5999-000	FAUQUIER NATIONAL BANK THE		CB	0.2172		5	11	
6984-33-6782-000	22 WATERLOO STREET LLC; BR 22 WATERLOO STREET L	22 WATERLOO ST	CB	0.1368		3	7	
6984-43-0851-000	3 SPEED LLC	19 MAIN ST	CB	0.1094		3	5	
6984-43-2126-000	MT ZION BAPTIST CHURCH TEES	33 S THIRD ST	CB	~~0.086~~		0	0	
6984-43-8588-008	FARSHCHI, TAHEREH AKHAVAN	40 NORTH FIFTH ST	CB	0		0	0	
6984-45-5463-000	YATES, BRENDA	29 JOHN E MANN ST	CB	0		0	0	
6984-42-5722-000	AJAX LLC	114 LEE ST	CB	0.5418		14	27	14
6984-43-5507-000	ALLS, MALCOLM W; HOTTLE, PRISCILLA G	9 N THIRD ST	CB	0.3514	8	9	18	
6984-43-8588-006	SADROLASHRAFI, FARHAD	36 NORTH FIFTH ST	CB	0		0	0	
6984-33-1675-003	DEPOLO, GEORGE M TRUSTEE	77 W LEE ST	CB	0		0	0	
6984-34-4016-000	H & C INVESTORS LLC	67 WATERLOO ST	CB	0.5717		14	29	14
6984-43-8425-000	RENEWABLE ENERGY SOLUTIONS INC	20 N FIFTH ST	CB	0.1289		3	6	
6984-43-2710-000	ANDERSON, A R BUILDING LLC		CB	0.0845		2	4	
6984-43-0670-000	26-28 MAIN STREET LLC	28 MAIN ST	CB	0.0329		1	2	
6984-43-1090-000	54EASTLEE LLC	54 E LEE ST	CB	0.2717		7	14	
6984-43-6504-000	CHERITON PROPERTIES LLC	14 N FOURTH ST	CB	0.277		7	14	
6984-43-4305-000	FOX DEN 70 MAIN LLC	70 MAIN ST	CB	0.1586		4	8	
6984-43-2520-000	ESTHER LLC	46 MAIN ST	CB	0.0401		1	2	
6984-34-9048-000	EPC VA 92 LLC; EPC VA 93 LLC	25 WINCHESTER ST	CB	0.0917		2	5	
6984-33-4726-009	IRMEN, JOHN; IRMEN, MARTA	26A JOHN MARSHALL ST	CB	0		0	0	
6984-34-1010-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.4909~~		0	0	
6984-44-4309-000	MOORE, GARRETT W; MOORE, ROBIN M	85 ALEXANDRIA PIKE	CB	0.1469		4	7	
6984-33-5533-000	28 ASHBY STREET LLC; BR 28 ASHBY STREET LLC	28 ASHBY ST	CB	0.2949		7	15	
6984-23-8783-000	ROBERTS, BARBARA A; ROBERTS, EUGENE D	103 W LEE ST	CB	0		0	0	
6984-45-4167-000	SGF BROS CORP	156 ALEXANDRIA PIKE	CB	2.9354		73	147	73
6984-43-1512-000	36 MAIN STREET LLC	36C MAIN ST	CB	0.1642		4	8	
6984-33-3816-000	THE SALVATION ARMY		CB	0		0	0	
6984-43-8588-002	IAM PROPERTY LLC	28 NORTH FIFTH ST	CB	0		0	0	
6984-43-0811-000	11 MAIN STREET LLC	9 MAIN ST	CB	0.1281	2	3	6	
6984-53-0511-000	WARRENTON BAPTIST CHURCH	31 N FIFTH ST	CB	~~0.131~~		0	0	
6984-23-9721-000	FAUQUIER COUNTY BD OF SUPERVISORS		CB	~~0.16~~		0	0	
6984-44-4192-000	HORNER STREET ASSOCIATES INC	35 HORNER ST	CB	0.7374		18	37	18
6984-33-1675-012	BBJM LLC		CB	0		0	0	
6984-32-8935-000	ST JAMES EPISCOPAL CHURCH TEES A/K/A; ST JAMES P	73 CULPEPER ST	CB	~~1.5343~~		0	0	
6984-33-4726-003	HERRMANN & DESIO LLC	24B JOHN MARSHALL ST	CB	0		0	0	
6984-43-7416-000	WARRENTON, PRESBYTERIAN CHURCH INC		CB	~~0.0954~~		0	0	
6984-43-1479-000	RUTH LLC		CB	0.0159		0	1	
6984-33-2519-002	67 WATERLOO CENTER LLC		CB	0		0	0	
6984-33-9190-000	MLC PROPERTY MANAGEMENT LLC	50 S THIRD ST	CB	0.4520		11	23	
6984-43-3070-000	ALLS, MALCOLM W ; HOTTLE, PRISCILLA G	87 E LEE ST	CB	0.0555		1	3	
6984-43-0306-000	DBRL4 LLC	30 SECOND ST	CB	0.0413		1	2	
6984-43-0496-000	BR SECOND STREET PARKING LLC		CB	0.0259		1	1	
6984-43-3470-000	MARSHALL, SUE ANN	68 MAIN ST	CB	0.0632		2	3	
6984-33-9591-000	STORY, WALTER E	19 CULPEPER ST	CB	0.0426		1	2	
6984-43-8588-004	THREE JEWELS LLC	32 NORTH FIFTH ST	CB	0		0	0	
6984-43-5446-000	DUANE THOMPSON RENTALS LLC	77 MAIN ST	CB	0.0916		2	5	
TOTAL TOTAL					11	713	1413	1108
	1st Floor Retail (25%)					*534*	*1060*	*831*

TABLE 1
Existing and Potential Density in the Central Business District
Main Street

Address	Acreage	Existing Density (25du/ac)	Proposed Density (50 du/ac)
EAST SIDE			
Alex. Pike - 1st St			
7 Main	0.0778	1	3
11 Main	0.1281	3	6
19 Main	0.1094	2	5
Lot Main	- -	- -	Town
21 Main	0.0619	- -	Town
Lot Main	0.2772	- -	Town
Subtotal	*0.3391*	*6*	*14*
1st St - 3rd St			
29 Main	0.0303	0	1
Lot Main	0.0601	1	3
31 Main	0.0568	1	2
Lot Main	0.0845	2	4
35 Main	0.3224	8	16
41 Main	0.0526	1	2
43 Main	0.0526	1	2
45 Main	0.097	2	4
53 Main	0.3343	8	16
Subtotal	*1.0906*	*24*	*50*
Third St - Fourth St			
1 No. 3rd	0.0332	0	1
9 No. 3rd	0.3514	8	17
63 Main	0.0469	1	2
75 Main	0.0393	0	1
77 Main	0.0916	2	4
81 Main	0.0734	1	3
Subtotal	*0.6358*	*12*	*28*
Fourth St - Fifth St			
91 Main	0.229	- -	Church
101 Main	0.3291	- -	Church
7 No. 5th	0.0975	- -	Lodge
123 Main	0.7684	- -	Church
Subtotal	*1.424*	*0*	*0*

WEST SIDE

Court St - Culpeper St

	6 Court/10 Ashby	- -	- -	Fauq Co
	14 Main	0.1767	- -	Fauq Co
	20 Main	0.0432	1	2
	22 Main	0.0410	1	2
	28 Main	0.0329	0	1
	34 Main	0.1416	3	7
	36 Main	0.1642	4	8
Subtotal		*0.5996*	*9*	*20*

Culpeper St - 2nd St

	40 Main	0.029	0	1
	44 Main	0.0333	0	1
	46 Main	0.0401	1	2
	50 Main	0.0439	1	2
	52 Main	0.1347	3	6
	58 Main	0.0628	1	3
Subtotal		*0.3438*	*6*	*15*

2nd St - 4th St

	66 Main	0.0571	1	2
	68 Main	0.0632	1	3
	70 Main	0.1586	3	7
	78 Main	0.2655	6	13
	82 Main	0.0444	1	2
Subtotal		*0.5888*	*12*	*27*

4th St - 6th St

	90 Main	0.1377	3	6	
	100 Main	0.5244	13	13	*
	110 Main	0.1951	4	9	
	122 Main	- -	1	SF	
Subtotal		*0.8572*	*21*	*28*	

TOTAL	**5.8789**	**90**	**182**

* *Limited to 25 units/acre as proposed.*

TOWN OF WARRENTON, VIRGINIA

18 Court Street, P.O. Drawer 341
Warrenton, VA 20188-0341
(540) 347-2405

LAND DEVELOPMENT APPLICATION NO. _____

Application is hereby made for a zoning permit in accordance with the description and for the purpose hereinafter set forth. This application is made subject to all Town and State Laws and Ordinances and which are hereby agreed to by the undersigned and which shall be deemed a condition entering into the exercise of this permit. The permit is valid for six (6) months from date of issuance. If not renewed prior to expiration, this permit is null and void.

TYPE OF DEVELOPMENT:

☐ Preliminary Plat	☐ Amendment	☐ Boundary Adjustment	☐ Zoning/Rezoning	☐ Variance
☐ Final Plat	☐ Comp Plan Amendment	☐ Land Disturbance	☐ Sign – Permit # ____-____	☐ Other, Specify Below
☐ Site Development Plan	☑ Zoning Ordinance Text Amendment	☐ Site Plan Waiver	☐ Temporary Use or Structure	
☐ Special Exception	☐ Special Use Permit	☐ Sketch/Concept Plan	☐ Record Plat	

PURPOSE OF REQUEST: RECOMMENDATION TO AMEND THE ZONING ORDINANCE FOR THE CENTRAL BUSINESS DISTRICT (CBD) TO ALLOW FOR RESIDENTIAL DENSITY OF UP TO 60 DWELLING UNITS PER ACRE, WHERE 25 UNITS PER ACRE IS CURRENTLY ALLOWED. THE REQUEST WOULD PROVIDE INCREASED RESIDENTIAL DOWNTOWN TO SUPPORT COMMERCIAL USES & ENCOURAGE REUSE OF HISTORIC STRUCTURES.

Record Owner as shown on deed:

Last Name: NA First Name: _____ Phone(Day): _____

Mailing Address: _____

Applicant:

Last Name: ALLS First Name: MALCOLM Phone(Day): 540/428-1889

Mailing Address: 57 SULLIVAN STREET

Parcel Identification Number: VARIOUS Zoning District: CBD Subdivision: — Lot No.: —

Subject Property Street Address: NA

Acreage: — Street Frontage: — Existing Structures(Number & Type): OLD TOWN Existing Use: COMM'L/RES'D.

OWNERS AFFADAVIT:

I have read this application, understand its intent and freely consent to the filing. Furthermore, I have the power to authorize and hereby grant permission for the Town of Warrenton officials and other authorized government agents on official business to enter the property as necessary to process this application.

Signature 04/12/22 Date

MALCOLM W. ALLS 04/14/22
Print Name Date

APPLICANT'S AFFADAVIT:

The information provided is accurate to the best of my knowledge. I acknowledge that all test, studies, and other requirements of the Town of Warrenton Zoning Ordinance and Subdivision Ordinance and other requirement of review/approval agencies will be carried out at my expense. I understand that the Town may deny, approve or conditionally approve that for which I am applying.

Signature 4/12/22 Date

CHARLES C. MOTHERSEAD 4/12/22
Print Name Date

540/661-8213
MCMSOUTH@YAHOO.COM

Town of Warrenton
Zoning Map Amendments
Application Submission Checklist

Per Zoning Ordinance Article 11-3.9

Application Submission Requirements

	Land Development Application (1 Copy)
	• **The applicant's name, address, phone number and email address, and signature.** Y
	• **The applicant's authorized representative's name, address, phone number and email address.** Y
	• **The property owner's name, address, phone number and email address and signature.** Y
	• **A summary of existing data and conditions of the property, including:** ○ **Existing zoning classification** ○ **Tax Map and parcel numbers** ○ **Address of the property** ○ **Total acreage** Y
	Statement of Justification (12 Copies)
	• A statement of justification that explains the circumstances in the proposed district and the abutting districts and any other factors on which the applicant relied as reasons for supporting the proposed zoning amendment, including the degree of compliance of the proposed request and subsequent development plans with the provisions of the Comprehensive Plan. Y
	• The approximate time schedule for the beginning and completion of development in the area and any proposed phasing of the development. NA
	• Information about the market area to be served by the proposed development if a commercial use, including population, effective demand for proposed business facilities, and any other information describing the relationship of the proposed development to the needs of the market area. Y IMPACTS
	• A statement of Impact Mitigation describing and analyzing the various impacts of the proposed rezoning, including fiscal, environmental conditions, and public facilities and utilities impacts, and the proposed methods for mitigating any anticipated impacts. Y
	• A statement describing in detail the existing character of the area. Y
	Plans (12 Copies, Folded)
	• A plan of the property, at a scale of 1"=200', showing the extent of the area to be rezoned, streets bounding and intersecting the area, the land use and zone classification of abutting districts, and photographs of the area to be rezoned and abutting areas.

	• A plan to a scale of 1" = 200', unless an alternative scale is requested and approved by the Planning Director, indicating the locations of existing and proposed topography, vegetation, floodplain, wetlands, structures, uses, streets, and areas for off-street parking and loading. NA
	• A boundary survey of the property to be rezoned. NA
	• Information at the time of submission, on all parcels contiguous to the subject property and any property within 100 feet of the boundary, including: o Existing zoning o Existing land use o Proposed land use o Historic buildings or structures NA
	• A Concept Development Plan for the property, showing the proposed uses and their general relationships within the site and external to the site, including proposed structures, uses, streets, parking areas, open space areas, vegetation, sidewalks and trails and means of access to the existing road system NA
	Other Materials (1 Copy unless otherwise noted)
	• **Electronic Copy of Application Submission**
	• **Fees, in accord with the fee schedule adopted by the Town Council**
	• **Disclosure of Real Parties in Interest – Affidavit certifying authorization of application by applicant** NA
	• **Certificate of Payment of Taxes, verifying that real estate taxes have been paid for all property included in the application** NA
	• **A Traffic Study that shows the projections for trip generation, traffic volume and levels of service on site and on the adjacent road system, including provisions for safely accommodating both vehicular and pedestrian traffic. (electronic and hard copies required)** Y (PARTIAL)
	• **Any development conditions or proffers** NA
	• **Record of Pre-Application Conference** NA

Items in **bold must be submitted with applications, unless otherwise noted by the Planning Director*

Alls
REAL ESTATE

September 9, 2022

Warrenton Town Council
21 Main Street
Warrenton, VA. 20186

Dear Council Members,

Please accept this letter, along with the enclosed documents, to be a matter of record included with the request for a text amendment increasing density within the Central Business District. It has come to our attention that there has been some concern from the Warrenton Town Council, as well as the Planning Commission regarding affordable housing in the Town of Warrenton.

Long before our request for this text amendment, affordable housing has been a concern for Alls Real Estate. We are one of the few, if not the only, private owners who offer affordable housing. We work hand in hand with Fauquier County Social Services, Community Touch, Inc., and other agencies to provide permanent affordable housing. Alls Real Estate is consistently providing those applicants that might not qualify for housing, a second chance. We accept Section 8 and VASH housing vouchers alike. We will continue to accept vouchers or funding from additional sources for the purposed 4 apartment units. Furthermore, as outlined, we are more than happy to provide a reduced rate unit for a Law Enforcement Officer, Teacher, etc. or a voucher holder with income restraints.

Our mission at Alls Real Estate has always been to provide the highest quality of housing, regardless of income level. We will continue to work with our community, for our community, as we always have.

Thank you for your consideration.

Sincerely,

Malcolm W. Alls
Alls Real Estate
57 Sullivan Street
Warrenton, VA 20186

Changing Lives, Every Day.

COMMUNITY TOUCH, INC.

P.O. Box 301
Bealeton, VA 22712
Phone: 540-439-9300
Fax: 540-439-7057
www.communitytouchinc.org

- **Victory Transitional Housing**
- **Clara's Food Pantry**
- **Noah's Ark Outreach**
- **Noah's Ark Thrift Store**

September 7, 2022

Letter of Support

To Whom It May Concern:

This letter of support is written to the Warrenton Town Council members on behalf of All's Real Estate Company, located in Warrenton VA.

Community Touch Inc have been partnering with All's Real Estate company for over the past 10 years, placing families and individuals into permanent affordable housing. Some of the residents that Community Touch has placed in All's rental units were experiencing homelessness, with lots of housing barriers.

We were informed by All's Real Estate that they would like to restore and renovate more housing units in Warrenton. Community Touch supports this effort, which will provide additional housing units for individuals to live and work in Fauquier County.

If you have any questions or need additional information, please feel free to contact me.

Sincerely,

Felicia Champion,
Program Director
(540) 439-9300

P.O. Box 300
Warrenton, VA 20188
Phone 540.422.8400

Facsimile:
Agency 540.422.8449
CSA / Family Services 540.422.8458

County of Fauquier
DEPARTMENT OF SOCIAL SERVICES
320 Hospital Drive
Warrenton, VA 20186

August 31, 2022

To Whom It May Concern:

I am writing this letter to acknowledge the commitment that Mr. Malcom W. Alls has made to proving housing to our community's most vulnerable population. For over seven years, Mr. Alls has worked closely with Adult Services team of Fauquier County Department of Social Services in providing affordable housing to the homeless, elderly, disabled and domestic violence victims and their families.

These clients face homelessness primarily as a result of poverty and the lack of affordable housing in our community. Mr. Alls has been very innovative in his non-traditional approach to providing our clients accessibility to a chance of obtaining permanent housing in the community in which they live and work. Homeless clients who normally could not afford to rent an apartment or house or had a bad credit record was afforded an opportunity to co-lease with other tenets. This strategy has been effective in ending homelessness for over thirty-five clients. Mr. Alls has rented to clients who have been denied by other rental agencies. When asked why he provides these clients an opportunity, Mr. Alls commented that, "Everyone deserves a second change" and this is what he has provided for these clients.

Mr. Alls community service efforts are unique and far reaching. I have attached a copy of a Proclamation from the Fauquier County Board of Supervisors honoring Mr. Alls in 2017 for his dedication in providing needed housing to our most vulnerable population. In addition to providing housing, Mr. Alls also was involved in raising money to provide support to our elderly and domestic violence clients and their families. If you have any questions, please contact me at 540-422-8444.

Sincerely,

Mittie Wallace

Mittie Wallace, RN. MS, PhD, Adult Services Program Manager

PROCLAMATION

A PROCLAMATION TO HONOR MALCOLM W. ALLS DURING ADULT ABUSE PREVENTION MONTH

WHEREAS, more than one million Virginians are currently over the age of sixty and the population of older Virginians will increase to more than two million, one quarter of the population of the Commonwealth, over the next two decades; and

WHEREAS, during the fiscal year 2016, Fauquier County Adult Protective Services received over 338 reports of adult abuse, neglect and exploitation and, 70% (237) were assessed as needing services due to exploitation abuse or neglect; and

WHEREAS, there are a number of adult programs that provide vital services to older and disabled Virginians, including 24-hour hotlines, crisis intervention, home-based and community services; and

WHEREAS, older and disabled Virginians in situations of abuse or neglect often face homelessness largely the result of poverty and the declining availability of affordable housing among certain segment of the aging population; and

WHEREAS, Mr. Malcolm W. Alls, owner of Alls Realty, has dedicated over 40 years to providing clients with "more than adequate housing and living conditions."

WHEREAS, Mr. Alls has worked closely and effectively with the Adult Protective Services team of Fauquier County Department of Social Services to providing affordable housing opportunities for its low income elderly and disabled clients; and

WHEREAS, Mr. Alls has been very innovative in his non-traditional approach to providing accessibility to permanent housing for homeless clients who normally could not afford to rent an apartment or house, by offering an opportunity to co-lease with other tenants, and this co-leasing strategy has been an effective step in ending homelessness for eight elderly and disabled clients.; and

WHEREAS, Mr. Alls' provision of affordable housing contributes to the overall quality of life of the elderly and disabled members and he has demonstrated his commitment to the well-being of vulnerable adults in Fauquier County, reaching out to a population that is difficult to serve; and

WHEREAS, Adult Abuse Prevention Month offers all Virginians the opportunity to honor those who dedicate their time and efforts to provide interventions to those adults who may be abused or neglected; now, therefore, be it

PROCLAIMED by Fauquier County Board of Supervisors this 11th day of May 2017, That the Board wishes to honor Mr. Malcolm W. Alls for his continued dedication to serving the community during Adult Abuse Prevention Month.

Richard R. Gerhardt
Chairman of the Board of Supervisors

LETTER OF SUPPORT

June 15, 2021

Members of Town Council
Town of Warrenton
21 Main Street
Warrenton, VA 20186

Dear Council Members:

I am a property owner in Old Town Warrenton located at 94 11 Main ST. I am in full support of increasing the by-right, multi-family density in the Central Business District (CBD) on properties located on Horner Street, Main Street and Lee Street from 25 dwelling units per acre to 50 dwelling units per acre. This increase in density will help our Old Town become more walkable and, in turn, increase patronage to Old Town merchants. This would also encourage retention and renovation of Old Town buildings through the flexibility of adaptive reuse of properties. Further, the requirement of office/retail on the street level should be relaxed on Horner Street and Lee Street but remain a requirement on Main Street.

In concert with this proposed text amendment, the parking requirement should also be relaxed and allow properties within 500 feet, instead of the current 300 feet, of public parking areas to reduce the requirement of off-street parking.

Thank you for your consideration in this request.

Respectfully,

D. Eric Seline

SOUTHSTAR

400 Holiday Court
Suite 105
Warrenton, Virginia 20186

June 16, 2021

Members of Town Council
Town of Warrenton
21 Main Street
Warrenton, VA 20186

Dear Council Members:

I am a property owner in Old Town Warrenton located at 54 East Lee Street. I am in full support of increasing the by-right, multi-family density in the Central Business District (CBD) on properties located on Horner Street, Main Street and Lee Street from 25 dwelling units per acre to 50 dwelling units per acre. This increase in density will help our Old Town become more walkable and, in turn, increase patronage to Old Town merchants. This would also encourage retention and renovation of Old Town buildings through the flexibility of adaptive reuse of properties. Further, the requirement of office/retail on the street level should be relaxed on Horner Street and Lee Street but remain a requirement on Main Street.

In concert with this proposed text amendment, the parking requirement should also be relaxed and allow properties within 500 feet, instead of the current 300 feet, of public parking areas to reduce the requirement of off-street parking.

Thank you for your consideration in this request.

Respectfully,

Warren B Watkins, III
1-(540)-428-3050

Office of the Town Manager
Christopher E. Martino

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

STAFF REPORT

Council Meeting Date:	October 11, 2022
Agenda Title:	ZMA/SUP 2021-01 Harris Teeter Service Station
Requested Action:	Public Hearing
Department / Agency Lead:	Community Development
Staff Lead:	Denise Harris

EXECUTIVE SUMMARY

The Applicant, Harris Teeter/North Rock Center, LLC, is proposing a revision to the North Rock Planned Unit Development (PUD) Master Plan and a Special Use Permit (SUP) to allow for the construction of an eight-pump service station for Harris Teeter. The existing PUD was granted in 1999 and proffered that the site would be developed per the Master Development Plan and ties all permitted/permissible uses to those listed under the 1991 Zoning Ordinance PUD District, as amended. The 1991 Zoning Ordinance allowed all uses in the Commercial Limited (CL) District within the PUD District upon issuance of a Special Use Permit, which includes service stations. While the CL District was repealed/replaced with the Commercial District in the 2006 Zoning Ordinance, the uses on site remain tied to the PUD proffers, which included a 3,500 square foot bank with drive thru. The proposed service station would replace the bank pad on the Master Development Plan. The site is located at 530 Fletcher Drive in the existing North Rock Shopping Center, in the existing undeveloped pad site (GPIN 6984-38-9605). The site is designated New Town Character District. The site is zoned Planned Unit Development. Planning Commission recommended approval per draft Conditions of Approval and submitted proffers with the exception that the Planning Commission does not recommend the Town accept proffer 1.3.2 related to canopy signage.

BACKGROUND

The Planning Commission held a Public Hearing on July 19, 2022. Several members of the public spoke in opposition to the proposal. Concerns over transportation, parking, blasting, fumes, noise, emergency spillage, pedestrian safety, light pollution, and impacts on existing businesses were among the issues raised. In addition, at that time the Applicant did not agree with several of the draft Conditions of Approval related to prohibiting blasting, requiring the pedestrian improvements be built first, where signage is located, and the requirement to maintain 85% of required parking during construction. The Planning Commission was concerned about the phasing of the construction, pedestrian movements, potential unattended fuel spills due to no employee on site after hours, lighting, conformance with the Comprehensive Plan, access, and a variety of other topics. The issue around signage related to the desire for the Applicant to utilize one of the

existing North Rock monument signs near the proposed use and not construct a fourth monument sign on Lee Highway.

The Planning Commission proceeded to make a motion that resulted in an unsuccessful vote to recommend denial of the application (1-5-0 Helander, Lawrence, Stewart, Johnston, Ainsworth Against). At that point the Applicant requested additional time to work on the outstanding issues. The Planning Commission moved to hold the Public Hearing open until the August meeting (5-1-0 Zarabi Against). The Applicant requested a further postponement until the September meeting which was granted at the August Regular Meeting of the Planning Commission.

The Applicant worked further with staff to come to an agreement on the draft Conditions of Approval. The requirements for no blasting, pedestrian improvements, minimum parking during construction were all addressed, including additional requests for a lighting study by the Planning Commission. The Applicant proposed to address the signage in a two-fold manner by adjusting the Conditions of Approval to state no single user monument sign will be built on Lee Highway and amend the proffers to allow for either a sign at the entrance of the use off Fletcher Drive or a canopy sign. Neither of the proposed signs in the proffer are allowed under the Zoning Ordinance. However, the Virginia Supreme Court ruled localities have the authority to accept proffers that depart from the requirements of the Zoning ordinance for a specific property as part of a conditional rezoning process. By accepting the proffers, it is a functional equivalent of an amendment to the Zoning Ordinance. In essence, the Applicant worked to suggest a solution that would allow signage in a location closer to the use as desired.

The Planning Commission held a Public Hearing on ZMA 2021-01 and SUP 2021-01 Harris Teeter Fuel Station September 20, 2022. In a 3-2 vote (Zarabi and Johnston against, Stewart absent), the Planning Commission passed the vote to recommend approval of the Harris Teeter Service Station contingent on the draft Conditions of Approval dated September 14, 2022 and Proffers, minus the language in 1.3.2, revised September 15, 2022. The Planning Commission accepted the Applicant's proposed solution to allow for signage near the entrance off Fletcher Drive but maintained there should not be any additional canopy signage allowed.

The Applicant submitted signed proffers dated September 23, 2022 that maintain the language in 1.3.2 related to the canopy signage that was not recommended by the Planning Commission, nor staff.

STAFF RECOMMENDATION

Hold a public hearing and support or modify the Planning Commission recommendation.

Service Level / Policy Impact

Proposal is located within the New Town Character District of Plan Warrenton 2040 that states in L-3 that 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.

Fiscal Impact

Allows for the final undeveloped pad in the North Rock Shopping Center to develop with a commercial use service station.

Legal Impact

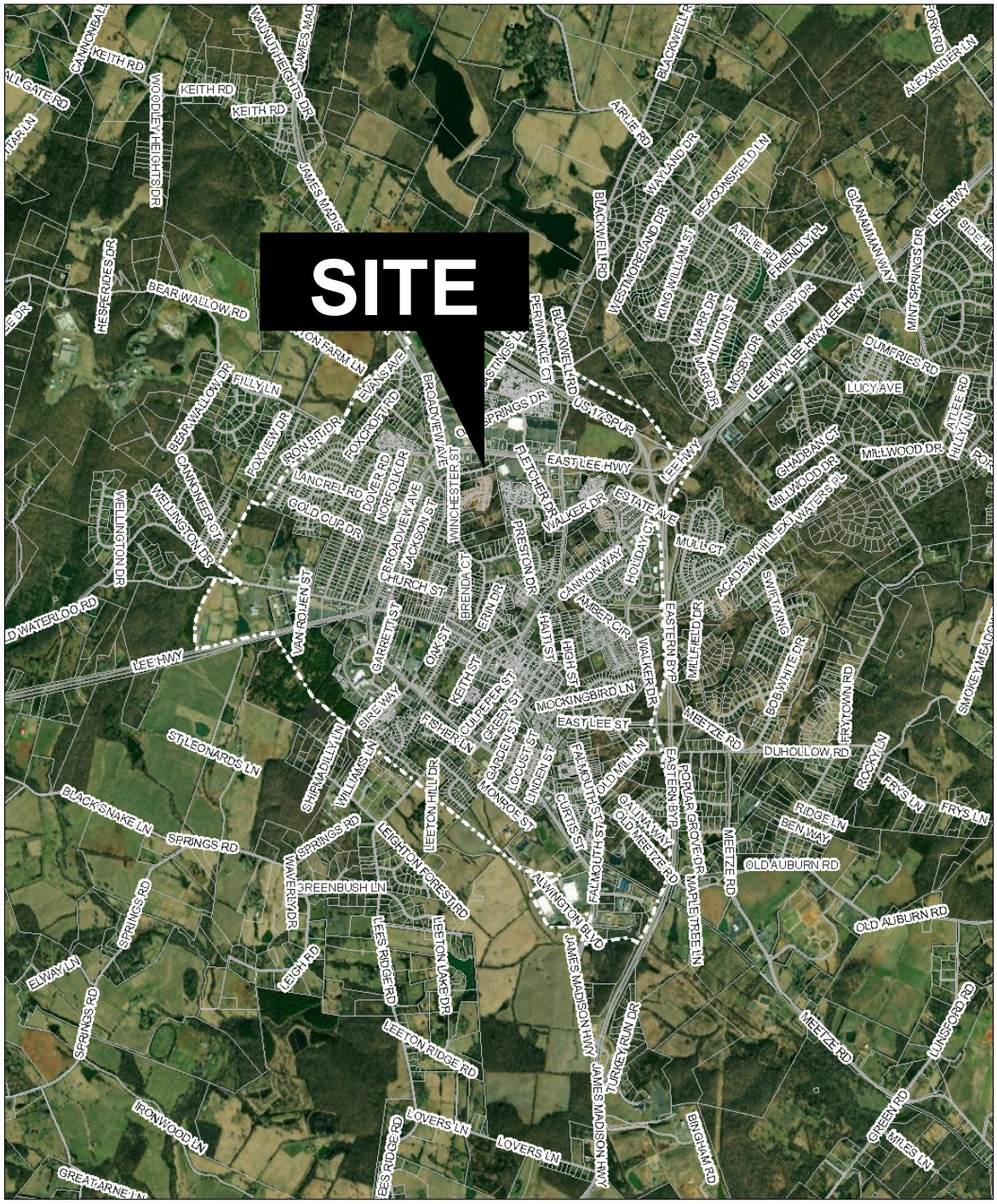
Revises the 1999 North Rock PUD proffers and Master Development Plan to include a service station and modifies the applicable zoning to allow for signage regulations unique to the site.

ATTACHMENTS

1. Staff Report
2. Application
3. Draft Conditions of Approval and Signed Proffers
4. Application Supporting Materials and Studies

Attachment A - Map

VICINITY MAP



7/12/2022, 2:55:58 PM

Municipal Boundary

Roads

Parcels

1:36,112

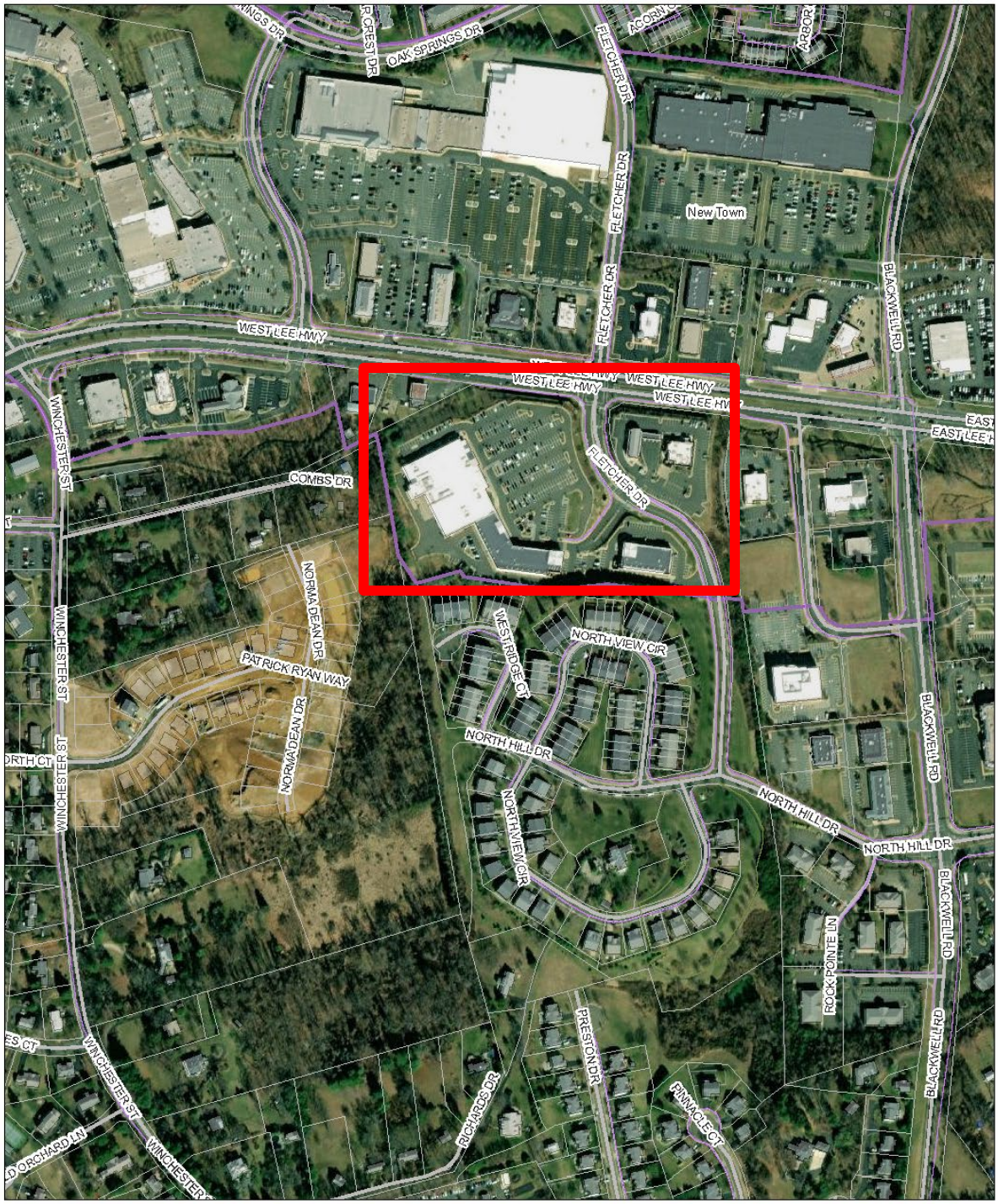
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Fauquier County GIS, Maxar

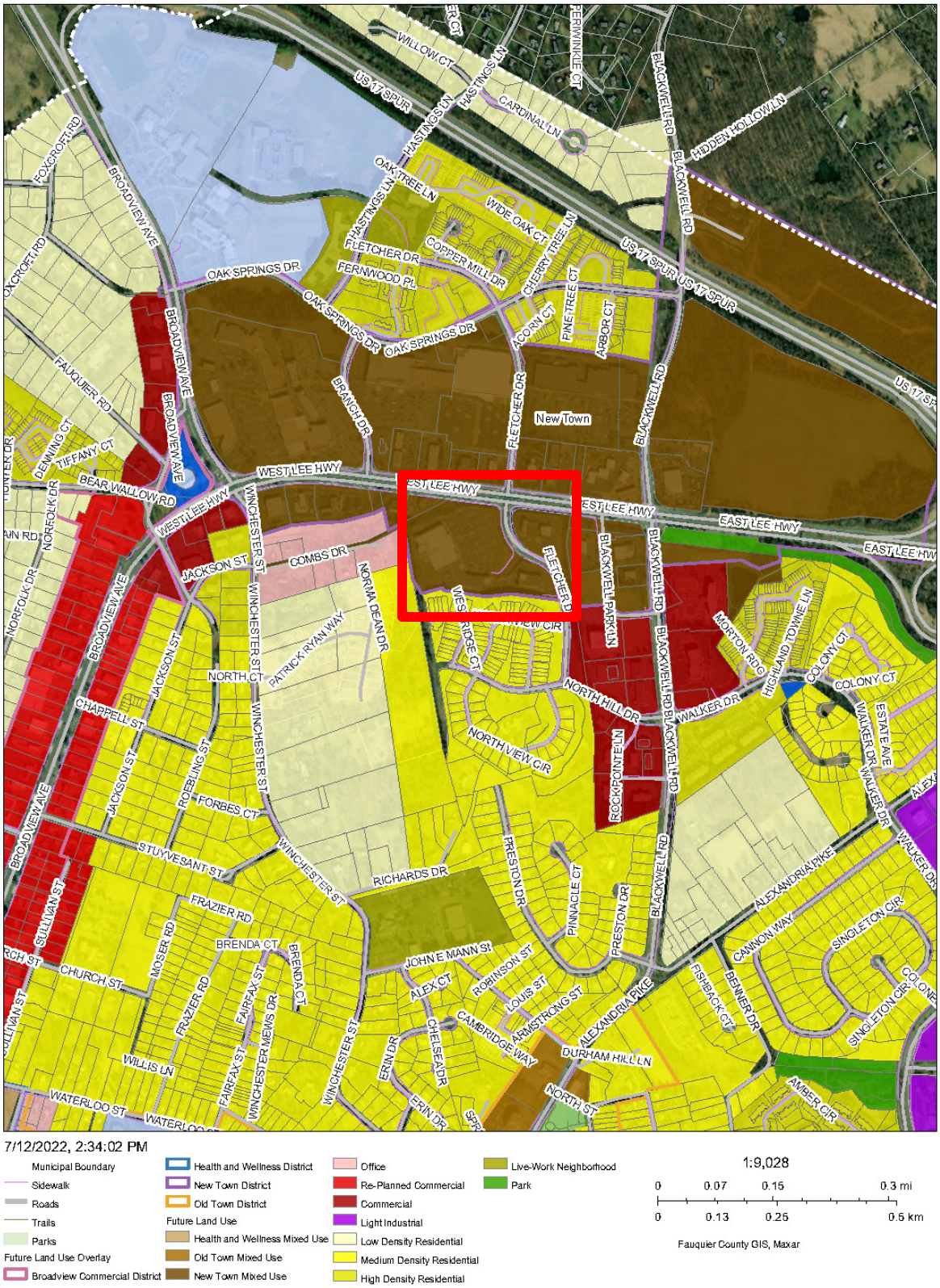
Attachment A - Map

AERIAL MAP



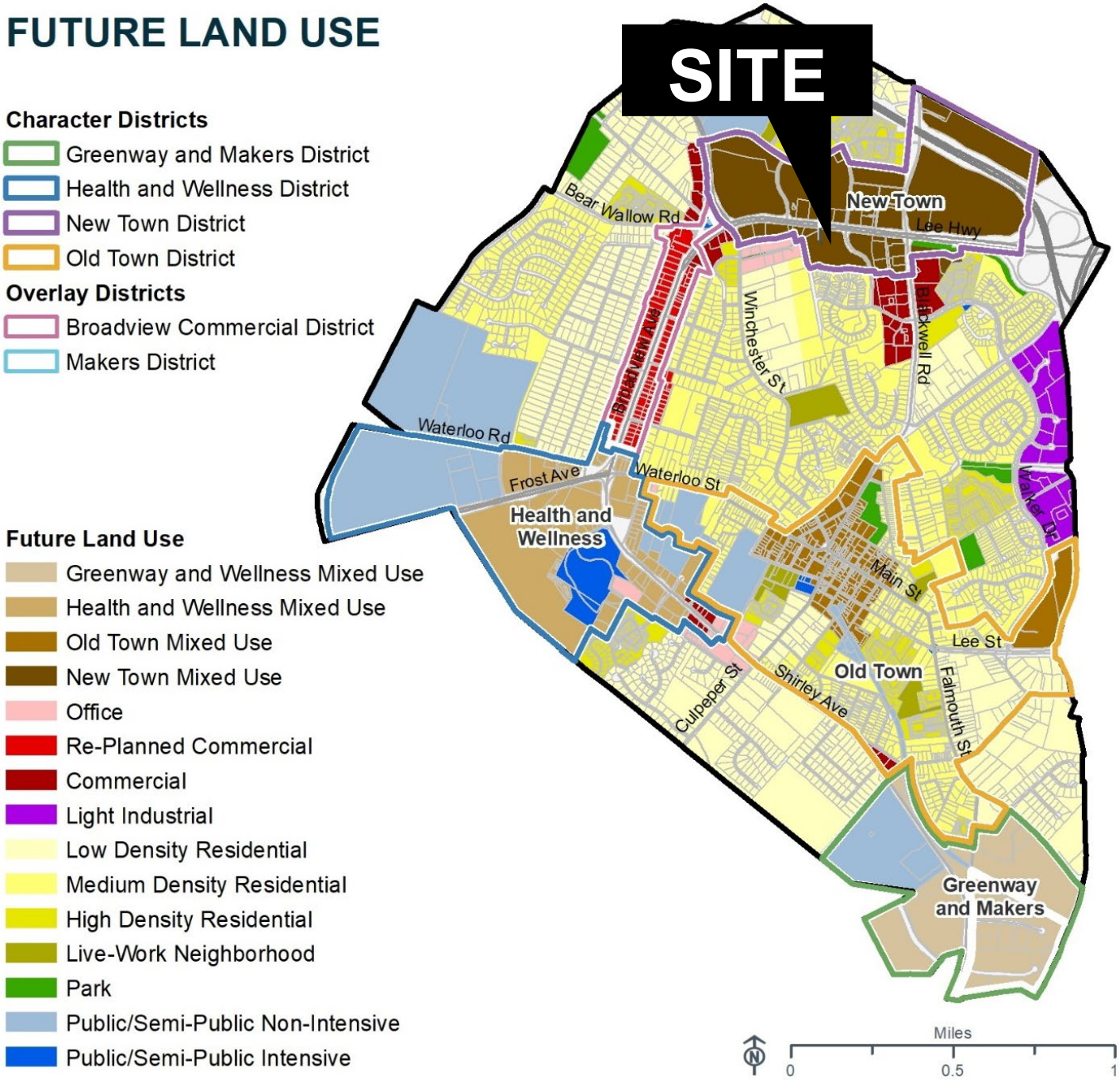
Attachment A - Map

EXISTING ZONING MAP



Attachment A - Map

FUTURE LAND USE MAP



AMENDED PROFFERS
NORTH ROCK PLANNED UNIT DEVELOPMENT

REZONING:	ZMA 2021-01 (Formerly ZMA 1998-02)
PROPERTY:	Approximately 11.6762 acres GPIN 6984-38-9605-000 (the "Property")
RECORD OWNER AND APPLICANT:	Northrock Center LLC
ORIGINAL PROFFERS:	August 10, 1999
REVISED:	January 28, 2022 September 23, 2022

Pursuant to the provisions of §15.2-2297, et seq., of the Code of Virginia 1950, as amended, and the provisions of §11-3.9.17, et seq. of the 2006 Zoning Ordinance for the Town of Warrenton, Virginia, Northrock Center LLC ("the Applicant"), as owner of certain property described as Parcel A, Northrock Shopping Center ("Northrock Shopping Center"), and more specifically identified in the application for rezoning submitted herewith, does hereby submit these Amended Proffers (this "Amended Proffer Statement") to the Proffer Statement dated August 10, 1999 (the "Original Proffer Statement"), and proffers that the development of Northrock Shopping Center shall be in strict accordance with the conditions set forth in this Amended Proffer Statement, unless a further amendment hereto is mutually agreed upon by the Town Council and the undersigned or its successors or assigns.

Northrock Shopping Center (as part of the larger Property that is governed by the Original Proffer Statement) remains subject to the Original Proffer Statement to the extent the proffered conditions in the Original Proffer Statement are applicable to Northrock Shopping Center, and this Amended Proffer Statement is solely for the purpose of amending those proffered conditions in the Original Proffer Statement that require amendment for the purposes of amending the original Master Plan (as hereinafter defined) to the extent necessary for the construction of an automotive fuel dispensing facility on a portion of Northrock Shopping Center pursuant to a special use permit therefor.

This Amended Proffer Statement does not substantively amend any provision of the Original Proffer Statement applicable to the portion of the Property that is subject to residential uses as originally rezoned. The Applicant has no obligation for the administration of proffers that have been satisfied regarding the portion of the Property that is outside of Northrock Shopping Center and is subject to the Original Proffer Statement, which is owned by other owners with no affiliation to the Applicant. For avoidance of doubt, the following sections of this Amended Proffer Statement shall impose no additional obligation on the Applicant or Northrock Shopping Center with respect to the Applicant's application for the special use permit for the automotive fuel

dispensing facility and/or the application for amendment of the PUD rezoning of Northrock Shopping Center: Paragraphs 2, 3, 5, 6, 7, 8, 9 and 12.

This Amended Proffer Statement is specifically conditioned upon the Town Council of the Town of Warrenton, Virginia, approving the application for amendment of the PUD rezoning of the Property heretofore granted, and approving an application for a special use permit for an automotive fuel dispensing facility. In the event such applications are not approved in substantially the form in which they have been submitted including this Amended Proffer Statement, then this Amended Proffer Statement shall be deemed withdrawn, and of no effect whatsoever, and the previously approved Proffers associated with ZMA 1998-02 shall continue in effect.

This Amended Proffer Statement shall be binding on the Applicant, and its agents, assigns, and successors in interest to the extent referenced above.

1. Proffered Master Development Plan. The Applicant proffers that the development of Northrock Shopping Center shall be in substantial conformance with:

1.1 The Master Plan for North Rock Planned Unit Development, prepared by Frederick Ward Associates, Inc., dated November 10, 1998, and revised June 1999, and the Landscape Plan, pages PS-1 and PS-2 (as amended, the "Master Plan"), as and to the extent the same is applicable to Northrock Shopping Center, and

1.2 The Zoning Map Amendment for Harris Teeter Service Station prepared by Kimley-Horn, and dated September 2, 2021, consisting of four sheets which is attached hereto and incorporated herein by reference ("Amended Master Plan"), which Amended Master Plan shall be applicable only to Northrock Shopping Center. Upon the submission of final site and building plans, the Applicant may make adjustments to the building footprints, parking lots, travel lanes, lot lines and other engineering details, which are necessary to design and locate the structures permitted by the zoning of Northrock Shopping Center and shown on the Master Plan, provided that any final plans demonstrate the required conformance with that Master Plan. In the event that there is any conflict between the Master Plan and this Amended Proffer Statement, this Amended Proffer Statement shall control.

1.3 Notwithstanding any zoning requirement to the contrary, signage for the automotive fuel dispensing facility shall be permitted as one of the following options at the Applicant's election:

1.3.1 Monument signage may be constructed along the shopping center entrance road off Fletcher Drive adjacent to the automotive fuel dispensing facility. Any such monument signs shall not exceed 8 feet in height or 45 square feet; or, alternatively,

1.3.2 Canopy signage may be employed that does not exceed 6 total canopy signs and a cumulative maximum square footage of 140 square feet. Said canopy signs may incorporate electronic message centers.

2. **Residential Density.**

2.1 Except as otherwise authorized in this Amended Proffer Statement, the residential density which may be constructed on the Property shall not exceed 81 total single family attached or detached residential units, to consist of 29 single family detached dwellings, and 52 single family attached dwelling development, in the locations generally shown on the Master Plan. One of such permitted residential units shall consist of the existing North Rock residence to be accessed by roads within the development. A second residential parcel shall, to the extent permitted by law, be an outparcel with separate access to North Rock Drive. No road connection shall be made between North Rock Drive and other roads in the project.

2.2 The predecessor in interest to the Applicant (the "Original Applicant") has applied for a special use permit for the construction of an assisted living facility consisting of not more than 92 units in the location depicted on the Master Plan. If the special use permit for assisted living is not approved, or if the Original Applicant determines, in the exercise of its reasonable judgment, that assisted living facilities cannot be made economically or practically feasible on the site, then the Original Applicant shall be permitted to construct sixteen single family attached units in the location shown on the Master Plan for assisted living, in addition to those single family attached units otherwise permitted hereunder.

3. **Creation of Property Owners' Association.**

The Original Applicant shall create a single Property Owners' Association consisting of all owners of residential property within the project, not to include the owners or residents of any assisted living facility which may be constructed hereunder. Such Association shall be created not later than the issuance of the first occupancy permit for residential uses. Among its other responsibilities, such Association shall be responsible for the maintenance of all private streets within the Property.

4. **Limitations on Commercial Development.**

4.1 The Applicant shall construct not more than 107,000 square feet of those commercial uses authorized for commercial components of a PUD pursuant to the Zoning Ordinance, and any special use permit for commercial uses which may be approved in accordance with that Ordinance. Commercial uses shall be constructed in the general locations shown on the Master Plan and the Amended Master Plan.

4.2 In the event that a special use permit is issued for the construction of a retail structure in excess of 50,000 square feet, but less than 60,000 square feet, and any use is hereafter proposed for such structure which is a use other than those commercial uses applied for and analyzed with regard to such structure in the Traffic Impact Analysis prepared in connections

herewith, and if it is determined by the Planning Director that such other uses would generate an estimated number of vehicle trips per day greater that the uses analyzed, then before any building permit may be issued for new construction, or before any occupancy permit may be issued for an existing structure, for such other use or uses, then the Applicant shall conduct a revised traffic impact analysis to determine what mitigation measures, if any, are be required to maintain required levels of service at those intersections and on those roadways analyzed in the aforesaid Traffic Impact Analysis. The estimated trip generation from any such other use shall be determined by reference to the Trip Generation Manual published by the Institute of Transportation Engineers, 11th Edition, employed in the preparation of the traffic Impact Analysis.

5. **Open space**. Approximately 29.3% of the site shall be retained in common open space to be under the ownership, control and maintenance of the Property Owners' Association, in such locations as are generally shown on the Master Plan. In no event shall the amount of open space be less than required by the PUD Ordinance applicable at the time of site plan approval.

6. **Preservation of the North Rock Residence.** Notwithstanding any other provision of these proffers, the existing North Rock residence shall be preserved, but may be redeveloped as a duplex residential unit or two-family condominium unit. Nothing contained herein shall be deemed to preclude exterior renovations and repairs to the residence.

7. **Phasing.** Notwithstanding any other provision of this Amended Proffer Statement, and pursuant to the authority retained by the Town Council in §14-2.1 of the Warrenton Zoning Ordinance, building permits for not less than 20% of the permitted single family attached and detached residential units shall have been issued within five years of the date of approval of this application and the acceptance of these proffers. In the event that such residential permits have not been so issued, the Original Applicant shall pay to the Town Council for inclusion in its general fund the sun of $50,000 annually, on the fifth through the tenth anniversaries of the date of the approval of the Master Plan, until such residential units have been so permitted.

8. **Transportation.**

8.1 **Traffic signalization.**

8.1.1 Immediately following the approval of the rezoning of the Property, the Original Applicant agrees to be responsible for the cost of all design and materials, and to install or cause to be installed, an approved traffic signal at the intersection of Fletcher Drive Extended and Lee highway. The design and cost of such traffic signal shall accommodate the improvements to that intersection herein proffered. The installation of such traffic signal shall be complete before any certificate of occupancy for commercial uses may be issued.

8.1.2 The Original Applicant shall be responsible for the connection of the control boxes for the traffic signals which are existing or are to be constructed at Fletcher Drive Extended/Lee Highway, Winchester Street/Lee Highway, and Blackwell/Lee Highway.

8.1.3 The Original Applicant shall re-phase and re-time signal operations at the Route 29/Blackwell Road and Route 29/Winchester intersections to accommodate a 120 second cycle length, in accordance with the approved Traffic Impact Analysis.

8.1.4 The Original Applicant shall re-phase and re-time the existing traffic control device within a 120 second cycle length, in accordance with the approved Traffic Impact Analysis.

8.2 **Specific Improvements.**

8.2.1 **In General.**

The design of internal roads and their connections to existing public roads, shall be generally as shown on the Master Plan and shall be designed to accommodate the anticipated traffic flows demonstrated by the Original Applicant's Traffic Impact Analysis dated May 19, 1999. Final design of all roads shall be accomplished at the time of site plan preparation for such improvements as their timing may be otherwise required hereby.

8.2.2 **Fletcher Drive Extended.**

8.2.2.1 The Original Applicant shall construct Fletcher Drive Extended in the location generally shown on the Master Plan, and as more specifically set forth herein.

8.2.2.2 Fletcher Drive Extended from its "T" intersection with North Hill Drive north to it's the primary internal commercial entrance shall be constructed as a two lane road with raised median, as generally shown on the Master Plan.

8.2.2.3 Fletcher Drive Extended northbound from its internal primary commercial entrance to lee highway shall be constructed as a three lane egress, to consist of a northbound dedicated left turn lane, a center through lane with shared left turn capability, and a dedicated right turn lane operating as an "overlap." Fletcher Drive Extended southbound (ingress) lanes shall consist of a southbound through/left shared lane with a dedicated right turn lane into the commercial component.

8.2.2.4 The Original Applicant shall construct a single, standard length dedicated eastbound right turn lane into the Property on Lee Highway, at its intersection with Fletcher Drive Extended.

8.2.4 **U.S. Route 29, Lee Highway.**

8.2.4.1 The Original Applicant shall lengthen the existing westbound left turn lane on Lee Highway into Fletcher Drive Extended to a 275 foot storage length, at the time of site plan approval for the commercial component.

8.2.4.2 The Original Applicant shall, upon request of the Town, dedicate such right-of-way as may be necessary across the frontage of its property sufficient for

the construction by others of a third eastbound lane on Lee Highway and any necessary relocation of the deceleration lane otherwise proffered herein, and shall, upon request of the Town, grant such landscaping or structures shall be placed in the area reserved for such dedication.

8.2.4.3 The Original Applicant shall grade the area to be reserved in such a manner as reasonably to accommodate the relocation of the eastbound right turn lane into the reserved area when the aforesaid third eastbound lane is constructed.

8.3 **Right of Way Dedication for Branch Drive.** The Original Applicant shall dedicate not more than sixty feet of on site right-of-way along the western boundary of the Property, in the general location shown on the Master Plan, for the future construction of Branch Drive by others. Such dedication shall be made prior to the approval of the first building permits for any commercial construction on the site. The Original Applicant shall further reserve right-of-way from the commercial component of its Property sufficient to permit a future connection to Branch Drive once constructed from Route 29 to a mutually agreeable access point on or adjacent to the Property boundary, provided that the Original Applicant shall not be required to acquire any off-site right-of-way which may be necessary to effect such connection.

9. **Project Amenities.** The Original Applicant shall construct and dedicate to the Property Owners' Association a pedestrian trail system providing access within the residential component and to the commercial component. Such system shall be constructed with the development of the single-family detached units permitted hereby. In conjunction with such trail system the Original Applicant shall construct ponds, scenic view sites, and a system of active exercise/recreation and fitness stations along such trail in the areas generally identified on the Master Plan. The Original Applicant further agrees to pay the sum of $500 per detached or attached residential unit at the time of the issuance of certificates of occupancy for each, for use by the Town in its discretion in providing recreational facilities component of the Property in a location identified on the Master Plan.

10. **Architectural/Building Materials.** The commercial component of the project will be developed with a unified architectural theme that emphasizes traditional architectural forms, features, and materials compatible with the Town's historic architectural character. The standard of compatibility may be met through scale, materials, forms and/or colors which may be embodied in architecture that is cotemporary as well as traditional. Retail and business structures shall be designed to meet the following general standards.

10.1 Building materials utilized for the front and side facades of the buildings shall be limited to brick, split-faced block, metal, fluted clock, tile, concrete tile, dryvit or other simulated stucco (EFIS), real or simulated wood and/or glass. Metal may be used for not more than 15% of front and side building facade materials, exclusive of window frames and door frames. Roofs, including Mansard and other decorative roofs, shall not be interpreted to be a part of any building façade. Standard concrete masonry block shall not be used for the front and side facades of any buildings.

10.2 Service and delivery loading docks and loading spaces required by the Zoning Ordinance or provided for the users will be oriented, to the extent feasible, to reduce their visibility from public road frontages. If such facilities are not substantially blocked from view from the public roadways, or adjacent residential uses, they will be d with architectural elements and/or decorative fencing and/or evergreen landscaping to screen their visibility from the public roadways.

10.3 Any mechanical units placed on the rooftops of buildings shall be screened by architectural features compatible with building façade architecture. Screening shall be designed so as to block such units from view by persons on any public streets immediately adjoining the Property, or from adjacent residential uses.

10.4 Adjacent facades will be compatible with each other and architectural features such as setback, changes in buildings materials, canopies or differences in roof height will be used to add visual interest. Exterior walls fronting a promenade will not exceed one hundred feet in length without altering the appearance of the building(s) by using a mixture of compatible building materials or, alternatively, by providing a variance in setback of at least two feet.

10.5 In order to buffer the view of the residential component with relation to the commercial component, the rear of the commercial structures shall be buffered from adjacent residential units by the construction of landscaped berms, from the eastern edge of the commercial component westward to include the assisted living facility area, and up to the Branch Drive Connector by the Town at the time of site plan review.

11. **Site lighting.** To the extent not already provided, the Applicant shall provide lighting in the commercial area which assure that in high activity area, such as store fronts and drop off lanes, lighting measures between 7 and 30 foot candles. In medium activity areas such as parking lots and pedestrian pathways, lighting shall measure between 4 and 7 foot candles. In other areas not herein specified, lighting shall measure from 2 to 5 foot candles. Such lighting shall be so arranged as reasonably to protect adjacent properties from direct glare or hazardous interference.

12. **Contributions to affordable housing program.** The Original Applicant shall contribute the sum of $45,000.00 to the Town for application to the Town for the improvement of substandard housing units within the Town as the Council may, in its sole discretion, determine. One-half of such payment shall be made upon issuance of the first building permit for approved new residential construction, and one half shall be made upon issuance of the first building permit for approved commercial uses.

[SIGNATURES APPEAR ON FOLLOWING PAGE]

Original Approval August 10, 1999
Revised January 28, 2022
September 23, 2022

NORTHROCK CENTER LLC

APPROVED VS LEGAL

By: _____
D. Todd Pearson, President

STATE OF MARYLAND)

COUNTY OF MONTGOMERY)

On this 26th day of September, 2022, before me appeared D. Todd Pearson, who acknowledged himself to be President of the above named limited liability company and that he, as such authorized officer, being authorized so to do by the Operating Agreement of said limited liability company, executed the foregoing instrument on behalf of said limited liability company for the purposes therein contained.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first above written.

Yzza Michelle Ramos

Notary Public

My term expires: NA

Registration #: NA

My Commission expires: March 8, 2024

YZZA MICHELLE RAMOS
Commission Expires
NOTARY
PUBLIC
03/08/2024
PRINCE GEORGE'S CO., MARYLAND

STAFF PROPOSED SPECIAL USE PERMIT CONDITIONS
Applicant: HARRIS TEETER, LLC (the "Applicant")
Owner: NORTHROCK CENTER LLC
Special Use Permit: SUP2021-0l, North Rock Harris Teeter Service Station
Address: 530 Fletcher Drive, Warrenton, Virginia
GPIN #: 6984-38-9605 (the “Property”)
Zoning: Planned Unit Development (PUD)
Date: September 14, 2022

In approving a Special Use Permit, the Town Council may impose such conditions, safeguards, and restrictions as may be necessary to avoid, minimize or mitigate any potentially adverse or injurious effect of such special uses upon other properties in the neighborhood, and to carry out the general purpose and intent of this Ordinance. The Council may require a guarantee or bond to ensure that compliance with the imposed conditions. All required conditions shall be set out in the documentation approving the Special Use Permit (SUP).

1. Site Development - The property shall be developed in substantial conformance with these conditions and the Special Use Permit Plan for Harris Teeter Service Station prepared by Kimley Horn, sealed April 18, 2021, dated September 2, 2021, and consisting of three sheets, subject to minor modifications in connection with final site plan review or final engineering (the "SUP Plan").
2. Use Parameters -
    a. Special Use Permit Area - The special use permit shall apply to the identified area on the SUP Plan consisting of approximately +/- 0.48 acres on the larger 11.68 acres property.
    b. Use Limitations - The use approved with this SUP shall be limited to service station containing eight (8) fueling positions. The uses permitted herewith shall not limit or restrict by-right uses otherwise allowed on the Property.
3. Architecture - The design of the fuel station building, and canopy shall substantially conform to the elevations entitled "Illustrative Elevations," dated May 25, 2022 (hereinafter, the "Elevations"). The Elevations may be subject to minor modification approved by the Zoning Administrator in connection with site plan review. Additional changes to the design and materials may be made provided that any such changes are approved by the Town prior to the issuance of a building permit. Such approval shall be based on a determination that the changes result in equal to or better than the quality shown on the Elevations.
4. Site Preparation - No blasting shall be allowed on the SUP site. If denser materials are encountered in excavations, they will be removed using a trackhoe, hoe ram or pneumatic spade.
5. Foundation Excavations - The bearing subgrade should be evaluated under the direction of the Geotechnical Engineer and supervised by a competent professional as outlined in the March 3, 2020 Terracon GeoReport for Harris Teeter Fuel Center Store #329 and the March 23, 2022 ECS Mid-Atlantic, LLC Review of Terracon Geotechnical Report memo.
    a. If unanticipated conditions are encountered, the Geotechnical Engineer shall prescribe mitigation options.
    b. Once materials have been removed, the entire area should be proof rolled with heavy, rubber tire construction equipment, to aid in delineating areas of soft or otherwise unsuitable soil. Once unsuitable materials have been remediated, and the subgrade has passed the proof roll test, the existing and undocumented fill that was removed may be evaluated for reuse as structural fill.

c. If the owner elects to construct pavement on the existing fill, the following protocol should be followed. Once the planned subgrade elevation has been reached the entire pavement area should be proof rolled. Areas of soft or otherwise unsuitable material should be undercut and replaced with either new structural fill or suitable, existing on site fill materials.

d. The above items shall be shown in connection with, and determined on, the Site Plan. The Town may approve other options, measures, and/or protocols.

6. Site Requirements -

a. The existing storm line drain shall be moved so as not to be in conflict with the proposed construction areas. The relocation of the storm drain shall be approved at Site Plan to ensure proper soil support, environmental protection, and installation.

b. Utility trenches penetrating beneath the building will be effectively sealed to restrict water intrusion and flow through the trenches. Trenches will be provided with an effective trench plug that extends at least five feet from the face of the building exterior. The plug material will consist of cementitious flowable fill or low permeability clay. The construction shall be supervised by a competent professional as outlined in the March 3, 2020, Terracon GeoReport for Harris Teeter Fuel Center Store #329, and the March 23, 2022 ECS Mid-Atlantic, LLC Review of Terracon Geotechnical Report memo.

c. Underground storage tanks - Pea gravel shall be used as backfill around the tanks and up to one to two feet above the tops of tanks. The pea gravel will be compacted with vibratory energy, such as through the use of a hand operated sled-tamper, prior to the placement of the overlying backfill or pavement materials. In addition, there will be a separation geotextile between the pea gravel and adjoining soil to help prevent soil piping.

d. The above items shall be shown in connection with, and determined on, the Site Plan. The Town may approve other options, measures, and/or protocols.

7. Emergency Spill Contingency/Notification - Prior to final site plan approval, the Applicant shall prepare and submit an Emergency Spill Notification Contingency Plan for the Fire Marshal for the Town's approval, and shall post that Plan on the SUP Area before the issuance of any occupancy permit. The Applicant shall be responsible for immediately notifying the Fire Marshal for the Town in the event of a spill of more than ten gallons of any petroleum or chemicals on the Property.

8. Oil/Water Separators and Emergency Spills - Prior to discharging from the SUP Site, all stormwater runoff shall be routed through an oil and water separator(s) or an equivalent device or facility approved by the Director of Building and Development. In addition, a gate valve capable of containing any on-site spills shall also be provided. The location of the oil and water separator(s) and gate valve shall be shown on each approved Site Plan for the SUP Use, and such oil and water separators) and gate valve shall be installed prior to the issuance of the first Occupancy Permit for the SUP Use.

9. Safety and Emergency Procedures - The SUP Use shall employ the following safety procedures:

a. Spills - If any spills of fuel occur, the SUP Use shall apply absorbent material to the spill, which shall be swept into and stored in sealed drums. The material in the sealed drums shall be disposed of according to hazardous material disposal procedures by companies licensed to perform such work. For larger spills, absorbent booms shall be placed around the perimeter of the spill to contain it during the clean-up procedures. For spills large enough to present the possibility of draining off-site, the oil/water separator shall contain the spilled fuel on-site and in the pipes and manhole structures until clean-up occurs. In

the event of a spill of this magnitude, a professional "hazmat" team shall be employed to promptly perform the clean-up and dispose of the waste.

b. Tank Ruptures - The underground tanks shall have a double-wall design. The SUP Use shall also install continuous leak detection monitoring system to provide for automatic leak detection and tank shutdown. The continuous leak detection monitoring system shall be equipped with an audible alarm to alert staff should a leak occur. A professional "hazmat" team shall be employed to promptly perform the clean-up and waste disposal should an underground leak occur.

10. Deliveries and Refuse - All refuse pickup is the responsibility of the applicant/owner as the Town does not supply commercial trash service. Deliveries and refuse/ solid waste pick-up shall follow Town Code Section 11-19(9).

11. Lighting -

    a. All outdoor lighting shall conform to the Zoning Ordinance. In addition, the gas pump canopy lighting shall be recessed into the ceiling of the canopy or installed with a slope adapter attached to the ceiling of the canopy, such that pinpoint glare from such lighting shall not be visible to drivers and passengers in cars passing the gas pump canopy on adjacent roadways. Pinpoint glare is defined as glare created when the actual light source (i.e., the bulb) is visible from adjacent roadways or off-site property. The lighting installed for the gas pump canopy shall not exceed 40 foot candles.

    b. The Applicant shall prepare and submit a photometric plan in connection with Site Plan review. The Applicant shall have light readings taken before and after construction of the service station.

12. Signs - The service station shall not have a single tenant monument sign for their use along the frontage of Route 29.

13. Site Transportation Circulation – The pedestrian improvements and parking lot reconfiguration shall be constructed first. Construction shall be staged as to not interfere with the existing businesses and customers. During all times of construction, the parking lot for this project will maintain at least 85% of the parking requirements, as required in the Zoning Ordinance and approved plans, for the businesses at that time.

14. Site Maintenance - The Applicant shall maintain the site in a clean and orderly manner and shall pick up trash, litter, and debris on a daily basis.

15. Access - Access to the site shall be provided as shown on the SUP Plan, subject to changes as may be approved through a Site Plan.

16. Electric Vehicle Charging Space – If electric vehicle charging (EVC) providers are agreeable to providing EVC parking spaces, those spaces shall be located on GPIN #6984-38-9605.

17. Water & Public Sewer Connection - The Property shall connect to public water and public sewer.

18. The Town may terminate the SUP after two years of non-use. Upon termination of the Town, the owner shall be responsible for immediately removing all underground tanks and pumps down to the surface of the ground.

19. Spill mitigation and containment facilities as approved by the Site Plan will continue to operate as designed for the life of the SUP, provided however that they may be upgraded from time to time with a Site Plan Amendment.

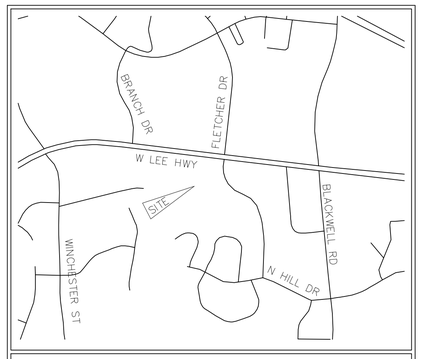
ZONING MAP AMENDMENT for

HARRIS TEETER SERVICE STATION

STORE #329 - 530 FLETCHER DRIVE

WARRENTON, FAUQUIER COUNTY, VIRGINIA

PIN 6984-38-9605 (PORTION)



SITE LOCATION MAP

NOT TO SCALE

Sheet List Table	
Sheet Number	Sheet Title
C-00 SHEET 1 OF 4	COVER SHEET
C-01 SHEET 2 OF 4	EXISTING CONDITIONS PLAN
C-02 SHEET 3 OF 4	MASTER PLAN AMENDMENT NORTH ROCK PLANNED UNIT DEVELOPMENT
C-03 SHEET 4 OF 4	CONCEPT DEVELOPMENT PLAN

GENERAL SITE NOTES

1. PROPERTY DELINEATED HEREON IS IDENTIFIED AS A PORTION OF PARCEL PIN # 6984-38-9605.
2. THE PARCEL IS 11.67 ACRES AND IS LOCATED AT 530 N. FLETCHER DRIVE, WARRENTON, VA.
3. THE PARCEL IS ZONED PLANNED UNIT DEVELOPMENT (PUD).
4. THE TOTAL PUD SITE AREA IS 45.3 ACRES.
5. THE PROPERTY IS LOCATED IN THE CENTER MAGISTERIAL DISTRICT, TOWN OF WARRENTON.
6. EXISTING USE: SHOPPING CENTER WITH DRIVE THROUGH BANK
7. PROPOSED USE: SHOPPING CENTER WITH SERVICE STATION

PROJECT OWNER AND CONSULTANT INFORMATION		
OWNER	**ENGINEER:**	**SURVEYOR:**
NORTHROCK CENTER LLC 7501 WISCONSIN AVE #1500A BETHESDA, MD 20814 PHONE (301) 986-6200	KIMLEY-HORN AND ASSOCIATES, INC. 11400 COMMERCE PARK DRIVE SUITE 400 RESTON, VIRGINIA 20190 (703) 674-1372 TEL CONTACT: KYLE BOLLINGER, P.E.	GRS GROUP, LLC 6703 DELAND COURT SPRINGFIELD, VA 22152 PHONE (703) 727-5828 FAX (703) 763-2320 CONTACT: KEVIN F. STEINHILBER

Kimley»Horn
11400 COMMERCE PARK DRIVE, SUITE 400
RESTON, VA 20191
PHONE: (703) 674-1300

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COMMONWEALTH OF VIRGINIA
Caycee Hart
CAYCEE HART
Lic. No. 0402063059
04/18/2022
PROFESSIONAL ENGINEER

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON
530 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: COVER SHEET

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-00
SHEET 1 OF 4

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

April 18, 2022 - 11:50am By: Caycee.Hart
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Plotted By:Hart, Caycee Sheet Set:HT WARRENTON - ZMAP Layout:C-00 COVER SHEET April 18, 2022 11:50:55am K:\NVA_DIV\015640 - Harris Teeter\015640126 Warrenton\02 - DWG\PlanSheets\ZMAP\C001 - COVER SHEET ZMAP.dwg

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE X 500-YEAR FLOODPLAIN, AREA OF 100-YEAR FLOODPLAIN WITH AVERAGE FLOOD DEPTHS LESS THAN 1 FOOT PER FEMA MAP 51061C0306C EFFECTIVE DATE FEBRUARY 6, 2008

ZONE AE 100-YEAR FLOODPLAIN PER FEMA MAP 51061C0306C EFFECTIVE DATE FEBRUARY 6, 2008

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: COMMERCIAL
(SHOPPING CENTER WITH SERVICE STATION)
11.67 ACRES

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: TOWN HOMES
6.19 ACRES

ADA COMPLIANT PARKING SPOTS

FENCE

LIGHT POLE (TYP.)

FIRE HYDRANT

STORM GRATE (TYP.)

WATER VALVE

STORMWATER DRAINAGE PIPE

ADA COMPLIANT PARKING SPOTS

UNDERGROUND STORMWATER DETENTION SYSTEM

SWM MANHOLE (TYP.)

TRANSFORMER

STORMWATER DRAINAGE PIPE

STORM INLET (TYP.)

CURB INLET (TYP.)

FILTERA

LEE HIGHWAY – U.S. RTE. 29/211
VARIABLE WIDTH RIGHT-OF-WAY

FLETCHER DRIVE
VARIABLE WIDTH RIGHT-OF-WAY

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: COMMERCIAL
2.91 ACRES

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

Kimley»Horn
11400 COMMERCE PARK DRIVE, SUITE 400
RESTON, VA 20191
PHONE: (703) 674-1300

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COMMONWEALTH OF VIRGINIA
Caycee Hart
CAYCEE HART
Lic. No. 0402063059
04/18/2022
PROFESSIONAL ENGINEER

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON
530 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: EXISTING CONDITIONS

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-03
SHEET 2 OF 4

April 18, 2022 - 11:51am By: Caycee.Hart
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Caycee Hart
CAYCEE HART
Lic. No. 0402063059
04/18/2022
PROFESSIONAL ENGINEER

LEGEND

- LIMITS OF ZONING MAP AMENDMENT
- PLANNED UNIT DEVELOPMENT ZONE

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: SINGLE FAMILY RESIDENTIAL
6.76 ACRES

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: TOWN HOMES
6.19 ACRES

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: COMMERCIAL
(SHOPPING CENTER WITH SERVICE STATION)
11.67 ACRES

LIMITS OF ZONING MAP AMENDMENT (11.06 ACRES)

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: COMMERCIAL
2.91 ACRES

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

MONROE STREET

FLETCHER DRIVE
VARIABLE WIDTH RIGHT-OF-WAY

LEE HIGHWAY - U.S. RTE. 29/211
VARIABLE WIDTH RIGHT-OF-WAY

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON
530 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: MASTER PLAN AMENDMENT NORTH ROCK PLANNED UNIT DEVELOPMENT

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-02
SHEET 3 OF 4

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LEGEND

SHOPPING CENTER PARKING FIELD

(#) PARKING COUNTS

25' BUILDING SETBACK AND LANDSCAPE BUFFER

25' BUILDING SETBACK AND LANDSCAPE BUFFER

LANDS OF
NORTHROCK CENTER, LLC
D.B. 1423 PAGE 1790
P.I.N. 6984-38-9605

PARCEL A
NORTHROCK COMMERCIAL LLC
D.B. 1285 PG. 1690
D.B. 1285 PG. 2307

AREA: 11.67621 ACRES

EXISTING STRIP RETAIL ±26,027 SF

EXISTING HARRIS TEETER ±52,700 SF

25' LANDSCAPE SETBACK

40' FRONT SETBACK

PROPOSED FUEL SERVICE STATION (CANOPY AND KIOSK 3,250 SF) FFE = ± 517.00'

UNDERGROUND STORMWATER DETENTION SYSTEM

25' BUILDING SETBACK

15' LANDSCAPE BUFFER

EXISTING RETAIL ±12,410 SF

EXISTING RETAIL 4,875 SF

EXISTING RETAIL ±5,952 SF

FLETCHER DRIVE
VARIABLE WIDTH RIGHT-OF-WAY

LEE HIGHWAY – U.S. RTE. 29/211
VARIABLE WIDTH RIGHT-OF-WAY

NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

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PHONE: (703) 674-1300

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Caycee Hart
CAYCEE HART
Lic. No. 0402063059
PROFESSIONAL ENGINEER
04/18/2022

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON

539 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: CONCEPT DEVELOPMENT PLAN

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-03

SHEET 4 OF 4

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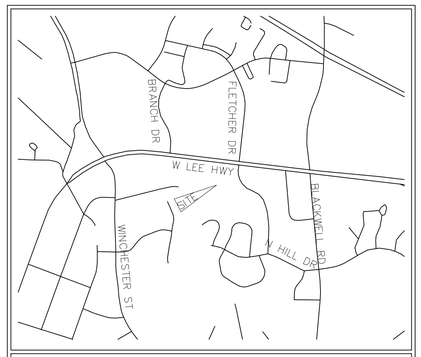
SPECIAL USE PERMIT for

HARRIS TEETER SERVICE STATION

STORE #329 - 530 FLETCHER DRIVE

WARRENTON, FAUQUIER COUNTY, VIRGINIA

PIN 6984-38-9605 (PORTION)



SITE LOCATION MAP

SCALE 1" = 1000'

Sheet List Table	
Sheet Number	Sheet Title
C-00 SHEET 1 OF 3	COVER SHEET
C-01 SHEET 2 OF 3	SPECIAL USE PERMIT PLAN
C-02 SHEET 3 OF 3	ADJACENT PROPERTIES

GENERAL SITE NOTES

1. PROPERTY DELINEATED HEREON IS IDENTIFIED AS A PORTION OF PARCEL PIN # 6984-38-9605.
2. THE TOTAL PARCEL IS 11.67 ACRES THE SPECIAL USE PERMIT AREA IS 0.48 ACRES.
3. THE SITE IS LOCATED AT 530 N. FLETCHER DRIVE, WARRENTON, VA.
4. THE PARCEL IS ZONED PLANNED UNIT DEVELOPMENT (PUD) PER MASTER PLAN AMENDMENT NORTH ROCK PLANNED UNIT DEVELOPMENT PLAN LAST REVISED JUNE 1999.
5. THE TOTAL PUD SITE AREA IS 45.3 ACRES.
6. THE PROPERTY IS LOCATED IN THE CENTER MAGISTERIAL DISTRICT, TOWN OF WARRENTON.
7. EXISTING USE: PARKING
8. PROPOSED USE: SERVICE STATION
9. THERE ARE NO CONFLICTS OF INTEREST IN THIS PROPOSED DEVELOPMENT
10. A PORTION OF THIS PROPERTY FALLS WITHIN THE 100-YR FLOOD PLAIN PER FEMA MAP 51061C0306C.
11. LOT SIZE REQUIREMENTS
    - COMMERCIAL RETAIL:
      - 80' LOT WIDTH
12. SETBACK/BUFFER REQUIREMENTS
    - COMMERCIAL RETAIL:
      - FRONT YARD: 40' (FROM RT. 29)
      - SIDE YARD: 25'
      - REAR YARD: 25'
      - 25' BUFFER FROM RESIDENTIAL
      - 25' BUFFER FROM HIGHWAY
      - 15' BUFFER FROM COLLECTOR
13. PARKING REQUIREMENTS:

RETAIL SALES PARKING

- PARKING RATE: 1 SPACE PER 300 SF OF GFA FOR THE FIRST 12,000 SF PLUS 2 SPACES PER EACH ADDITIONAL 1,000 SF
- PROPOSED GFA OF RETAIL SALES: 78,727 SF
- REQUIRED: 174
- PROVIDED: 244

SERVICE STATION PARKING

- PARKING RATE: 1.5 SPACES PER SERVICE BAY PLUS 1 SPACE PER 6 FUEL PUMPS PLUS 1 SPACE FOR EACH EMPLOYEE ON THE LARGEST SHIFT PLUS 1 PER 300 SF OF GFA FOR RETAIL SALES
- 0 SERVICE BAYS, 8 FUEL PUMPS PROPOSED, 2 EMPLOYEES ON THE LARGEST SHIFT, 300 SF KIOSK
- REQUIRED: 5 SPACES
- PROVIDED: 5 SPACES - PARKING SPACES ARE INCLUDED IN THE PARKING FIELD.

14. SEE ASSOCIATED TRAFFIC IMPACT STUDY FOR ADDITIONAL INFORMATION ON TRAFFIC VOLUMES AND VPD.

PROJECT OWNER AND CONSULTANT INFORMATION		
OWNER	**ENGINEER:**	**SURVEYOR:**
NORTHROCK CENTER LLC 7501 WISCONSIN AVE #1500A BETHESDA, MD 20814 PHONE (301) 986-6200	KIMLEY-HORN AND ASSOCIATES, INC. 11400 COMMERCE PARK DRIVE SUITE 400 RESTON, VIRGINIA 20190 (703) 674-1372 TEL CONTACT: KYLE BOLLINGER, P.E.	GRS GROUP, LLC 6703 DELAND COURT SPRINGFIELD, VA 22152 PHONE (703) 727-5828 FAX (703) 763-2320 CONTACT: KEVIN F. STEINHILBER

Kimley»Horn
11400 COMMERCE PARK DRIVE, SUITE 400
RESTON, VA 20191
PHONE: (703) 674-1300

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COMMONWEALTH OF VIRGINIA
CAYCEE HART
Lic. No. 0402063059
PROFESSIONAL ENGINEER
04/18/2022

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON
530 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: COVER SHEET

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-00
SHEET 1 OF 3

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K:\NVA_DIV\015640 - Harris Teeter\015640126 Warrenton\02 - DWG\PlanSheets\SPECIAL USE PERMIT\C-00 - COVER SHEET.dwg
Plotted By:Hart, Caycee Sheet Set:HT Warrenton - Special Use Permit Layout:C-00 COVER SHEET April 18, 2022 11:41:23am K:\NVA_DIV\015640 - Harris Teeter\015640126 Warrenton\02 - DWG\PlanSheets\SPECIAL USE PERMIT\C-00 - COVER SHEET.dwg
April 18, 2022 - 11:41am By: Caycee.Hart

April 18, 2022 - 11:41am By: Caycee.Hart

LANDS OF
NORTHROCK CENTER, LLC
D.B. 1423 PAGE 1790
P.I.N. 6984-38-9605

PARCEL A
NORTHROCK COMMERCIAL LLC
D.B. 1285 PG. 1698
D.B. 1285 PG. 2307

AREA: 11.67621 ACRES

25' REAR BUILDING SETBACK

(1) 28,000 GALLON TWO COMPARTMENT FUEL TANK (PREMIUM & UNLEADED)

(1) 18,000 GALLON DUAL COMPARTMENT FUEL TANK (DIESEL & E-85)

AIR/VAC

YARD HYDRANT

(2) PROPANE CAGES

DUMPSTER ENCLOSURE

FUEL PUMP

CANOPY ±2,950 SF

300 SF KIOSK

DRIVE WAY

VENT STACK

EXISTING CURB TO REMAIN

EXISTING MONUMENT SIGN

25' SIDE BUILDING SETBACK

15' LANDSCAPE BUFFER

MONUMENT SIGN

40' FRONT BUILDING SETBACK

25' LANDSCAPE BUFFER

EXISTING MONUMENT SIGN

±132'

42.8'

39.8'

25.7'

24.8'

25.0'

24.5'

20'

FLETCHER DRIVE
VARIABLE WIDTH RIGHT-OF-WAY
D.B. 1285 PG. 1698

LEE HIGHWAY - U.S. RTE. 29/211
VARIABLE WIDTH RIGHT-OF-WAY
D.B. 1285 PG. 1698

IRON PIPE FOUND

LEGEND

- SHOPPING CENTER PARKING FIELD
- AREA OF SPECIAL USE PERMIT
- (#) PARKING COUNTS

ZONING

- ZONE: PLANNED UNIT DEVELOPMENT (PUD)
- EXISTING USE: PARKING
- PROPOSED USE: SERVICE STATION
- PARCEL ACREAGE: 11.67 ACRES
- SPECIAL USE PERMIT ACREAGE: 0.48 ACRES

PARKING

RETAIL SALES PARKING

- PARKING RATE: 1 SPACE PER 300 SF OF GFA FOR THE FIRST 12,000 SF PLUS 2 SPACES PER EACH ADDITIONAL 1,000 SF
- PROPOSED GFA OF RETAIL SALES: 78,727 SF
- REQUIRED: 174
- PROVIDED: 244

SERVICE STATION PARKING

- PARKING RATE: 1.5 SPACES PER SERVICE BAY PLUS 1 SPACE PER 6 FUEL PUMPS PLUS 1 SPACE FOR EACH EMPLOYEE ON THE LARGEST SHIFT PLUS 1 PER 300 SF OF GFA FOR RETAIL SALES
- 0 SERVICE BAYS, 8 FUEL PUMPS PROPOSED, 2 EMPLOYEES ON THE LARGEST SHIFT, 300 SF KIOSK
- REQUIRED: 5 SPACES
- PROVIDED: 5 SPACES - PARKING SPACES PROVIDED IN PARKING FIELD

SIGHT LIGHTING

- PHOTOMETRIC CALCULATIONS SHALL BE PROVIDED AT SITE PLAN SUBMITTAL.
- LIGHT FIXTURES PROPOSED WITH THE SITE PLAN SUBMITTAL SHALL GURANTEE THAT GLARE IS NOT CASTED ON THE ADJACENT STREETS.
- • LIGHTING SHALL BE PROVIDED IN COMPLIANCE WITH THE ZONING ORDINANCE ARTICLE 9.

LANDSCAPING

- INTERIOR LANDSCAPING REQUIREMENTS: 10% OF PARKING LOT PER ZONING ORDINANCE SECTION 8.6.2.3.
- INTERIOR LANDSCAPING PROVIDED: ±10.4%
- INTERIOR LANDSCAPE PLANTINGS WILL BE PROVIDED AT SITE PLAN SUBMITTAL AND SHALL CONFORM WITH ARTICLE 8 OF THE ZONING ORDINANCE.
- THE EXISTING LANDSCAPE BUFFER/SCREENING IS NOT BEING MODIFIED WITH THIS PROJECT.

STORMWATER MANAGEMENT

- THE EXISTING UNDERGROUND DETENTION SYSTEM WILL BE USED FOR WATER QUANTITY REQUIREMENTS. ADDITIONAL PERVIOUS AREA WILL BE ADDED TO THE SITE AND THEREFORE PEAK RUNOFF WILL BE REDUCED FROM PRE-DEVELOPMENT CONDITIONS.
- WATER QUALITY WILL PROVIDED VIA MEANS OF STORMWATER BEST MANAGEMENT PROCESSES AND/OR NUTRIENT CREDITS. PER THE TOWN OF WARRENTON STANDARDS UP TO 25% OF THE NUTRIENT REDUCTION MAY BE PURCHASED FROM AN APPROVED OFF-SITE PROVIDER.
- THE DESIGN FOR STORMWATER QUANTITY AND QUALITY WILL BE PROVIDED AT SITE PLAN SUBMITTAL. THE STORMWATER DESIGN FOR THIS PROJECT WILL COMPLY WITH THE VIRGINIA EROSION AND SEDIMENT CONTROL MANUAL (VESCH), VIRGINIA STORMWATER MANAGEMENT REGULATIONS, ZONING ORDINANCE ARTICLE 14, ARTICLE 5, AND THE TOWN OF WARRENTON PUBLIC FACILITIES MANUAL.

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

Kimley»Horn
11400 COMMERCE PARK DRIVE, SUITE 400
RESTON, VA 20191
PHONE: (703) 674-1300

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COMMONWEALTH OF VIRGINIA
Caycee Hart
CAYCEE HART
Lic. No. 0402063059
PROFESSIONAL ENGINEER
04/18/2022

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON
530 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: SPECIAL USE PERMIT PLAN

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-01
SHEET 2 OF 3

K:\NVA_CIV\015640 - Harris Teeter\015640126 Warrenton\02 - DWG\PlanSheets\SPECIAL USE PERMIT\C-03 SITE DEVELOPMENT PLAN.dwg

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Kimley»Horn
11400 COMMERCE PARK DRIVE, SUITE 400
RESTON, VA 20191
PHONE: (703) 674-1300

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COMMONWEALTH OF VIRGINIA
CAYCEE HART
Lic. No. 0402063059
PROFESSIONAL ENGINEER
04/18/2022

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: R-10 RESIDENTIAL
USE: RESIDENTIAL

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: SINGLE FAMILY RESIDENTIAL
6.76 ACRES

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: TOWN HOMES
6.19 ACRES

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: COMMERCIAL
(SHOPPING CENTER WITH SERVICE STATION)
11.67 ACRES

ZONE: PLANNED UNIT DEVELOPMENT (PUD)
USE: COMMERCIAL
2.91 ACRES

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

ZONE: C COMMERCIAL
USE: COMMERCIAL

FLETCHER DRIVE
VARIABLE WIDTH RIGHT-OF-WAY

LEE HIGHWAY - U.S. RTE. 29/211

NORTH

GRAPHIC SCALE IN FEET
0 50 100 200

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER SERVICE STATION
STORE #329 WARRENTON
530 FLETCHER DRIVE
WARRENTON, VIRGINIA 20186
FAQUIER COUNTY

TITLE: ADJACENT PROPERTIES

DESIGNED BY:	CJC
DRAWN BY:	CJC
CHECKED BY:	CAH
DATE:	09/02/2021
PROJECT#:	015640126

C-02
SHEET 3 OF 3

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April 18, 2022 - 11:41am By: Caycee.Hart
K:\NVA_CV\015640 - Harris Teeter\015640126 Warrenton\02 - DWG\PlanSheets\SPECIAL USE PERMIT\C-03 SITE DEVELOPMENT PLAN.dwg

Illustrative Sign Package

HT Fuel Center #329
Warrenton, VA

Latest revision: April 22nd, 2022

PRESENTED BY:

199 Wilshire Ave. SW
Concord, NC 28025
www.cascosigns.com
Contact: Darin Martin
704-788-9055

Customer:
Harris Teeter #329
Fuel Center

530 Fletcher Dr
Warrenton, VA

Drawing #:
298786

Date:
11/12/2019

Revision:
04/14/22DD

Customer Approval:

Date:

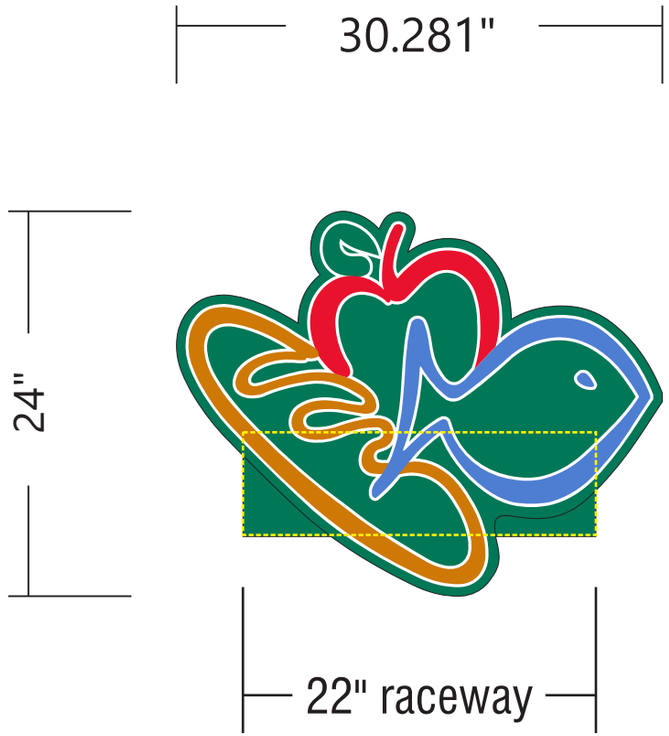
Sales:
D. Martin

Design:	Check by:
K@	DD

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All components & installations are approved & listed by UL UNDERWRITERS LABORATORIES

Drawing Type:
Sales



B2 B3

(2) 24" Closed-Face Lighted Channel Logo

Scale: NTS

Footprint of Logo (Boxed) = 5 Sq.Ft

Customer:
Harris Teeter #329
Fuel Center

530 Fletcher Dr
Warrenton, VA

Drawing #:
298786

Date:
11/12/2019

Revision:
04/14/22DD

Customer Approval:

Date:

Sales:
D. Martin

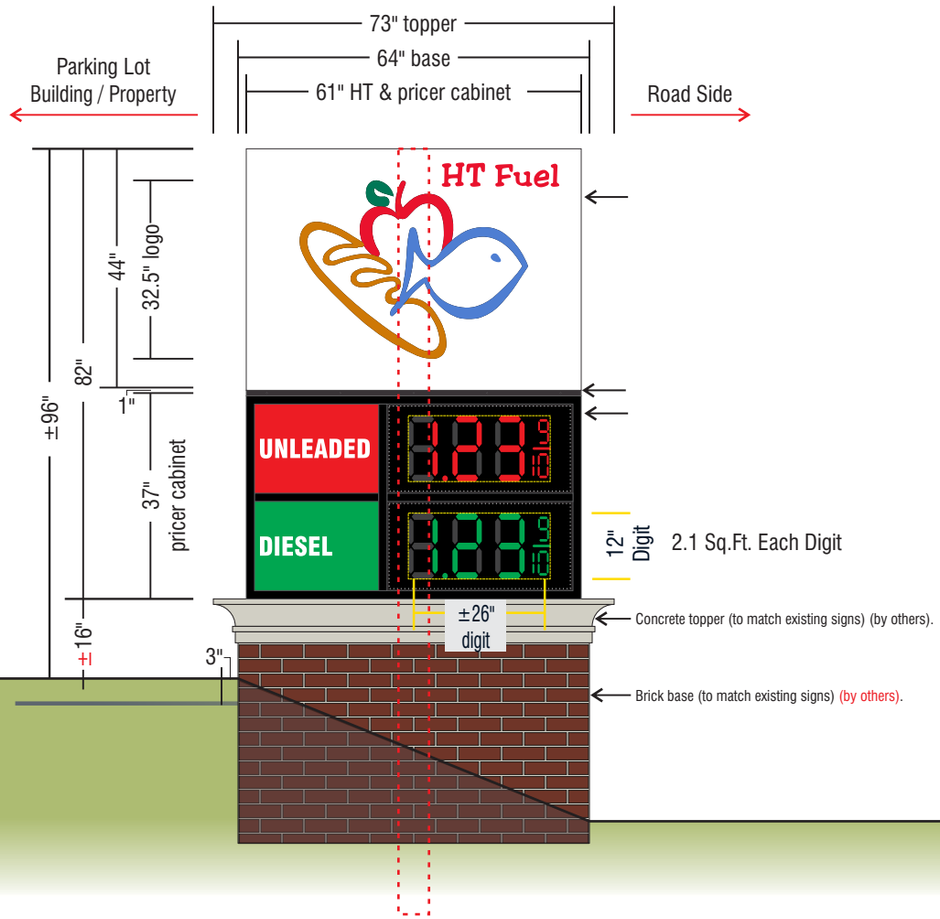
Design:
K@

Check by:
DD

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Drawing Type:
Sales



D **Fuel Price Monument Sign**

Scale: 3/8" = 1'-0" **TOTAL: 34.7 sq. ft.**

Customer:
Harris Teeter #329
Fuel Center

530 Fletcher Dr
Warrenton, VA

Drawing #:
298786

Date:
11/12/2019

Revision:
04/14/22DD

Customer Approval:

Date:

Sales:
D. Martin

Design: **K@**

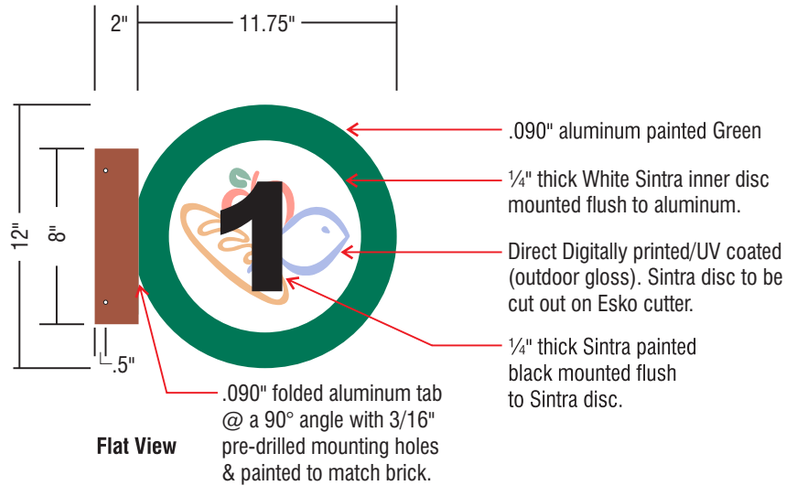
Check by: **DD**

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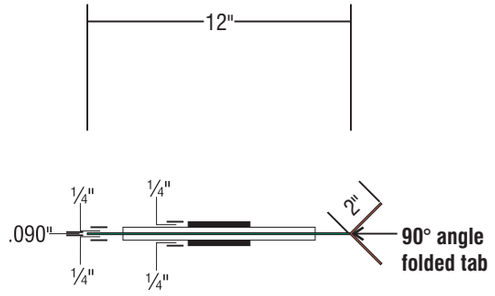
All components & installations are approved & listed by UL UNDERWRITERS LABORATORIES

Drawing Type:
Sales

casco signs incorporated



Flat View



90° angle folded tab

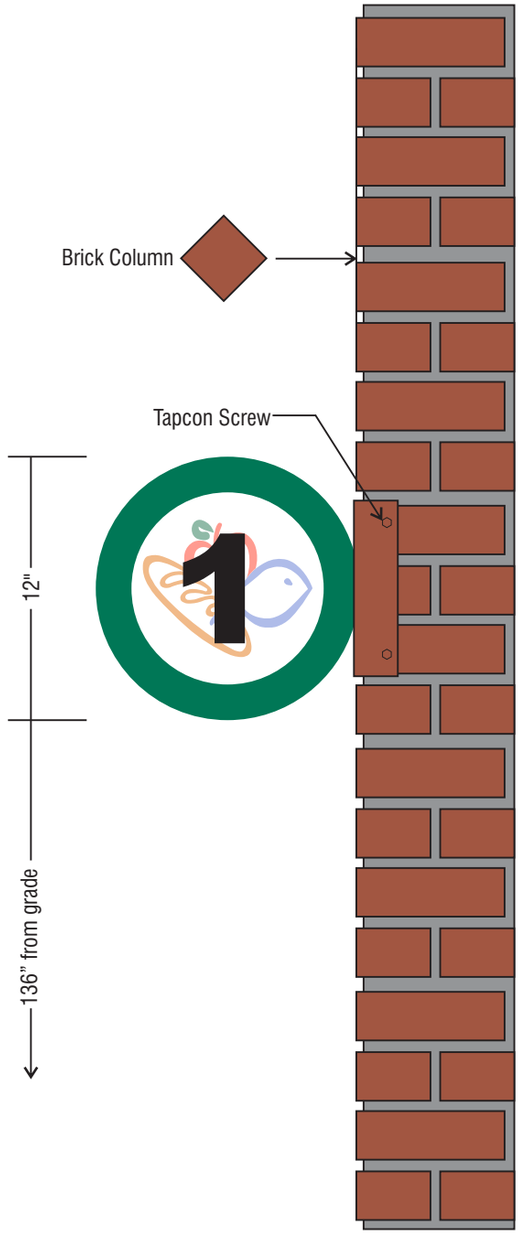
Top View

C1 C2 C3 C4
C5 C6 C7 C8

(8) D/F Aluminum (Mouse Ear Style) Pump ID Signs
Scale: 1½" = 1'-0"



Scale: ½" =1'

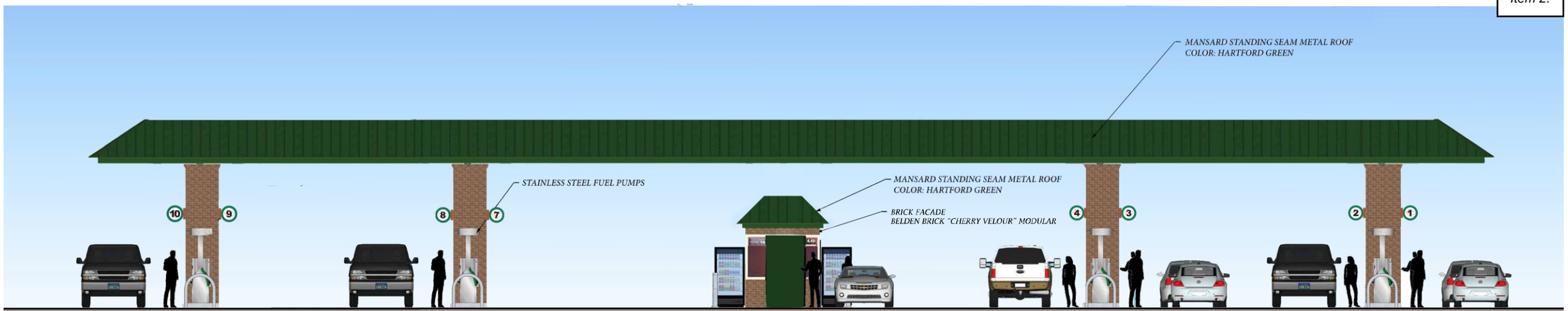


Sign Specifications

Manufacture & install aluminum pump ID sign (mouse ears). Mouse ears to have dimensional white inner disc sintra background w/ direct printed graphics on face UV coated outdoor gloss. Dimensional sintra numbers painted black.

Color Notes

- PMS 3415 C (gloss) - .090" panel
- White Sintra - inner disc background
- Black (gloss) - numbers
- SW 6349 Pennywise (satin) - mounting tab/touch up paint
- PMS 1385 C Brown 50% (printed vinyl) - HT logo
- PMS 2718 C Blue 50% (printed vinyl) - HT logo
- PMS 3415 C Green 50% (printed vinyl) - HT logo
- PMS 185 C Red 50% (printed vinyl) - HT logo

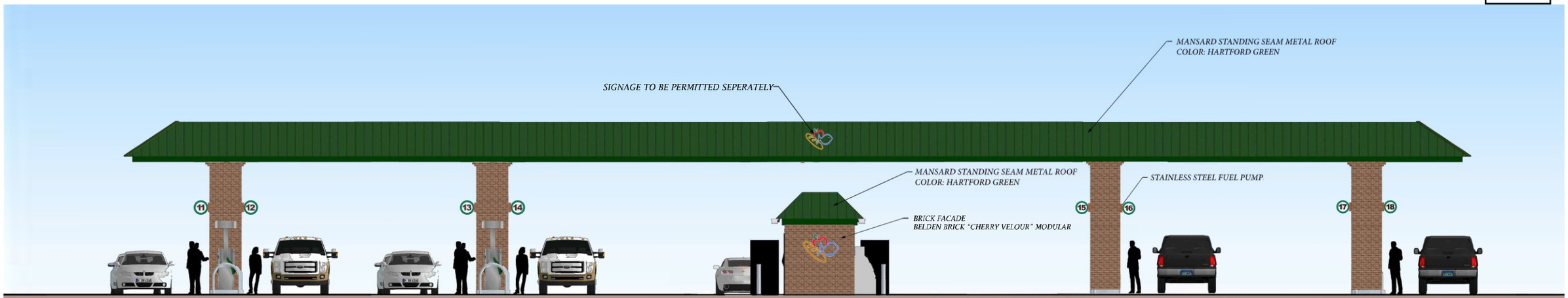


South West Elevation
Scale: 1/4" = 1'-0"

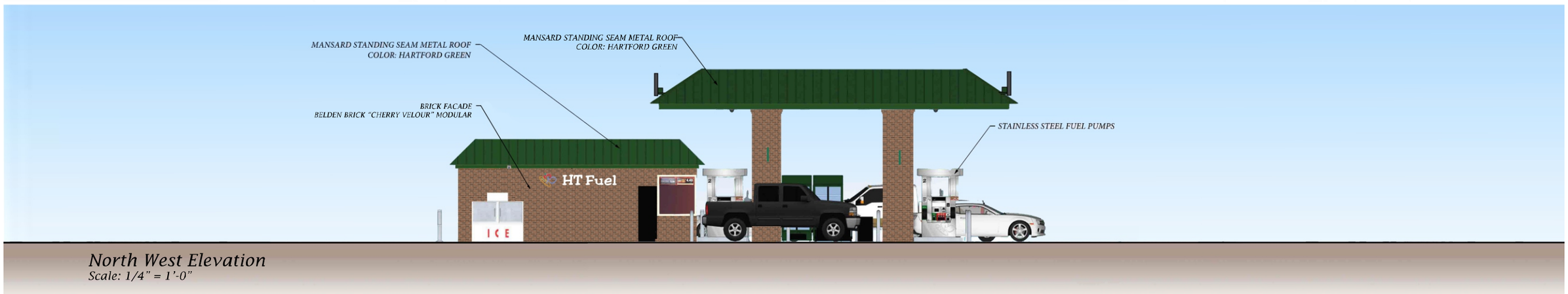


South East Elevation
Scale: 1/4" = 1'-0"

HARRIS TEETER FUEL CENTER - WARRENTON, VIRGINIA #329



North East Elevation
Scale: 1/4" = 1'-0"



North West Elevation
Scale: 1/4" = 1'-0"

HARRIS TEETER FUEL CENTER - WARRENTON, VIRGINIA #329

Customer:
Harris Teeter #329
Fuel Center

530 Fletcher Dr
Warrenton, VA

Drawing #:
298786

Date:
11/12/2019

Revision:
04/14/22DD

Customer Approval:

Date:

Sales:
D. Martin

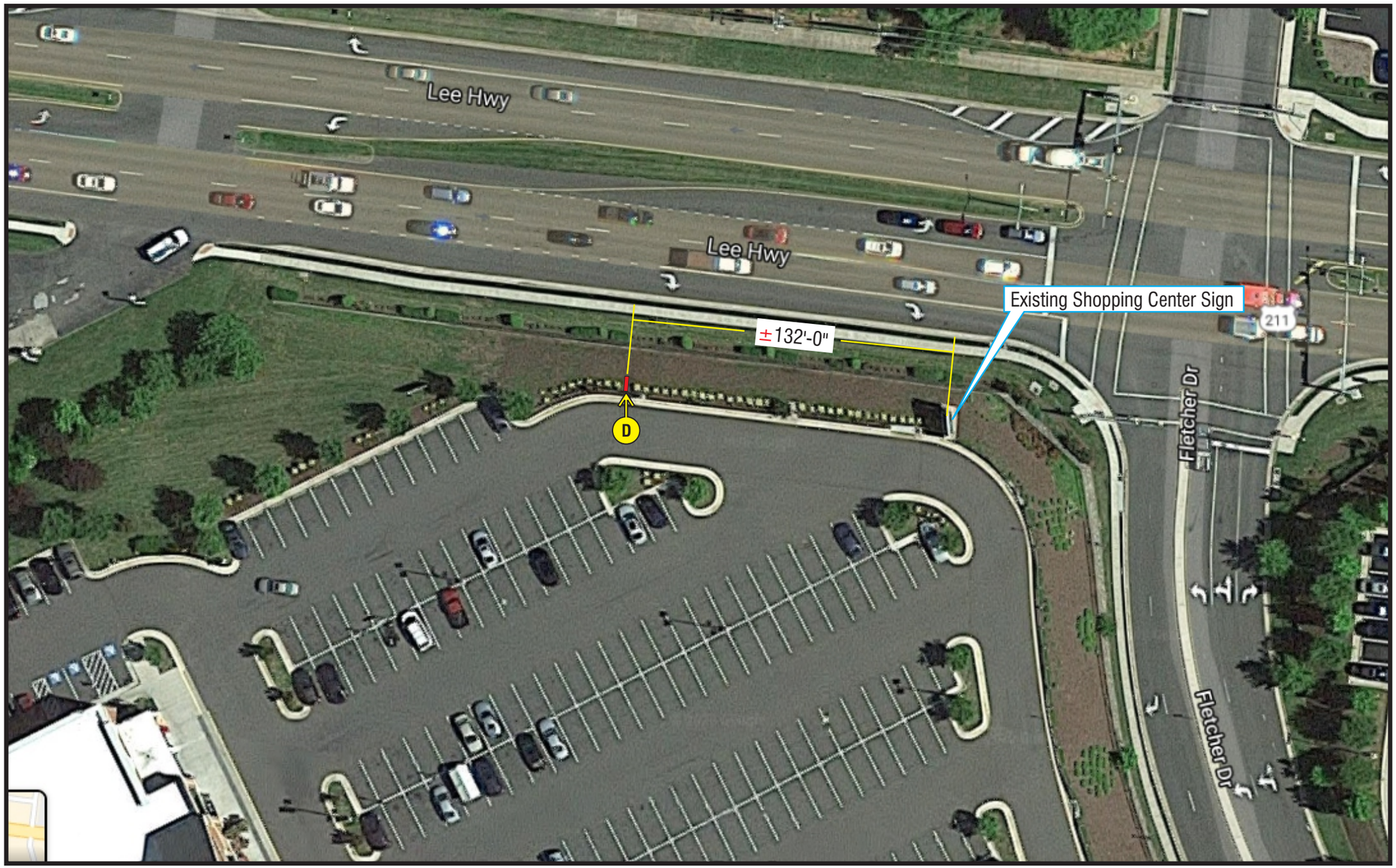
Design:	Check by:
K@	DD

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All components & installations are approved & listed by UL UNDERWRITERS LABORATORIES

Drawing Type:
Sales

casco signs incorporated



Site Map

Scale: NTS

Customer:
Harris Teeter #329
Fuel Center

530 Fletcher Dr
Warrenton, VA

Drawing #:
298786

Date:
11/12/2019

Revision:
04/14/22DD

Customer Approval:

_____

Date:

_____

Sales:
D. Martin

Design:	Check by:
K@	DD

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All components & installations are approved & listed by UL UNDERWRITERS LABORATORIES

Drawing Type:
Sales

casco signs incorporated



East Approach to Fletcher Drive

Scale: NTS

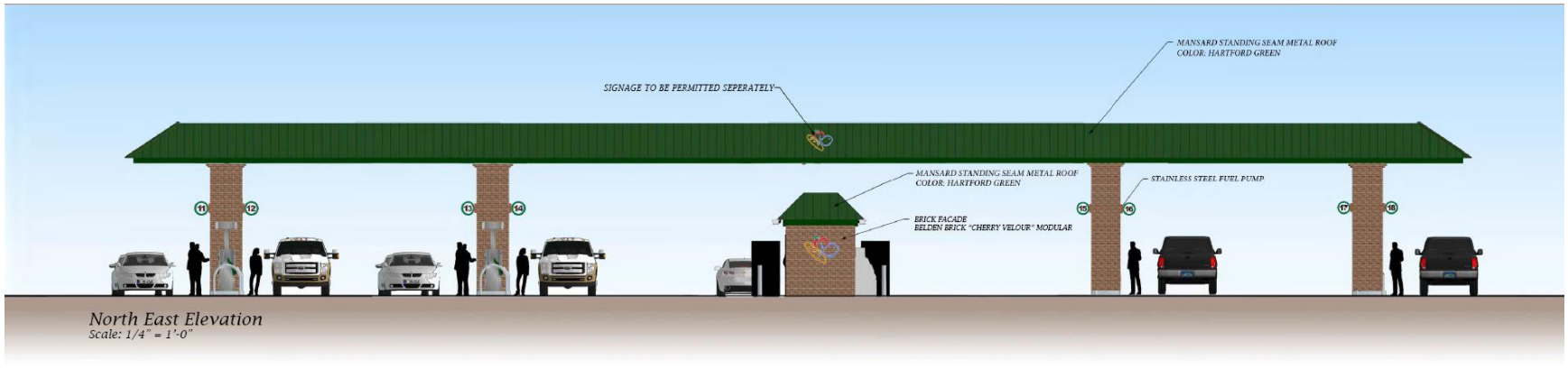


South West Elevation
Scale: 1/4" = 1'-0"



South East Elevation
Scale: 1/4" = 1'-0"

Illustrative Elevations
May 25, 2022



North East Elevation
Scale: 1/4" = 1'-0"



North West Elevation
Scale: 1/4" = 1'-0"

Illustrative Elevations
May 25, 2022

HARRIS TEETER SERVICE STATION ZONING MAP AMENDMENT AND SPECIAL USE PERMIT

STATEMENT OF JUSTIFICATION

March 10, 2021

Harris Teeter seeks a Zoning Map Amendment and Special Use Permit to authorize a Fueling Center (service station) on a portion of Parcel ID 6984-38-9605/530 Fletcher Drive. The area of the zoning map amendment is approximately 11 acres and the special use permit area is approximately .48 acres.

This Property is zoned with the overlay PUD, Planned Unit Development classification, and subject to the proffers associated with Rezoning 1998-02, Northrock Planned Unit Development. But Northrock has a unique zoning history. It is subject to a Master Zoning Plan first approved in 1999, and subsequently amended. In order for the Fueling Center to be included in the Northrock Commercial Area, that Master Plan must be further amended to provide for the proposed use through a Zoning Map Amendment. Moreover, it has been twice determined by the Town's Zoning Administrator, most recently on January 28, 2013, to be vested to the provisions of the repealed CL Zoning District, in which service stations were permitted by Special Use Permit.

Harris Teeter seeks a Zoning Map Amendment to amend the Master Zoning Plan as noted above, and the special use permit specifically to authorize the service station.

THE REASONS FOR THE PROPOSED ZONING MAP AMENDMENT AND SPECIAL USE PERMIT

Harris Teeter has a "fuel points" program whereby it awards points to customers in connection with grocery purchases. Those points can be redeemed at Fueling Centers that are participants in the program. Many of these are existing service stations, but Harris Teeter also has name branded centers as well, and it seeks to provide this additional service to its customers at its store in the Northrock Shopping Center. This service is a use consistent with the Shopping Center's function, would be most convenient for its patrons, and would constitute an infill development in an underutilized portion of the existing parking lot.[1]

CONSISTENCY OF THESE APPLICATIONS WITH THE TOWN'S COMPREHENSIVE PLAN

The Northrock Shopping Center Commercial Area is planned Commercial on the Town's Future Land Use Plan Map. This proposal is consistent with numerous goals and objectives of the Town's 2002-2025 Plan and its 2009 Supplement.

---

[1] While the Service Station would be available to Harris Teeter customers to use their fuel points, it would also be available to others as well.

The Plan notes that it is anticipated that there will be only a moderate amount of additional retail development in Warrenton, commensurate with the overall population and employment growth, yet retail development within the Warrenton Service District will occur only within the Town boundaries. Plan, p. 2-3. By 2009, the Town had identified a relatively large amount of commercial, industrial, and office space, and that it continued to function as "major commercial activity center" for the County, but that if residential growth continued as it had been, that supply would soon be exhausted. Supp. p. 10-11.

Thus, the Town set goals for overall commercial development to maintain and encourage efficient land use patterns that integrate residential, commercial, public, and employment uses in planned neighborhoods designed to reflect Warrenton's existing character and to use planning, zoning and public facility investment tools to encourage infill development. Northrock is a prime example of just such a planned community, indeed it was one of the first such developments in the Town. The addition of an infill use in an established area that is compatible and in scale with existing land uses, and that meets the current and future needs of the community, is manifestly consistent with that goal. Plan, pp. 2-11-13, 3-31.

The Town has also specifically encouraged encourage development of a variety of commercial centers (neighborhood convenience, community and mixed-use centers) appropriately located to provide retail and service opportunities. Plan, p. 3-33. This proposal adds a use to Northrock that adds a convenient and useful element to Northrock that no other shopping center in Town can provide, in the manner that Harris Teeter can provide it.

There will be no additional access to a major street or highway as a consequence of this proposal, and the application provides careful site design and planning, convenient, safe and efficient traffic access to all commercial areas in the Northrock Shopping Center and to the Fueling Center itself. Plan, p. 2-13. 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 locate. Plan, p. 3-63. Any new project should maintain a level of service that is in keeping with the surrounding road networks capability. Plan, p. 3-64. And as noted elsewhere in this Statement, there will be no degradation in the Level of Service at any relevant intersection and traffic movement has been planned so that the flow of vehicles to and within Northrock will be fluid.

Northrock is a Limited Commercial area, as recognized in the Town's Plan, and therefore has heretofore been well planned with retail and service commercial centers and a coordinated integration of different uses. It reduces traffic congestion and facilitates pedestrian access within the Shopping Center, removes traffic from East Lee Highway and Blackwell, and the Fueling Center will reduce trips on those roads that would otherwise be generated by those who would fuel elsewhere. Northrock is a community shopping center that functions as one, and does not contain high intensity, traffic-generating, freestanding uses that make up the majority of the general commercial areas. Plan, p. 3-65. The largest store in the Shopping Center is the Harris Teeter itself, which, in the nature of grocery stores, ably services its surrounding community.

The proposed Fueling Center will also advance the Town's economic goad of promoting a stable and healthy commercial tax base that expands in proportion to the residential tax base. Plan, p. 3-115.

Finally, Northrock has served the community for some 20 years, and it is a Town goal to promote the reuse and redevelopment of retail commercial areas. Plan, p. 3-121, Supp. p 43.

THE APPROXIMATE TIME SCHEDULE FOR THE COMPLETION OF THE DEVELOPMENT

The service station is anticipated to be completed in 2021.

INFORMATION REGARDING THE MARKET AREA TO BE SERVED.

Harris Teeter has found that there is a demand for the retail sales of gasoline in connection with its stores. As is well known, there is a Harris Teeter store in the Shopping Center, so it will be convenient for customers to use the grocery store and to redeem fuel points at the service station. This program is unique, and is an additional service for those customers.

IMPACT MITIGATION

There will be little additional impact associated with the service station since the Harris Teeter store is an existing use within the shopping center.

Included with the Zoning Map Amendment and Special Use Permit Application is a Traffic Impact Analysis prepared by Kimley-Horn and submitted as required by the 1999 Proffers. The TIA concludes that the service station will have minimal impact on the study area intersections, and will not change the overall level of service at any of them. It also found that all relevant queues are anticipated to be less than the available storage length and the existing site entrance will be adequate for the site generated trips.

A principal benefit to be derived from the approval of these Applications, of course, is the economic benefit that will come from this infill development, which will provide taxable area from an underutilized parking lot.

The site will also be physically improved during the development process and will be more visually appealing than a parking lot. Specifically, stormwater quality and quantity will be brought up to current Virginia stormwater regulations. This final design and calculations will be provided with final site plan. Also, additional interior landscape islands have been added to the parking field in order achieve minimum of 10% interior landscaping as required by Zoning Ordinance.

THE CHARACTER OF THE SURROUNDING AREA

The Northrock Shopping Center is situated on the south side of Lee Highway in a commercial area. There are commercially zoned properties and existing commercial uses on both sides of Lee Highway in this area. The shopping center is designated Commercial on the Future Land Use Plan of the Comprehensive Plan. One of the Overall Commercial Objectives in the

Comprehensive Plan is to create an environment where businesses can expand. This additional use will be an expansion to the existing Harris Teeter store to better serve their customers.

Harris Teeter Fuel Center

Traffic Impact Analysis

WARRENTON, VIRGINIA

Prepared for:

HARRIS TEETER

REVISED: SEPTEMBER 8, 2021

VERSION 1: JANUARY 30, 2020

Prepared By:

Kimley»Horn

Harris Teeter Fuel Center
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Prepared By:

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Contents

Executive Summary 4

1. Introduction 5
   - 1.1 Project Description 5
   - 1.2 Methodology 7
2. Existing Conditions 8
   - 2.1 Overview 8
   - 2.2 Street Network 8
   - Existing Traffic Volumes 10
3. 2021 Future Conditions without Development 15
   - 3.1 Regional Traffic Growth 15
   - 3.2 2021 Approved and Unbuilt Developments 15
   - 3.3 2021 Future without Development Traffic Volumes 15
4. 2021 Future Conditions with Development 22
   - 4.1 Site Access 22
   - 4.2 Site Trip Generation 22
   - 4.3 Trip Distribution 23
   - 4.4 Trip Assignment 23
   - 4.5 Total Future with Development Traffic Volumes 23
5. Queuing Analysis 34
6. Conclusions 36

Appendix A – Concept Site Plan

Appendix B – Scoping Form

Appendix C – Existing Traffic Counts

Appendix D – Traffic Analysis HCM Reports

Appendix E – Internal Capture Data Collection

Figures

Figure 1-1: Study Area Map 6
Figure 2-1: Existing Lane Designations and Traffic Control 9
Figure 2-2: 2019 Existing Peak Hour Traffic Volumes 11
Figure 2-3: 2019 Existing Peak Hour Levels of Service 14
Figure 3-1: 2021 Future without Development Peak Hour Traffic Volumes 20
Figure 3-2: 2021 Future without Development Peak Hour Levels of Service 21
Figure 4-1: 2021 Directional Distribution and Trip Assignment of Site Generated Trips 24
Figure 4-2: 2021 Primary Site Generated Peak Hour Trips 25
Figure 4-3: 2021 Pass-By Peak Hour Trips 26
Figure 4-4: 2021 Future with Development Peak Hour Traffic Volumes 27
Figure 4-5: 2021 Future with Development Peak Hour Levels of Service 33

Tables

Table 2-1: Level of Service and Ranges of Delay....10
Table 2-2: Existing Intersection Capacity Analysis....13
Table 3-1: 2021 Future without Development Intersection Capacity Analysis - AM Peak Hour..17
Table 3-2: 2021 Future without Development Intersection Capacity Analysis - PM Peak Hour..18
Table 3-3: 2021 Future without Development Intersection Capacity Analysis - Saturday Peak Hour....19
Table 4-1: Proposed Site Trip Generation....22
Table 4-2: 2021 Trip Distribution of Site Generated Traffic....23
Table 4-3: 2021 Future with Development Capacity Analysis – AM Peak Hour....30
Table 4-4: 2021 Future with Development Capacity Analysis – PM Peak Hour....31
Table 4-5: 2021 Future with Development Capacity Analysis – Saturday Peak Hour....32
Table 5-1: Queuing Analysis....35

EXECUTIVE SUMMARY

This report presents the results of a transportation study for the proposed fuel center located on-site of the existing Harris Teeter Grocery Store in Warrenton, VA. The site parcel (including the existing Harris Teeter Grocery) is approximately 11.67 acres and is zoned as PUD. The fuel center will consist of 8 fueling positions and is anticipated to be completed in 2021.

Intersections were analyzed during the weekday AM and PM peak hours as well as the Saturday midday peak hour. The traffic volumes used in this study include 2019 existing traffic volumes, forecast future traffic volumes without the development of the fuel center but with the application of an annual traffic growth factor, and future traffic with the development of the fuel center for opening year 2021. The weekday traffic counts were conducted at the study area intersections on Thursday, November 21, 2019 from 5:30 AM to 8:30 AM and 4:30 PM to 7:30 PM as well as Saturday, November 16, 2019 from 11:00 AM to 2:00 PM.

Based on the trip generation rates in the ITE Trip Generation Manual, 10th Edition, the proposed development is anticipated to generate 30 primary vehicle trips during the AM peak hour, 80 primary vehicle trips during the PM peak hour, and 74 primary vehicle trips during the Saturday peak hour. The peak hour trips generated by the proposed development were assigned to the site driveway and to the study area streets based on agreed upon trip distributions as documented in the scoping form with Town of Warrenton staff.

Intersection capacity analyses were conducted for 2019 existing, 2021 future without development, 2021 future with development at the study intersections using the Synchro 10 software package. This software uses methodologies in the *Highway Capacity Manual 6th Edition* to determine performance of signalized and unsignalized intersections.

This transportation study shows that the proposed fuel center located on-site of the existing Harris Teeter Grocery Store in Warrenton, VA will have a minimal impact on the study area intersections. There will be no changes in overall intersection levels of service due to the proposed development compared to the future without development scenario.

The capacity analysis of the future conditions with development shows that the increase in delay at the study intersections due to the proposed fuel center are negligible. The proposed development increases the LOS at the following approaches:

- Eastbound approach of Harris Teeter Driveway at Fletcher Drive worsens from LOS A to LOS B during the PM peak hour and the Saturday midday peak hour. The associated delay increases by 0.8 seconds and 0.7 seconds in the PM peak hour and Saturday midday peak hour, respectively.
- Westbound approach of W Lee Highway at Fletcher Drive worsens from LOS A to LOS B during the Saturday midday peak hour. The associated delay increased by 1.0 seconds.

All intersections operate at overall LOS D or better in 2021 future with and without development during the weekday AM and PM and Saturday midday peak hours.

Under the 2021 future with and without conditions, all intersection approaches operate at LOS D or better except for the following:

- Northbound Fletcher Drive at W Lee Highway operates at LOS E during the AM, PM, and Saturday midday peak hours.

- Southbound Fletcher Drive at W Lee Highway operates at LOS F during the AM peak hour and LOS E during the PM and Saturday midday peak hours.
- Eastbound North Hill Drive at Blackwell Road operates at LOS E during the AM, PM, and Saturday midday peak hours.
- Westbound Walker Drive at Blackwell Road operates at LOS E during the AM, PM, and Saturday midday peak hours.

All of these approaches were previously operating at LOS E in 2019 existing conditions.

In addition to the approaches and associated movements noted above, the following movements operate at LOS E or LOS F in 2019 existing conditions, and 2021 future with and without development conditions. The proposed development nominally increases the delay at these congested movements:

- Westbound left-turn lane from W Lee Highway to Fletcher Dr increases in delay by 1.6 seconds in the AM peak hour, decreases in delay by 0.9 seconds in the PM peak hour, and decreases in delay by 0.6 seconds in the Saturday midday peak hour. The slight decreases are likely attributable to the slight redistribution of traffic through the intersection caused by the proposed development. The movement is expected to operate at LOS F during weekday AM and PM and Saturday midday peak hours under 2019 existing conditions and 2021 future with and without development conditions.
- Eastbound left turn lane from W Lee Highway to Fletcher Dr had no change in delay. This movement is expected to operate at LOS F during weekday AM and PM and Saturday midday peak hours under 2019 existing conditions and 2021 future with and without development conditions.

The increase in delay related to the proposed development is less than 2 seconds at the movement, approach and intersection level, indicating negligible effects on the intersection's operations.

No significant queuing is anticipated at any of the study area intersections during typical AM weekday, PM weekday, or Saturday midday peak hour conditions. All queues are anticipated to be less than the available storage length. The existing site entrance will be adequate for the site generated trips. The site generated trips will have a negligible effect on the study area intersections.

1. INTRODUCTION

1.1 PROJECT DESCRIPTION

The proposed development includes a fuel center located on-site of an existing Harris Teeter Grocery Store located at the southwest corner of W Lee Highway at Fletcher Dr in Warrenton, VA. The site parcel (including the existing Harris Teeter Grocery) is approximately 11.67 acres and is zoned as PUD. The fuel center will consist of 8 fueling positions and is anticipated to be completed in 2021. The study area, site location, and study intersections are shown on a map in **Figure 1-1** and a concept site plan graphic is included in **Appendix A.**



Source: Google Earth Pro

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Study Area Map

Harris Teeter Fuel Center

Figure 1-1

Page 6

1.2 METHODOLOGY

A Traffic Study Scoping Agreement was prepared with VDOT and the Town of Warrenton. A copy of the signed scoping agreement form is included in **Appendix B.**

Per the scoping agreement, the following methodology was used in preparation of this study:

- Traffic volume forecasts and capacity analyses were conducted for the weekday AM and PM peak hours as well as Saturday midday peak hour.
- Intersection capacity analyses were based on the Highway Capacity Manual (using the Synchro 10 software package).
- ITE Trip Generation Manual, 10th edition was used to calculate site generated trips. Land use code 944, Gasoline/Service Station, was used in these calculations.
- 2021 was identified as the development horizon year.
- A one (1) percent annual exponential growth rate was agreed upon to grow existing count data to future conditions traffic.
- No approved and unbuilt developments were included in the analysis.
- Trip distribution for the proposed development was based on surrounding land use, population density, and access to local and regional roadways.
- Fifty-eight percent (58%) and forty-eight percent (48%) pass-by was assumed in the weekday AM and PM peak hours, respectively. The lower of the weekday AM and PM pass-by (48%) was assumed for the Saturday midday peak hour. Weekday AM and PM pass-by rates were identified from ITE Trip Generation Handbook.
- Internal capture rates between the proposed fuel center and the existing grocery story were obtained from data collection of similar Harris Teeter fuel station sites. The Town of Warrenton and VDOT approved the usage of these rates on January 9, 2020.
- Existing signal timings were obtained from the Town of Warrenton.

2. EXISTING CONDITIONS

2.1 OVERVIEW

This chapter of the report examines the existing transportation conditions in the project study area. Included are descriptions of the existing transportation network.

2.2 STREET NETWORK

The existing street network examined as part of this study includes Fletcher Drive from W Lee Highway to North Hill Drive and North Hill Drive from Fletcher Drive to Blackwell Road. Two (2) signalized intersections, and two (2) stop-controlled intersections represent the study area. The following is a brief description of the surrounding street network, study intersections, and intersection operations.

STUDY AREA STREETS

W Lee Highway is a four-lane divided roadway that runs east-west through the study area. The current VDOT functional classification is a principal arterial. The posted speed limit is 45 miles per hour (mph).

Fletcher Drive is a two-lane divided roadway, except for an approximate 300-ft section between the two Harris Teeter shopping center driveways where the road is undivided. The roadway runs north-south through the study area and is classified as a major collector. The posted speed limit is 25 mph.

North Hill Drive/Walker Drive is a two-lane undivided roadway west of Blackwell Rd and transitions to a four-lane divided roadway east of Blackwell Road. The roadway runs east-west through the study area. It is classified as a major collector, east of Fletcher Drive. The posted speed limit is 25 mph.

Blackwell Road is primarily a four-lane roadway with a center turn lane within the vicinity of the study area. The roadway runs north-south and is a minor arterial. The posted speed limit is 35 mph.

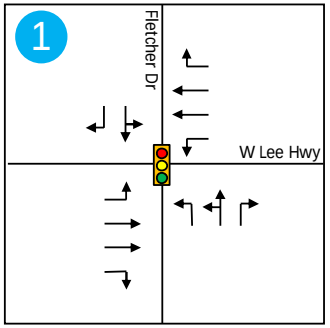
STUDY INTERSECTIONS

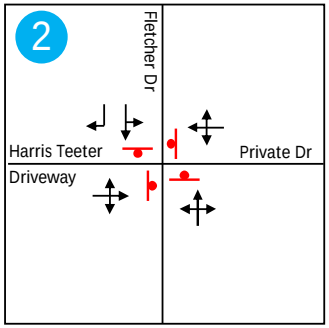
The vehicular impacts of the proposed development were studied at the following intersections:

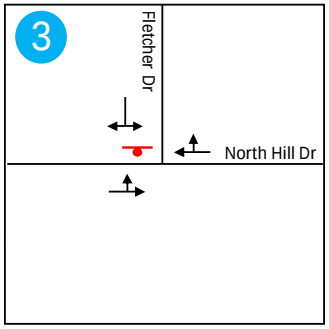
1. W Lee Highway at Fletcher Drive (Signalized)
2. Fletcher Drive at Harris Teeter Driveway (Unsignalized)
3. Fletcher Drive at North Hill Drive (Unsignalized)
4. Blackwell Road at North Hill Drive / Walker Drive (Signalized)

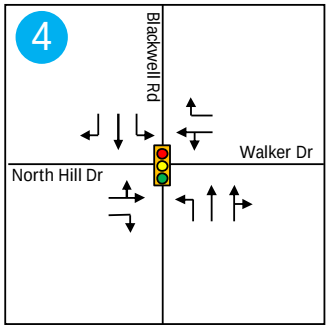
The existing lane designations and traffic control at the study intersections are shown in **Figure 2-1.**











Source: Google Earth Pro

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Existing Lane Designations and Traffic Control

Harris Teeter Fuel Center

Figure 2-1

Page 9

EXISTING TRAFFIC VOLUMES

Traffic counts were conducted on Thursday, November 21, 2019 from 5:30 AM to 8:30 AM and 4:30 PM to 7:30 PM as well as Saturday, November 16, 2019 from 11:00 AM to 2:00 PM. Vehicle, pedestrian, and bicycle movement counts were collected at the following intersections:

- W Lee Highway at Fletcher Drive (Signalized)
- Fletcher Drive at Harris Teeter Driveway (Unsignalized)
- Fletcher Drive at North Hill Drive (Unsignalized)
- Blackwell Road at North Hill Drive / Walker Drive (Signalized)

These counts were used to establish a network peak hour by identifying the peak sixty (60) minutes of traffic during which the most traffic is within the entire study area during the weekday AM and PM peak periods. The network peak hours of the study area were identified as 7:30 AM to 8:30 AM during the AM peak period, 4:30 PM to 5:30 PM during the PM peak period, and 11:45 AM to 12:45 PM during the Saturday midday peak period. The weekday AM and PM and Saturday midday peak hour turning movement counts at the study area intersections are summarized in **Figure 2-2**. The full turning movement traffic count data are in **Appendix C.**

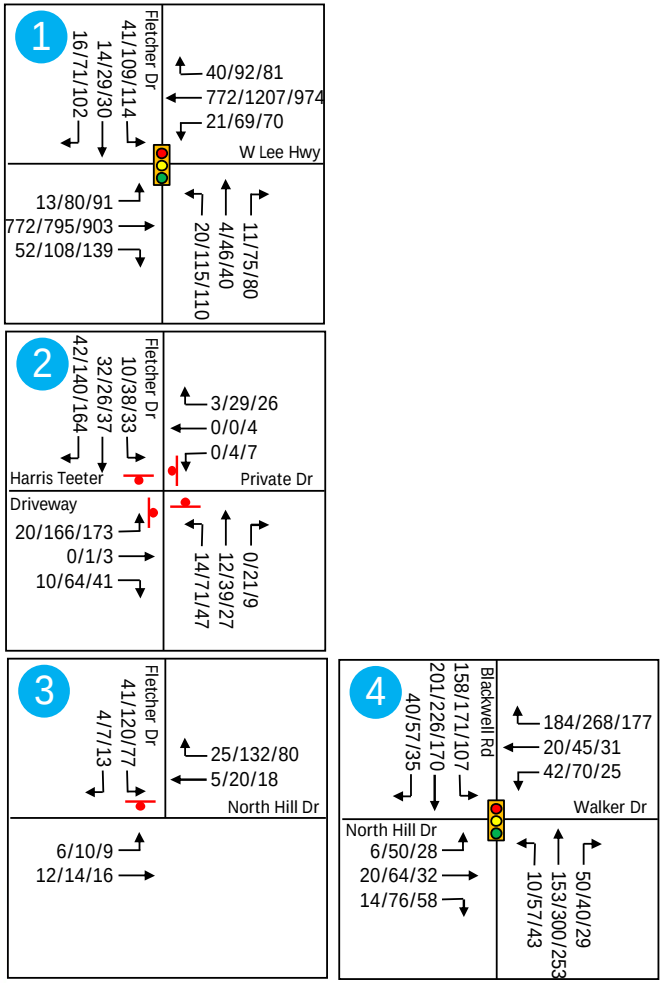
EXISTING INTERSECTION CAPACITY ANALYSIS

Intersection capacity analyses were conducted using the existing weekday AM and PM and Saturday midday peak hour turning movement volumes at the study intersections. The capacity analyses were conducted using Synchro and based on methodologies contained in the *Highway Capacity Manual*, *6th Edition* (HCM6) for signalized and unsignalized intersections. According to the HCM, capacity is defined as the maximum number of vehicles that can pass over a road segment or through an intersection within a fixed time duration. Operational conditions are described by a level of service (LOS), which is a qualitative measure that describes the operational conditions of an intersection or street and is an indicator of motorist perceptions within a traffic stream. The HCM defines six (6) levels of service, LOS A through F, with A as the best and F as the worst. **Table 2-1** shows the level of service delay per vehicle for signalized and unsignalized intersections.

Table 2-1: Level of Service and Ranges of Delay

Level of Service (LOS)	Delay per Vehicle (seconds)	
	Signalized intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50
Source: *Highway Capacity Manual 6th Edition*		





Source: Google Earth Pro

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2019 Existing Peak Hour Traffic Volumes

Harris Teeter Fuel Center

Figure 2-2
Page 11

The 2019 existing conditions analyses were based on the existing peak hour turning movement volumes, peak hour factors, lane designations, and traffic control and signal timings at the study intersections.

The results of the 2019 existing intersection capacity analyses are summarized in **Table 2-2**. Analysis results show overall level of service (LOS) and corresponding delay information for each movement, approach, and overall intersection. The LOS for the weekday AM and PM and Saturday midday peak hours under 2019 existing conditions are shown in **Figure 2-3**.The Synchro analysis reports are contained in **Appendix D**.

These capacity analysis results show that under existing conditions, most study intersections and approaches operate at an overall LOS D or better during the AM and PM weekday and Saturday midday peak hours, except for the following:

- W Lee Highway at Fletcher Drive
    - Northbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.
    - Southbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.
- Blackwell Road at Walker Drive / North Hill Drive
    - Eastbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.
    - Westbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.

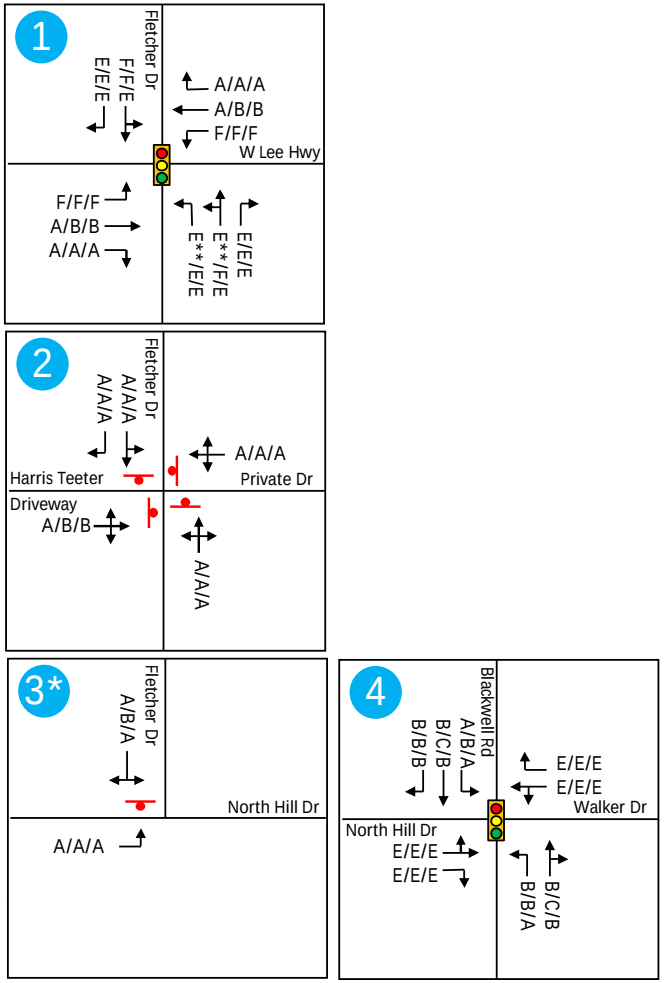
Table 2-2: Existing Intersection Capacity Analysis

Intersection	Mvmt	AM Peak		PM Peak		SAT Peak	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)							
Eastbound (W Lee Highway)	L	89.5	F	87.8	F	81.3	F
	T	7.6	A	13.9	B	15.4	B
	R	4.3	A	7.7	A	8.5	A
	Approach	*8.7*	*A*	*19.2*	*B*	*19.8*	*B*
Westbound (W Lee Highway)	L	90.9	F	89.5	F	84.3	F
	T	7.2	A	17.6	B	17.1	B
	R	3.5	A	6.4	A	6.8	A
	Approach	*9.2*	*A*	*20.5*	*C*	*20.6*	*C*
Northbound (Fletcher Drive)	L**	70.8	E	78.6	E	73.6	E
	L/T**	70.8	E	80.6	F	75.2	E
	R	67.5	E	66.8	E	62.5	E
	Approach	*69.7*	*E*	*75.8*	*E*	*70.6*	*E*
Southbound (Fletcher Drive)	L/T	82.8	F	80.4	F	74.4	E
	R	69.9	E	71.0	E	69.1	E
	Approach	*79.9*	*E*	*77.2*	*E*	*72.2*	*E*
Overall Intersection		***12.9***	***B***	***29.0***	***C***	***29.3***	***C***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)							
Eastbound (Harris Teeter Driveway)	L/T/R	7.4	A	10.3	B	10.2	B
Westbound (Private Drive)	L/T/R	6.7	A	7.9	A	8.0	A
Northbound (Fletcher Drive)	L/T/R	7.6	A	9.3	A	8.9	A
Southbound (Fletcher Drive)	L/T	8.0	A	9.1	A	9.0	A
	R	6.9	A	8.6	A	8.8	A
3. Fletcher Drive at North Hill Drive (TWSC)*							
Eastbound (North Hill Drive)	L	7.4	A	7.7	A	7.4	A
Southbound (Fletcher Drive)	L/R	9.0	A	10.5	B	9.6	A
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)							
Eastbound (North Hill Drive)	L/T	71.6	E	80.0	E	76.9	E
	R	66.7	E	65.1	E	64.9	E
	Approach	*69.9*	*E*	*74.0*	*E*	*71.0*	*E*
Westbound (Walker Drive)	L/T	57.8	E	57.0	E	58.8	E
	R	58.2	E	60.2	E	59.7	E
	Approach	*58.1*	*E*	*59.3*	*E*	*59.5*	*E*
Northbound (Blackwell Road)	L	11.2	B	16.4	B	9.8	A
	T/R	13.3	B	22.0	C	13.5	B
	Approach	*13.2*	*B*	*21.2*	*C*	*13.5*	*B*
Southbound (Blackwell Road)	L	10.0	A	16.6	B	9.9	A
	T	12.1	B	20.9	C	13.3	B
	R	10.7	B	18.4	B	12.0	B
	Approach	*11.1*	*B*	*18.9*	*B*	*12.0*	*B*
Overall Intersection		***27.1***	***C***	***37.8***	***D***	***30.6***	***C***

*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.



Source: Google Earth Pro



*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

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2019 Existing Peak Hour Levels of Service

Harris Teeter Fuel Center

Figure 2-3
Page 14

3. 2021 FUTURE CONDITIONS WITHOUT DEVELOPMENT

This chapter examines future year conditions without the proposed fuel center. Included in this chapter are future traffic volumes and future traffic analysis results without the development. This study analyzes future without development conditions in the year 2021 (the build-out year of the proposed fuel center).

Future weekday AM and PM and Saturday midday peak hour turning movement volumes without development are the future without development volumes that will travel through the study area intersections without the proposed fuel center in 2021. Future without development traffic volumes were forecasted based on an increase of the existing traffic volumes due to general regional traffic growth and traffic generated by nearby approved and unbuilt developments.

3.1 REGIONAL TRAFFIC GROWTH

As outlined in the scoping document, an annual growth rate of one (1) percent was used as a conservative estimate of future growth throughout the study area. Existing (2019) peak hour traffic volumes were increased by the one (1) percent annual growth rate to background (2021) future base volumes.

3.2 2021 APPROVED AND UNBUILT DEVELOPMENTS

No approved and unbuilt developments were included in this traffic analysis.

3.3 2021 FUTURE WITHOUT DEVELOPMENT TRAFFIC VOLUMES

The 2021 peak hour turning movement volumes without the proposed fuel center were calculated by increasing the existing traffic volumes to the year 2021 using the previously mentioned growth rate of one (1) percent. The resulting 2021 future without development peak hour turning movement volumes at the study area intersections are shown in **Figure 3-1.**

FUTURE WITHOUT DEVELOPMENT INTERSECTION CAPACITY ANALYSES

The 2021 future conditions without development analyses were based on the future turning movements. Existing traffic signal operations and timings were maintained through future conditions analysis. The results of the intersection capacity analyses for the AM peak hour, PM peak hour, and Saturday midday peak hour are summarized in **Table 3-1**, **Table 3-2**, **Table 3-3**, respectively. Results of the existing conditions analysis are shown for comparison. Analysis results show overall level of service (LOS) and corresponding delay information for each movement, approach, and overall intersection. The LOS for the weekday AM and PM and Saturday midday peak hours under 2021 future without development are shown in **Figure 3-2.** The Synchro analysis reports are contained in **Appendix D**.

These capacity analysis results show that under future without development conditions, most study intersections and approaches operate at an overall LOS D or better during the AM and PM weekday and Saturday midday peak hours, except for the following:

- W Lee Highway at Fletcher Drive
    - Northbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.
    - Southbound approach is expected to operate at LOS F in the weekday AM peak hour and LOS E in the PM and Saturday midday peak hours.

- Blackwell Road at Walker Drive / North Hill Drive
    - Eastbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.
    - Westbound approach is expected to operate at LOS E in the weekday AM and PM and Saturday midday peak hours.

Table 3-1: 2021 Future without Development Intersection Capacity Analysis - AM Peak Hour

Intersection	Mvmt	Existing (2019)		Future without Development (2021)	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)					
Eastbound (W Lee Highway)	L	89.5	F	88.4	F
	T	7.6	A	7.4	A
	R	4.3	A	4.2	A
	Approach	*8.7*	*A*	*8.4*	*A*
Westbound (W Lee Highway)	L	90.9	F	92.5	F
	T	7.2	A	7.2	A
	R	3.5	A	3.5	A
	Approach	*9.2*	*A*	*9.1*	*A*
Northbound (Fletcher Drive)	L**	70.8	E	70.8	E
	L/T**	70.8	E	70.8	E
	R	67.5	E	67.6	E
	Approach	*69.7*	*E*	*69.8*	*E*
Southbound (Fletcher Drive)	L/T	82.8	F	83.1	F
	R	69.9	E	69.9	E
	Approach	*79.9*	*E*	*80.2*	*F*
Overall Intersection		***12.9***	***B***	***12.8***	***B***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)					
Eastbound (Harris Teeter Driveway)	L/T/R	7.4	A	7.4	A
Westbound (Private Drive)	L/T/R	6.7	A	6.6	A
Northbound (Fletcher Drive)	L/T/R	7.6	A	7.6	A
Southbound (Fletcher Drive)	L/T	8.0	A	7.9	*A*
	R	6.9	A	6.9	A
3. Fletcher Drive at North Hill Drive (TWSC)*					
Eastbound (North Hill Drive)	L	7.4	A	7.4	A
Southbound (Fletcher Drive)	L/R	9.0	A	9.0	A
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)					
Eastbound (North Hill Drive)	L/T	71.6	E	71.6	E
	R	66.7	E	66.7	E
	Approach	*69.9*	*E*	*69.9*	*E*
Westbound (Walker Drive)	L/T	57.8	E	58.2	E
	R	58.2	E	58.7	E
	Approach	*58.1*	*E*	*58.6*	*E*
Northbound (Blackwell Road)	L	11.2	B	10.9	B
	T/R	13.3	B	12.9	B
	Approach	*13.2*	*B*	*12.8*	*B*
Southbound (Blackwell Road)	L	10.0	A	9.7	A
	T	12.1	B	11.7	B
	R	10.7	B	10.4	B
	Approach	*11.1*	*B*	*10.8*	*B*
Overall Intersection		***27.1***	***C***	***27.0***	***C***

*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

Table 3-2: 2021 Future without Development Intersection Capacity Analysis - PM Peak Hour

Intersection	Mvmt	Existing (2019)		Future without Development (2021)	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)					
Eastbound (W Lee Highway)	L	87.8	F	87.5	F
	T	13.9	B	14.2	B
	R	7.7	A	7.8	A
	Approach	*19.2*	*B*	*19.6*	*B*
Westbound (W Lee Highway)	L	89.5	F	89.3	F
	T	17.6	B	18.3	B
	R	6.4	A	6.5	A
	Approach	*20.5*	*C*	*21.1*	*C*
Northbound (Fletcher Drive)	L**	78.6	E	78.3	E
	L/T**	80.6	F	80.5	F
	R	66.8	E	66.6	E
	Approach	*75.8*	*E*	*75.6*	*E*
Southbound (Fletcher Drive)	L/T	80.4	F	80.3	F
	R	71.0	E	70.8	E
	Approach	*77.2*	*E*	*77.1*	*E*
Overall Intersection		***29.0***	***C***	***29.5***	***C***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)					
Eastbound (Harris Teeter Driveway)	L/T/R	10.3	B	10.4	B
Westbound (Private Drive)	L/T/R	7.9	A	7.9	A
Northbound (Fletcher Drive)	L/T/R	9.3	A	9.3	A
Southbound (Fletcher Drive)	L/T	9.1	A	9.1	*A*
	R	8.6	A	8.6	A
3. Fletcher Drive at North Hill Drive (TWSC)*					
Eastbound (North Hill Drive)	L	7.7	A	7.7	A
Southbound (Fletcher Drive)	L/R	10.5	B	10.2	B
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)					
Eastbound (North Hill Drive)	L/T	80.0	E	80.1	F
	R	65.1	E	65.4	E
	Approach	*74.0*	*E*	*74.2*	E
Westbound (Walker Drive)	L/T	57.0	E	57.4	E
	R	60.2	E	60.6	E
	Approach	*59.3*	*E*	*59.7*	E
Northbound (Blackwell Road)	L	16.4	B	15.7	B
	T/R	22.0	C	20.8	C
	Approach	*21.2*	*C*	*20.0*	B
Southbound (Blackwell Road)	L	16.6	B	15.9	B
	T	20.9	C	20.2	C
	R	18.4	B	17.9	B
	Approach	*18.9*	*B*	*18.3*	B
Overall Intersection		***37.8***	***D***	***37.4***	***D***

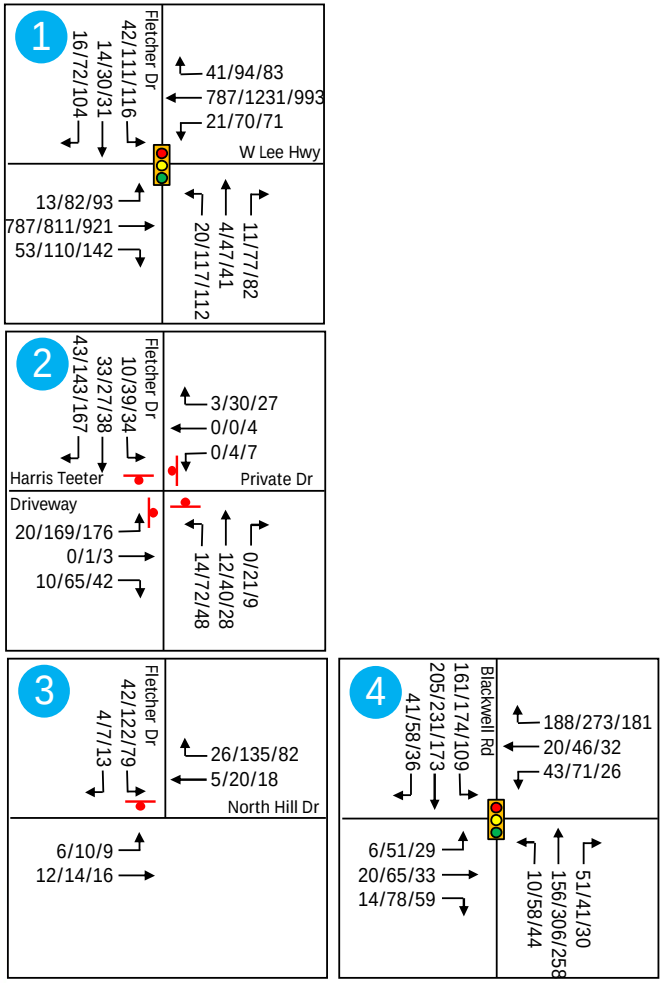
*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

Table 3-3: 2021 Future without Development Intersection Capacity Analysis - Saturday Peak Hour

Intersection	Mvmt	Existing (2019)		Future without Development (2021)	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)					
Eastbound (W Lee Highway)	L	81.3	F	81.2	F
	T	15.4	B	15.8	B
	R	8.5	A	8.6	A
	Approach	*19.8*	*B*	*20.2*	*C*
Westbound (W Lee Highway)	L	84.3	F	84.1	F
	T	17.1	B	17.6	B
	R	6.8	A	6.9	A
	Approach	*20.6*	*C*	*21.0*	*C*
Northbound (Fletcher Drive)	L**	73.6	E	73.4	E
	L/T**	75.2	E	74.9	E
	R	62.5	E	62.3	E
	Approach	*70.6*	*E*	*70.3*	*E*
Southbound (Fletcher Drive)	L/T	74.4	E	74.2	E
	R	69.1	E	68.9	E
	Approach	*72.2*	*E*	*72.0*	*E*
Overall Intersection		***29.3***	***C***	***29.6***	***C***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)					
Eastbound (Harris Teeter Driveway)	L/T/R	10.2	B	10.2	B
Westbound (Private Drive)	L/T/R	8.0	A	8.0	A
Northbound (Fletcher Drive)	L/T/R	8.9	A	8.9	A
Southbound (Fletcher Drive)	L/T	9.0	A	9.0	A
	R	8.8	A	8.8	A
3. Fletcher Drive at North Hill Drive (TWSC)*					
Eastbound (North Hill Drive)	L	7.4	A	7.4	A
Southbound (Fletcher Drive)	L/R	9.6	A	9.6	A
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)					
Eastbound (North Hill Drive)	L/T	76.9	E	74.9	E
	R	64.9	E	64.3	E
	Approach	*71.0*	*E*	*69.8*	*E*
Westbound (Walker Drive)	L/T	58.8	E	59.0	E
	R	59.7	E	59.6	E
	Approach	*59.5*	*E*	*59.5*	*E*
Northbound (Blackwell Road)	L	9.8	A	9.7	A
	T/R	13.5	B	13.2	B
	Approach	*13.5*	*B*	*12.7*	B
Southbound (Blackwell Road)	L	9.9	A	9.8	A
	T	13.3	B	13.1	B
	R	12.0	B	11.9	B
	Approach	*12.0*	*B*	*11.8*	B
Overall Intersection		***30.6***	***C***	***30.4***	***C***

*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.





Source: Google Earth Pro

Kimley»Horn

2021 Future without Development Peak Hour Traffic Volumes

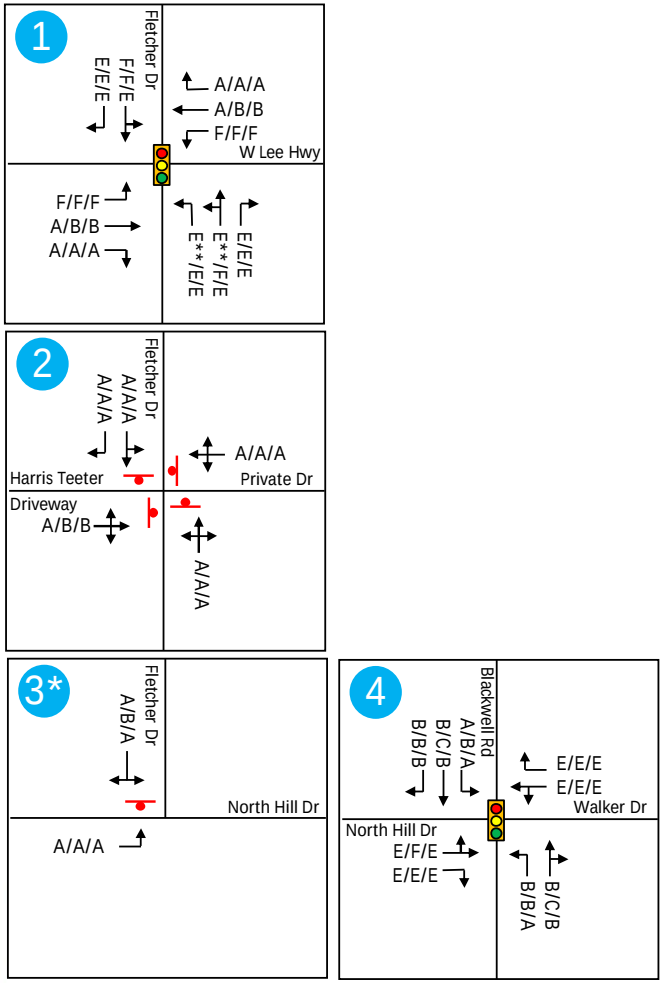
Harris Teeter Fuel Center

Figure 3-1

Page 20



Source: Google Earth Pro



*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

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2021 Future without Development Peak Hour Levels of Service

Harris Teeter Fuel Center

Figure 3-2
Page 21

4. 2021 FUTURE CONDITIONS WITH DEVELOPMENT

This chapter examines 2021 future conditions with the new proposed fuel center. Included in this chapter are the trip generation, distribution, and assignment for the proposed site, and future traffic volumes and traffic analysis results with the development.

4.1 SITE ACCESS

Site access will utilize the existing Harris Teeter site access: one (1) full-access intersection along Fletcher Drive. From the driveway on Fletcher Drive, the site plan proposes to introduce a one-way entry to the fuel center that will navigate customers to the fueling stations through a more direct route than traversing the drive aisles of the rest of the shopping center. This will reduce conflicts with other parking patrons of the adjacent uses. Access will also be provided directly from the drive aisles of Harris Teeter, which is likely to have significant customer overlap with the fuel center. No additional conflicting movements are anticipated with the addition of the proposed fuel center.

4.2 SITE TRIP GENERATION

Trip generation rates for the proposed development were obtained from the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition. Land use categories and descriptions were reviewed from this manual to determine which category has comparable characteristics and traffic patterns as the proposed fuel center. After careful review, land use code 944, Gasoline/Service Station was selected for trip generation calculations.

Internal capture percentages were applied to the total external trips to the site to account for trips generated by an individual land use that then remain internal to the site for a different land use. An example of such would be stopping by the existing Harris Teeter and then additionally stopping by the proposed fuel center, within the same trip. Internal capture was estimated from data collected at similar existing Harris Teeter Grocery Store and Fuel Centers. This internal capture data collection is summarized in **Appendix E.**

Pass-by percentages, obtained from ITE Trip Generation Handbook, 3rd Edition, were applied to the total external trips to the site, minus the internal capture, to account for traffic passing the site on adjacent streets that make an intermediate stop on the way from an origin to a primary trip destination. An example of such would be stopping by the proposed fuel center on the way from work to home in the evening. The lowest pass-by of the AM and PM peak period was applied to the Saturday peak period, as agreed upon in the scoping document. **Table 4-1** shows the primary site generated trips, including the internal capture and pass-by reductions.

Table 4-1: Proposed Site Trip Generation

ITE Code	Land Use Setting/ Location	Density		AM Peak Hour			PM Peak Hour			SAT Peak Hour			Daily
				Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
944	Gasoline/ Service Station	8	f.p.	41	41	82	56	56	112	51	51	102	1,376
Internal Capture Trips (11% AM,28% PM,28% SAT)				-5	-5	-10	-16	-16	-32	-14	-14	-28	---
Pass-by Trips (58% AM,42% PM,42% SAT)				*-21*	*-21*	*-42*	*-17*	*-17*	*-34*	*-16*	*-16*	*-32*	---
Primary Trips (Total External minus Pass-by)				15	15	30	23	23	46	21	21	42	1,376

4.3 TRIP DISTRIBUTION

The weekday AM and PM and Saturday midday peak hour trips generated by the proposed fuel center were assigned to the study area streets based on surrounding land uses, population density, and transportation network improvements. The resulting distribution of site generated trips is summarized in **Table 4-2** and shown in **Figure 4-1**.

Table 4-2: 2021 Trip Distribution of Site Generated Traffic

Direction	Percentage Trips AM/PM/SAT Peaks
To/From the East on W Lee Highway	20%
To/From the West on W Lee Highway	35%
To/From the North on Fletcher Drive	10%
To/From the West on North Hill Drive	2%
To/From the East on North Hill Drive	16%
To/From the South on Blackwell Road	17%

4.4 TRIP ASSIGNMENT

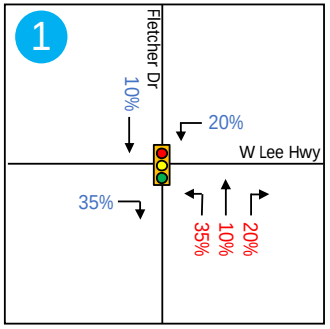
The site generated trips for this study were assigned to the study area intersections according to the distribution shown in **Table 4-2.** The site generated peak hour assignment is shown in **Figure 4-1**. The resulting primary site generated peak hour trips are shown in **Figure 4-2**.

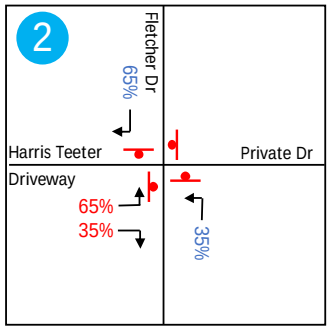
Additionally, pass-by trips were distributed amongst the study area intersections. Thirty-five percent (35%) of the pass-by trips were assumed to enter the site along Fletcher Drive from the south and sixty-five percent (65%) were assumed to enter the site along Fletcher Drive from the north. The resulting pass-by trips are shown in **Figure 4-3**

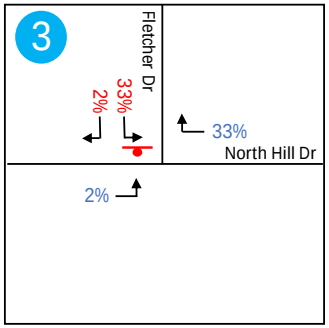
4.5 TOTAL FUTURE WITH DEVELOPMENT TRAFFIC VOLUMES

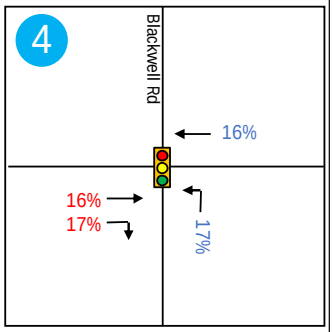
The total 2021 future with development peak hour traffic volumes were calculated by adding the net new site generated trips, including the primary and pass-by trips, to the 2021 future without development volumes. The resulting total future peak hour traffic volumes with development are shown on **Figure 4-4**.











Source: Google Earth Pro

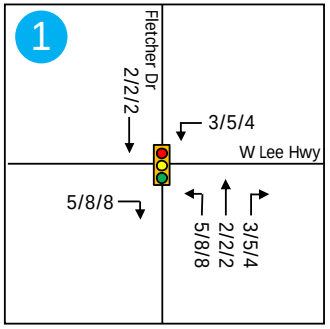
Kimley»Horn

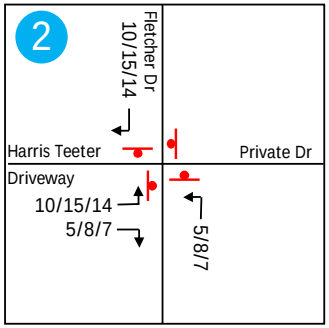
2021 Directional Distribution and Trip Assignment of Site Generated Trips

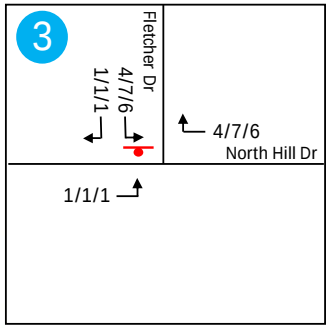
Harris Teeter Fuel Center

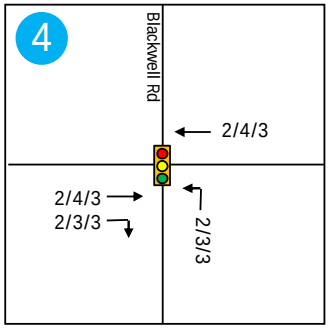
Figure 4-1
Page 24











Source: Google Earth Pro

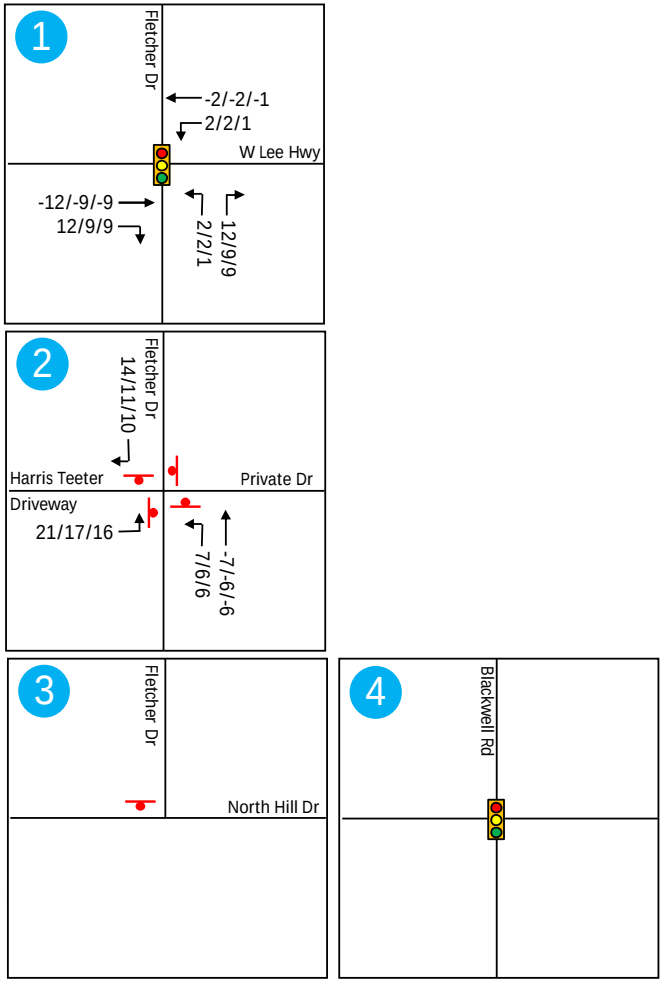
Kimley»Horn

2021 Primary Site Generated Peak Hour Trips

Harris Teeter Fuel Center

Figure 4-2
Page 25





Source: Google Earth Pro

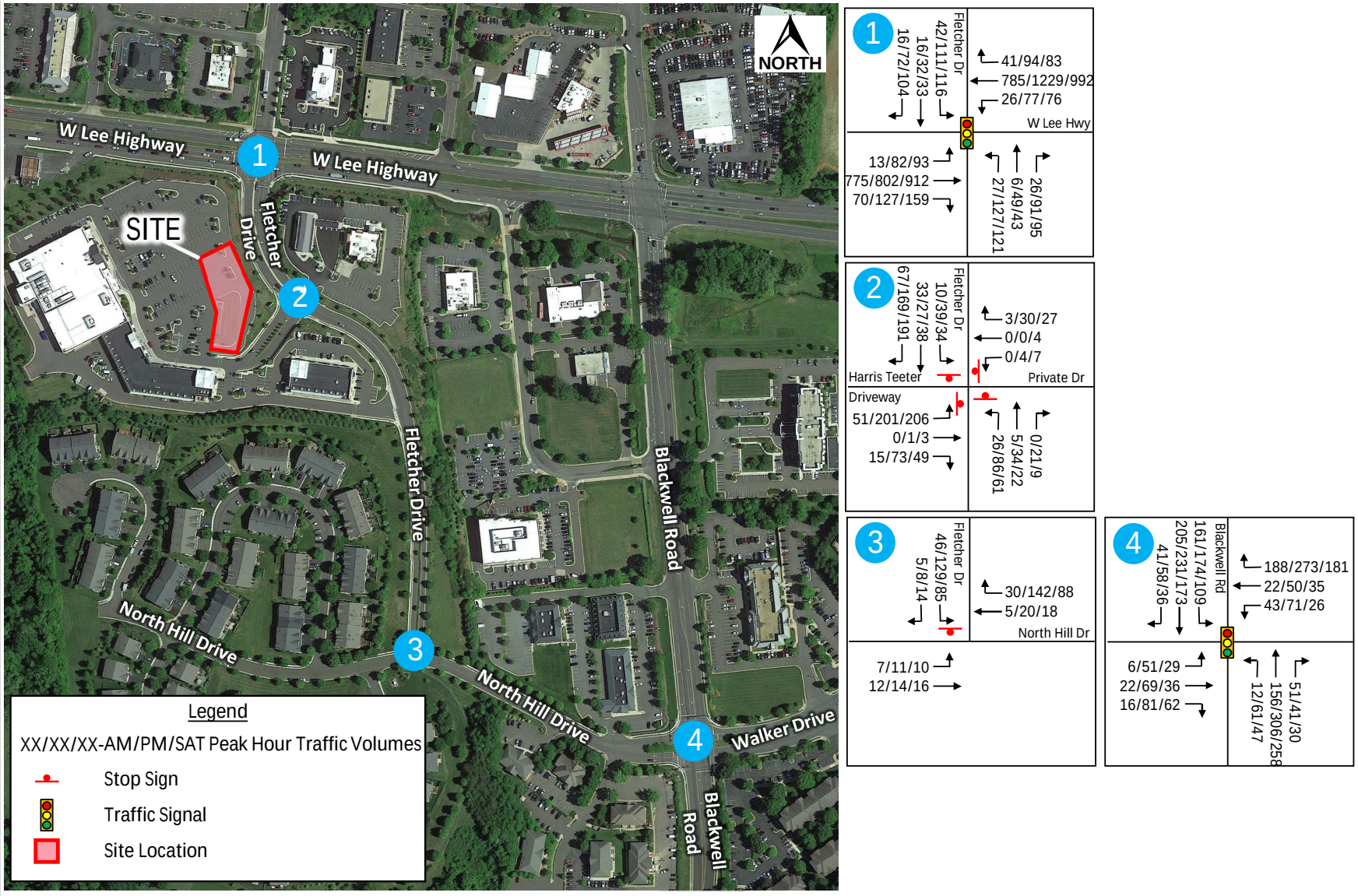
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2021 Pass-By Peak Hour Trips

Harris Teeter Fuel Center

Figure 4-3

Page 26



Source: Google Earth Pro

Kimley»Horn

2021 Future with Development Peak Hour Traffic Volumes

Harris Teeter Fuel Center

Figure 4-4
Page 27

FUTURE WITH DEVELOPMENT INTERSECTION CAPACITY ANALYSES

Capacity analyses were performed for 2021 future with development traffic volumes with the proposed fuel center. The analyses were based on the 2021 future without development scenario geometry, traffic control, and signal timing at the study area intersections.

The results of the intersection capacity analyses for the AM peak hour, PM peak hour, and Saturday midday peak hour are summarized in **Table 4-3**, **Table 4-4**, **Table 4-5**, respectively. Results of the existing conditions analysis and the future without development are shown for comparison. Analysis results show overall level of service (LOS) and corresponding delay information for each movement, approach, and overall intersection. The LOS for the weekday AM and PM and Saturday midday peak hours under 2021 future with development conditions are shown in **Figure 4-5**. Complete analysis results and Synchro HCM reports are provided in **Appendix D.**

The capacity analysis of the future conditions with development show that the increase in delay at the study intersections due to the proposed fuel center negligible. The proposed development worsens the LOS at the following movements:

- Eastbound approach of Harris Teeter Driveway at Fletcher Drive worsens from LOS A to LOS B during the PM peak hour and the Saturday midday peak hour. The associated delay increases by 0.8 seconds and 0.7 seconds in the PM peak hour and Saturday midday peak hour, respectively.
- Westbound approach of W Lee Highway at Fletcher Drive worsens from LOS A to LOS B during the Saturday midday peak hour. The associated delay increased by 1.0 seconds.

All intersections operate at overall LOS D or better in 2021 future conditions with and without development during the weekday AM and PM and Saturday midday peak hours.

Under the 2021 future with and without development, all intersection approaches operated at LOS D or better except for the following:

- Northbound Fletcher Drive at W Lee Highway operates at LOS E during the AM, PM, and Saturday midday peak hours.
- Southbound Fletcher Drive at W Lee Highway operates at LOS F during the AM peak hour and LOS E during the PM and Saturday midday peak hours.
- Eastbound North Hill Drive at Blackwell Road operates at LOS E during the AM, PM, and Saturday midday peak hours.
- Westbound Walker Drive at Blackwell Road operates at LOS E during the AM, PM, and Saturday midday peak hours.

All of these approaches were previously operating at LOS E in 2019 existing conditions.

In addition to the approaches and associated movements noted above, the following movements operate at LOS E or LOS F in 2019 existing conditions, and 2021 future with and without development conditions. The proposed development nominally increases the delay at these congested movements:

- Westbound left-turn lane from W Lee Highway to Fletcher Dr increases in delay by 1.6 seconds in the AM peak hour, decreases in delay by 0.9 seconds in the PM peak hour, and decreases in delay by 0.6 seconds in the Saturday midday peak hour. The slight decreases are likely attributable to the slight redistribution of traffic through the intersection caused by the proposed development. The movement is expected to operate at LOS F during weekday AM and PM and

Saturday midday peak hours under 2019 existing conditions and 2021 future with and without development conditions.

- Eastbound left turn lane from W Lee Highway to Fletcher Dr had no change in delay. This movement is expected to operate at LOS F during weekday AM and PM and Saturday midday peak hours under 2019 existing conditions and 2021 future with and without development conditions.

The increase in delay related to the proposed development is less than 2 seconds at the movement, approach and intersection level, indicating negligible effects on the intersection's operations.

Table 4-3: 2021 Future with Development Capacity Analysis – AM Peak Hour

Intersection	Mvmt	Existing (2019)		Future without Development (2021)		Future with Development (2021)	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)							
Eastbound (W Lee Highway)	L	89.5	F	88.4	F	88.4	F
	T	7.6	A	7.4	A	8.0	A
	R	4.3	A	4.2	A	4.4	A
	Approach	*8.7*	*A*	*8.4*	*A*	*8.9*	*A*
Westbound (W Lee Highway)	L	90.9	F	92.5	F	95.0	F
	T	7.2	A	7.2	A	7.6	A
	R	3.5	A	3.5	A	3.8	A
	Approach	*9.2*	*A*	*9.1*	*A*	*10.1*	*B*
Northbound (Fletcher Drive)	L**	70.8	E	70.8	E	70.7	E
	L/T**	70.8	E	70.8	E	70.6	E
	R	67.5	E	67.6	E	67.4	E
	Approach	*69.7*	*E*	*69.8*	*E*	*69.3*	*E*
Southbound (Fletcher Drive)	L/T	82.8	F	83.1	F	82.8	F
	R	69.9	E	69.9	E	69.6	E
	Approach	*79.9*	*E*	*80.2*	*F*	*80.0*	*E*
Overall Intersection		***12.9***	***B***	***12.8***	***B***	***14.3***	***B***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)							
Eastbound (Harris Teeter Driveway)	L/T/R	7.4	A	7.4	A	7.8	A
Westbound (Private Drive)	L/T/R	6.7	A	6.6	A	6.7	A
Northbound (Fletcher Drive)	L/T/R	7.6	A	7.6	A	7.8	A
Southbound (Fletcher Drive)	L/T	8.0	A	7.9	A	8.0	A
	R	6.9	A	6.9	A	7.1	A
3. Fletcher Drive at North Hill Drive (TWSC)*							
Eastbound (North Hill Drive)	L	7.4	A	7.4	A	7.4	A
Southbound (Fletcher Drive)	L/R	9.0	A	9.0	A	9.0	A
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)							
Eastbound (North Hill Drive)	L/T	71.6	E	71.6	E	71.6	E
	R	66.7	E	66.7	E	66.2	E
	Approach	*69.9*	*E*	*69.9*	*E*	*69.7*	*E*
Westbound (Walker Drive)	L/T	57.8	E	58.2	E	58.3	E
	R	58.2	E	58.7	E	57.7	E
	Approach	*58.1*	*E*	*58.6*	*E*	*58.6*	*E*
Northbound (Blackwell Road)	L	11.2	B	10.9	B	10.8	B
	T/R	13.3	B	12.9	B	13.0	B
	Approach	*13.2*	*B*	*12.8*	B	*12.8*	B
Southbound (Blackwell Road)	L	10.0	A	9.7	A	10.0	A
	T	12.1	B	11.7	B	12.0	B
	R	10.7	B	10.4	B	10.6	B
	Approach	*11.1*	*B*	*10.8*	B	*11.0*	B
Overall Intersection		***27.1***	***C***	***27.0***	***C***	***27.3***	***C***

*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

Table 4-4: 2021 Future with Development Capacity Analysis – PM Peak Hour

Intersection	Mvmt	Existing (2019)		Future without Development (2021)		Future with Development (2021)	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)							
Eastbound (W Lee Highway)	L	87.8	F	87.5	F	87.5	F
	T	13.9	B	14.2	B	15.0	B
	R	7.7	A	7.8	A	8.2	A
	Approach	*19.2*	*B*	*19.6*	*B*	*20.0*	*B*
Westbound (W Lee Highway)	L	89.5	F	89.3	F	88.4	F
	T	17.6	B	18.3	B	18.9	B
	R	6.4	A	6.5	A	6.7	A
	Approach	*20.5*	*C*	*21.1*	*C*	*21.9*	*C*
Northbound (Fletcher Drive)	L**	78.6	E	78.3	E	77.7	E
	L/T**	80.6	F	80.5	F	80.0	E
	R	66.8	E	66.6	E	66.0	E
	Approach	*75.8*	*E*	*75.6*	*E*	*74.8*	*E*
Southbound (Fletcher Drive)	L/T	80.4	F	80.3	F	80.2	F
	R	71.0	E	70.8	E	70.5	E
	Approach	*77.2*	*E*	*77.1*	*E*	*77.0*	*E*
Overall Intersection		***29.0***	***C***	***29.5***	***C***	***30.4***	***C***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)							
Eastbound (Harris Teeter Driveway)	L/T/R	10.3	B	10.4	B	11.4	B
Westbound (Private Drive)	L/T/R	7.9	A	7.9	A	8.1	A
Northbound (Fletcher Drive)	L/T/R	9.3	A	9.3	A	9.8	A
Southbound (Fletcher Drive)	L/T	9.1	A	9.1	A	9.4	A
	R	8.6	A	8.6	A	9.1	A
3. Fletcher Drive at North Hill Drive (TWSC)*							
Eastbound (North Hill Drive)	L	7.7	A	7.7	A	7.7	A
Southbound (Fletcher Drive)	L/R	10.5	B	10.2	B	10.3	B
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)							
Eastbound (North Hill Drive)	L/T	80.0	E	80.1	F	79.9	E
	R	65.1	E	65.4	E	65.2	E
	Approach	*74.0*	*E*	*74.2*	*E*	*74.0*	*E*
Westbound (Walker Drive)	L/T	57.0	E	57.4	E	57.6	E
	R	60.2	E	60.6	E	60.6	E
	Approach	*59.3*	*E*	*59.7*	*E*	*59.6*	*E*
Northbound (Blackwell Road)	L	16.4	B	15.7	B	15.9	B
	T/R	22.0	C	20.8	C	21.0	C
	Approach	*21.2*	*C*	*20.0*	*B*	*20.2*	*C*
Southbound (Blackwell Road)	L	16.6	B	15.9	B	16.1	B
	T	20.9	C	20.2	C	20.4	C
	R	18.4	B	17.9	B	18.1	B
	Approach	*18.9*	*B*	*18.3*	*B*	*18.5*	*B*
Overall Intersection		***37.8***	***D***	***37.4***	***D***	***37.6***	***D***

*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

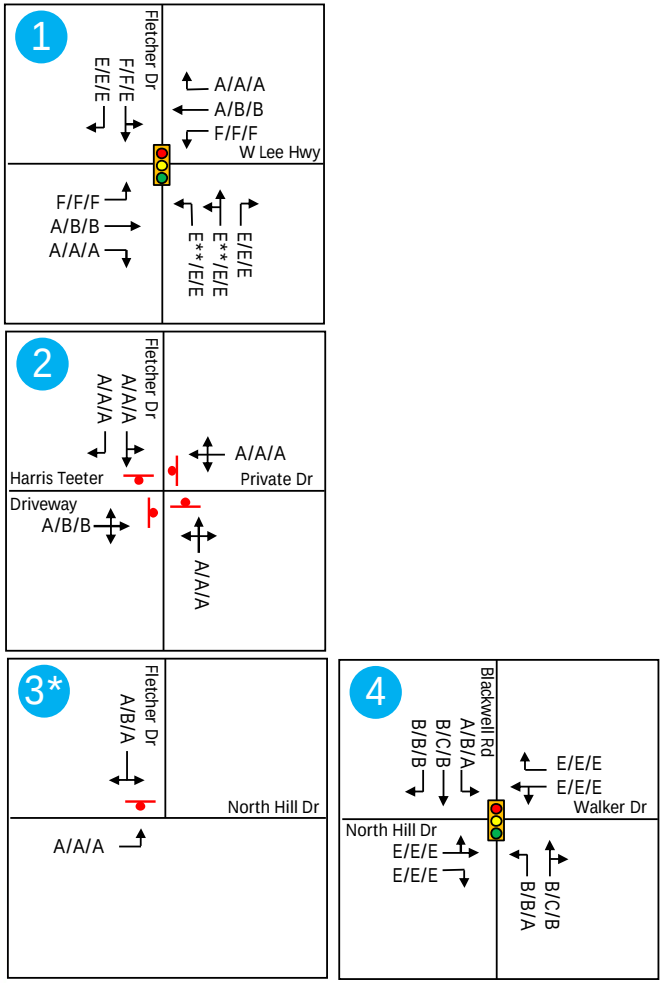
Table 4-5: 2021 Future with Development Capacity Analysis – Saturday Peak Hour

Intersection	Mvmt	Existing (2019)		Future without Development (2021)		Future with Development (2021)	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
1. W Lee Highway at Fletcher Drive (Signalized)							
Eastbound (W Lee Highway)	L	81.3	F	81.2	F	81.2	F
	T	15.4	B	15.8	B	16.7	B
	R	8.5	A	8.6	A	8.6	A
	Approach	*19.8*	*B*	*20.2*	*C*	*21.3*	*C*
Westbound (W Lee Highway)	L	84.3	F	84.1	F	83.5	F
	T	17.1	B	17.6	B	18.4	B
	R	6.8	A	6.9	A	7.3	A
	Approach	*20.6*	*C*	*21.0*	*C*	*21.9*	*C*
Northbound (Fletcher Drive)	L**	73.6	E	73.4	E	71.5	E
	L/T**	75.2	E	74.9	E	72.7	E
	R	62.5	E	62.3	E	61.3	E
	Approach	*70.6*	*E*	*70.3*	*E*	*68.4*	*E*
Southbound (Fletcher Drive)	L/T	74.4	E	74.2	E	74.1	E
	R	69.1	E	68.9	E	68.6	E
	Approach	*72.2*	*E*	*72.0*	*E*	*71.9*	*E*
Overall Intersection		***29.3***	***C***	***29.6***	***C***	***30.7***	***C***
2. Fletcher Drive at Harris Teeter Driveway (AWSC)							
Eastbound (Harris Teeter Driveway)	L/T/R	10.2	B	10.2	B	11.1	B
Westbound (Private Drive)	L/T/R	8.0	A	8.0	A	8.2	A
Northbound (Fletcher Drive)	L/T/R	8.9	A	8.9	A	9.2	A
Southbound (Fletcher Drive)	L/T	9.0	A	9.0	A	9.2	A
	R	8.8	A	8.8	A	9.3	A
3. Fletcher Drive at North Hill Drive (TWSC)*							
Eastbound (North Hill Drive)	L	7.4	A	7.4	A	7.4	A
Southbound (Fletcher Drive)	L/R	9.6	A	9.6	A	9.7	A
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)							
Eastbound (North Hill Drive)	L/T	76.9	E	74.9	E	75.6	E
	R	64.9	E	64.3	E	64.3	E
	Approach	*71.0*	*E*	*69.8*	*E*	*70.1*	*E*
Westbound (Walker Drive)	L/T	58.8	E	59.0	E	59.1	E
	R	59.7	E	59.6	E	59.6	E
	Approach	*59.5*	*E*	*59.5*	*E*	*59.5*	*E*
Northbound (Blackwell Road)	L	9.8	A	9.7	A	9.7	A
	T/R	13.5	B	13.2	B	13.2	B
	Approach	*13.5*	*B*	*12.7*	B	*12.7*	B
Southbound (Blackwell Road)	L	9.9	A	9.8	A	9.8	A
	T	13.3	B	13.1	B	13.1	B
	R	12.0	B	11.9	B	11.9	B
	Approach	*12.0*	*B*	*11.8*	B	*11.9*	B
Overall Intersection		***30.6***	***C***	***30.4***	***C***	***30.7***	***C***

*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.



Source: Google Earth Pro



*Only yielding movements reported for two-way STOP-controlled intersections.
**HCM Report combines left-turn and shared left/through lane groups into one due to insufficient volume.

Kimley»Horn

2021 Future with Development Peak Hour Levels of Service

Harris Teeter Fuel Center

Figure 4-5
Page 33

5. QUEUING ANALYSIS

The queueing analyses were conducted using Synchro 10 methodology to determine the 95th percentile queues for each approach. The resulting 95th percentile queues are summarized in **Table 5-1.** No significant queuing is anticipated at any of the study area intersections during typical AM weekday, PM weekday, or Saturday midday peak hour conditions. All queues are anticipated to be less than the available storage length. The existing site entrance will be adequate for the site generated trips. The site generated trips will have a negligible effect on the study area intersections.

Table 5-1: Queuing Analysis

Intersection	Mvmt	Existing Storage Length (ft)	2019 Existing Conditions			2021 Future without Conditions			2021 Future with Development Conditions		
			AM Peak	PM Peak	SAT Peak	AM Peak	PM Peak	SAT Peak	AM Peak	PM Peak	SAT Peak
			95th Queue (ft)			95th Queue (ft)			95th Queue (ft)		
1. W Lee Highway at Fletcher Drive (Signalized)											
Eastbound (W Lee Highway)	L	200	40	142	151	39	145	153	39	145	153
	T	-	263	368	442	260	380	456	264	384	460
	R	350	0	25	29	0	25	29	6	27	31
Westbound (W Lee Highway)	L	215	54	126	124	54	127	126	62	137	131
	T	-	153	653	503	252	680	520	257	688	525
	R	310	2	12	10	3	13	10	3	13	11
Northbound (Fletcher Drive)	L	400*	37	148	133	38	149	135	47	158	143
	L/T	400*	37	150	136	38	152	140	47	161	145
	R	110	0	32	30	0	31	30	0	33	32
Southbound (Fletcher Drive)	L/T	-	106	215	213	107	218	217	109	221	219
	R	165	0	22	53	0	23	56	0	23	56
2. Fletcher Drive at Harris Teeter Driveway (AWSC)											
Eastbound (Harris Teeter Driveway)	L/T/R	-	3	38	35	3	38	35	8	50	45
Westbound (Private Drive)	L/T/R	-	0	3	5	0	3	5	0	5	5
Northbound (Fletcher Drive)	L/T/R	-	3	18	10	3	18	10	3	20	13
Southbound (Fletcher Drive)	L/T	400*	5	10	10	5	10	10	5	10	10
	R	400*	5	18	23	5	18	23	8	25	28
3. Fletcher Drive at North Hill Drive (TWSC)											
Eastbound (North Hill Drive)	L	-	0	0	0	0	0	0	0	0	0
Southbound (Fletcher Drive)	L/R	-	5	18	10	5	15	10	5	18	10
4. Blackwell Road at Walker Drive / North Hill Drive (Signalized)											
Eastbound (North Hill Drive)	L/T	760*	61	197	113	63	198	116	65	202	120
	R	80	0	23	35	0	25	34	0	27	36
Westbound (Walker Drive)	L/T	-	116	198	108	117	198	109	120	202	113
	R	-	59	66	66	67	74	68	67	74	68
Northbound (Blackwell Road)	L	120	9	48	28	9	47	28	10	49	30
	T/R	-	65	157	96	64	154	96	65	156	97
Southbound (Blackwell Road)	L	180	78	124	59	78	122	59	79	123	60
	T	-	134	206	121	134	204	120	136	206	121
	R	300	0	6	0	0	6	0	0	6	0

**Storage Length is restricted by next intersection*

AWSC = All-way STOP-Controlled unsignalized intersection (Assume a vehicle is 25 feet long)

TWSC = Two-way STOP-Controlled unsignalized intersection (Assume a vehicle is 25 feet long)

6. CONCLUSIONS

This transportation study shows that the proposed fuel center located on-site of the existing Harris Teeter Grocery Store in Warrenton, VA will have a negligible impact on the study area intersections. There will be no changes in overall intersection levels of service due to the proposed development compared to the future without development scenario.

The capacity analysis of the future conditions with development show that the increase in delay at the study intersections due to the proposed fuel center is negligible. The proposed development increases the LOS at the following approaches:

- Eastbound approach of Harris Teeter Driveway at Fletcher Drive worsens from LOS A to LOS B during the PM peak hour and the Saturday midday peak hour. The associated delay increases by 0.8 seconds and 0.7 seconds in the PM peak hour and Saturday midday peak hour, respectively.
- Westbound approach of W Lee Highway at Fletcher Drive worsens from LOS A to LOS B during the Saturday midday peak hour. The associated delay increased by 1.0 seconds.

All intersections operate at overall LOS D or better in 2021 future with and without development during the weekday AM and PM and Saturday midday peak hours.

Under the 2021 future with and without development conditions, all intersection approaches operate at LOS D or better except for the following:

- Northbound Fletcher Drive at W Lee Highway operates at LOS E during the AM, PM, and Saturday midday peak hours.
- Southbound Fletcher Drive at W Lee Highway operates at LOS F during the AM peak hour and LOS E during the PM and Saturday midday peak hours.
- Eastbound North Hill Drive at Blackwell Road operates at LOS E during the AM, PM, and Saturday midday peak hours.
- Westbound Walker Drive at Blackwell Road operates at LOS E during the AM, PM, and Saturday midday peak hours.

All of these approaches were previously operating at LOS E in 2019 existing conditions.

In addition to the approaches and associate movements noted above, the following movements operate at LOS E or LOS F in 2019 existing conditions and 2021 future with or without development conditions. The proposed development nominally increases the delay at these congested movements:

- Westbound left-turn lane from W Lee Highway to Fletcher Dr increases in delay by 1.6 seconds in the AM peak hour, decreases in delay by 0.9 seconds in the PM peak hour, and decreases in delay by 0.6 seconds in the Saturday midday peak hour. The slight decreases are likely attributable to the slight redistribution of traffic through the intersection caused by the proposed development. The movement is expected to operate at LOS F during weekday AM and PM and Saturday midday peak hours under 2019 existing conditions and 2021 future with and without development conditions.
- Eastbound left turn lane from W Lee Highway to Fletcher Dr had no change in delay. This movement is expected to operate at LOS F during weekday AM and PM and Saturday midday peak hours under 2019 existing conditions and 2021 future with and without development conditions.

The increase in delay related to the proposed development is less than 2 seconds at the movement, approach and intersection level, indicating negligible effects on the intersection's operations.

No significant queuing is anticipated at any of the study area intersections during typical AM weekday, PM weekday, or Saturday midday peak hour conditions. All queues are anticipated to be less than the available storage length. The existing site entrance will be adequate for the site generated trips. The site generated trips will have a negligible effect on the study area intersections.

Appendix A

Concept Site Plan

Appendix B

Scoping Form

Appendix C

Existing Traffic Counts

Appendix D

Traffic Analysis HCM Reports

Appendix E

Internal Capture Data Collection

VDOT Comment Responses
January 28, 2022

General:

1. Applicant should clarify what would be the largest vehicle accessing the site and provide an Autoturn analysis as part of the site plan submission. Given the location of the fueling tanks, the analysis should include vehicle turning movements exiting/entering the site as well as its internal circulation within the parking lot. (LU)

   Response: Comment addressed.

2. Page 22, Section 4.1 of the TIS should include a description of the new right-in only that is being proposed within the existing private street that serves Harris Teeter. (LU)

   Response: Comment addressed.

3. The Town of Warrenton should consider a future study to try to mitigate the existing low LOS at the intersections. (LU)

   Response: This comment is not applicable to the TIS.

4. In Tables 3-1, 3-2, and 3-3 several of the "Future without Development" movement delays are lower than the existing delay. In most cases, the differences are minor, but in some cases, the difference is approximately 1 second. Additionally, the overall intersection delay was reduced for the future movements for 2 of the 4 intersections. It does not seem reasonable that the traffic volumes increased, but the delay went down without any improvements being made. (TE)

   Response: The analysis has been revised, and the delay decreases remain from existing to future conditions. The delay decreases are due to the adjustment of the peak hour factors in future conditions analysis, based on minimums provided by TOSAM guidance. The increase in some peak hour factors resulted in slight modifications to the future without development results.

5. In Tables 4-3, 4-4, and 4-5, several of the "Future with Development" movements are lower than the "Future without Development" movements. It does not seem reasonable that the traffic volumes increased, but the delay went down without any improvements being made. (TE)

   Response: The redistribution of volumes at the signalized intersections, resulting from the future development conditions, caused the actuated signals to reallocate the green time for a few phases. This resulted in some movements receiving more green allocation than in the future without development conditions, which improved the delay of some movements by a nominal amount.

6. Per TOSAM, the PHF for future Synchro model scenarios (i.e. No-Build and Build) in urban environments should be the higher of the existing conditions or 0.92; is there a reason this was not the case in the Future without Development (No-Build) and Future (Build) scenarios? (PL)

   Response: The analysis has been revised to reflect the appropriate PHF per TOSAM guidance.

7. The Existing PM and Sat Synchro model scenarios should use the estimated PHFs from the turning movement counts per TOSAM. (PL)

   Response: The analysis has been revised to reflect the appropriate PHF per TOSAM guidance.

8. Page 35, Table 5-1: “Sat” appears incorrectly labelled as “PM” for 2021

   Response: Comment addressed.

Geotechnical and Environmental Engineering Report

Harris Teeter Fuel Center Store #329
Warrenton, VA 20186
March 3, 2020
Terracon Project No. JD205028

Prepared for:
Kimley-Horn & Associates
Charlotte, NC

Prepared by:
Terracon Consultants, Inc.
Ashburn, Virginia

March 3, 2020

Kimley-Horn & Associates
200 South Tryon Street
Charlotte, NC 28202

Attn: Ms. Maggie Jones
P: (704) 409 1812
E: Maggie.Jones@kimley-horn.com

Re: Geotechnical and Environmental Engineering Report
Harris Teeter Fuel Center Store #329
530 Fletcher Drive,
Warrenton, VA 20186
Terracon Project No. JD205028

Dear Ms. Jones:

We have completed the Geotechnical and Environmental Engineering services for the above referenced project. This study was performed in general accordance with Terracon Proposal No. PJD205028 dated January 27, 2020. This report presents the findings of the subsurface exploration and provides geotechnical recommendations concerning earthwork and the design and construction of foundations and floor slabs for the proposed project.

We appreciate the opportunity to be of service to you on this project. If you have any questions concerning this report or if we may be of further service, please contact us.

Sincerely,
Terracon Consultants, Inc.

COMMONWEALTH OF VIRGINIA
DENIZ KARADENIZ
Lic. No. 050668
PROFESSIONAL ENGINEER

Lindsay Valentino, P.G.
Project Manager

Deniz Karadeniz, PhD, P.E.
Geotechnical Department Manager

Senior Review: Paul Burkart, P.E., Senior Principal

REPORT TOPICS

INTRODUCTION 1
SITE CONDITIONS 1
PROJECT DESCRIPTION 2
GEOTECHNICAL CHARACTERIZATION 3
GEOTECHNICAL OVERVIEW 5
EARTHWORK 5
SHALLOW FOUNDATIONS 9
SEISMIC CONSIDERATIONS 12
FLOOR SLABS 12
LATERAL EARTH PRESSURES 13
PAVEMENTS 15
FROST CONSIDERATIONS 17
GENERAL COMMENTS 17

Note: This report was originally delivered in a web-based format. **Orange Bold** text in the report indicates a referenced section heading. The PDF version also includes hyperlinks which direct the reader to that section and clicking on the ***GeoReport*** logo will bring you back to this page. For more interactive features, please view your project online at client.terracon.com.

ATTACHMENTS

EXPLORATION AND TESTING PROCEDURES
SITE LOCATION AND EXPLORATION PLANS
EXPLORATION RESULTS
SUPPORTING INFORMATION

Note: Refer to each individual Attachment for a listing of contents.

EXECUTIVE SUMMARY

A geotechnical investigation has been performed for the proposed fuel center at 530 Fletcher Drive, Warrenton, Virginia. The investigation at the project site included eight test borings, designated B-01 through B-08, performed to depths of approximately 10 to 35 feet below the existing ground surface.

Based on the information obtained from our subsurface exploration, the site can be developed for the proposed project. The following geotechnical considerations were identified:

- Support of floor slabs and pavements on or above existing fill materials is discussed in this report. However, even with the recommended construction procedures, there is inherent risk for the owner that compressible fill or unsuitable material, within or buried by the fill, will not be discovered. This risk of unforeseen conditions cannot be eliminated without completely removing the existing fill, but can be reduced by following the recommendations contained in this report. To take advantage of the cost benefit of not removing the entire amount of undocumented fill, the owner must be willing to accept the risk associated with building over the undocumented fills following the recommended reworking of the material. Should this be the case, development may be supported on a shallow foundation system.
- Based on the results of our field testing and Section 20.4 of ASCE 7 and the International Building Code (IBC), the seismic site classification is C.
- Environmental sampling/screening of select borings was performed at the same time as our geotechnical investigation. The results of the photo-ionization detector (PID) screening are included on the borings logs. The full results of our environmental services are provided in a separate report.

This summary should be used in conjunction with the entire report for design purposes. It should be recognized that details were not included or fully developed in this section, and the report must be read in its entirety for a comprehensive understanding of the items contained herein. The section titled **General Comments** should be read for an understanding of the report limitations.

Geotechnical and Environmental Engineering Report

Harris Teeter Fuel Center Store #329
530 Fletcher Drive,
Warrenton, VA 20186

Terracon Project No. JD205028

March 3, 2020

INTRODUCTION

This report presents the results of our subsurface exploration and geotechnical engineering services performed for the proposed fuel center store to be located at 530 Fletcher Drive, in Warrenton, VA 20186. The purpose of these services is to provide information and geotechnical engineering recommendations relative to:

- Subsurface soil conditions
- Groundwater conditions
- Site preparation and earthwork
- Excavation considerations
- Dewatering considerations
- Stormwater pond considerations
- Foundation design and construction
- Floor slab design and construction
- Seismic site classification per IBC
- Lateral earth pressures
- Pavement design and construction
- Frost considerations

The geotechnical engineering Scope of Services for this project included the advancement of eight test borings to depths ranging from approximately 10 to 35 feet below existing site grades.

Maps showing the site and boring locations are shown in the **Site Location** and **Exploration Plan** sections, respectively. The results of the laboratory testing performed on soil samples obtained from the site during the field exploration are included on the boring logs in the **Exploration Results** section.

SITE CONDITIONS

The following description of site conditions is derived from our site visit in association with the field exploration and our review of publicly available geologic and topographic maps.

Item	Description
Parcel Information	The project is located at 530 Fletcher Drive, Warrenton, VA 20186. See **Site Location**
Existing Improvements	Existing Harris Teeter building with associated paved parking and drive areas.
Current Ground Cover	Asphalt Pavement

Item	Description
Existing Topography (from Google Earth)	Relatively level, between EL 518 and EL 520.
Geology	Piedmont Physiographic Region. See **Geology**.

PROJECT DESCRIPTION

Our initial understanding of the project was provided in our proposal and was discussed during project planning. Aspects of the project, undefined or assumed, are highlighted as shown below. A period of collaboration has transpired since the project was initiated, and our final understanding of the project conditions is as follows:

Item	Description
Information Provided	Overall Concept Plan provided by Kimley-Horn.
Project Description	The project includes a walk-in kiosk building, fuel center canopy, and two fuel tanks. The building will be slab-on-grade (non-basement).
Building Construction	Load-bearing masonry walls, slab-on-grade, and steel-framed fuel canopy.
Finished Floor Elevation	Assumed close to existing grades.
Maximum Loads	■ Columns: 50 kips ■ Walls: 3 kips per linear foot (klf) ■ Slabs: 100 pounds per square foot (psf)
Grading/Slopes	Up to 10 feet of cut may be required for the underground storage tank installation. We assume final grades will be close to existing grades.
Below-Grade Structures	Two fuel tanks.
Free-Standing Retaining Walls	None.
Below-Grade Areas	Storm Tie-in area.
Pavements	We assume both rigid (concrete) and flexible (asphalt) pavement sections will be considered. Anticipated traffic is as follows: ■ Autos/light trucks: 1,000 vehicles per day ■ Light delivery and trash collection vehicles: 100 vehicles per week ■ Tractor-trailer trucks: 1 vehicle per week The pavement design period is 20 years.

GEOTECHNICAL CHARACTERIZATION

Geology

The project site is located in the Piedmont Physiographic Province, an area underlain by igneous and metamorphic rocks. The residual soils in this area are the product of in-place chemical weathering of rock. The typical residual soil profile consists of clayey soils near the surface where soil weathering is more advanced, underlain by sandy silts and silty sands that generally become harder with depth to the top of parent bedrock. Alluvial soils are typically present within floodplain areas along creeks and rivers in the Piedmont. According to the 1993 Geologic Map of Virginia, the site is mapped within the Catoctin Formation. The bedrock underlying the site generally consists of metabasalt.

The boundary between soil and rock in the Piedmont is not sharply defined. A transitional zone termed “Intermediate Geo-Material” is normally found overlying the parent bedrock. Intermediate Geo-Material (IGM) is defined for engineering purposes as residual material with a standard penetration test resistance exceeding 50 blows per six inches. The transition between hard/dense residual soils and partially weathered rock occurs at irregular depths due to variations in degree of weathering.

Groundwater is typically present in fractures within the partially weathered rock or underlying bedrock in upland areas of the Piedmont. Fluctuations in groundwater levels on the order of 2 to 4 feet are typical in residual soils and partially weathered rock in the Piedmont, depending on variations in precipitation, evaporation, and surface water runoff. Seasonal high groundwater level fluctuations should also be considered.

Subsurface Profile

The table below summarizes the subsurface conditions encountered at each boring location:

Boring ID	Boring Depth (ft)[1]	Asphalt or Stone Thickness (feet)	Depth of Existing Fill Soils Encountered (ft)[1]	Depth of Residual Soils Encountered (ft)[1]	Depth of IGM Encountered (ft)[1]
B-01	19.4	0.75	0.75 to 1.25	1.25 to 19.4	NE
B-02	15	0.75	0.75 to 3	3 to 15	NE
B-03	19.9	NE	0 to 2.5	2.5 to 13.5	13.5 to 19.9
B-04	34.4	NE	NE	0 to 23.5	23.5 to 34.4
B-05	20	NE	NE	0 to 20	NE
B-06	10	NE	0 to 1.5	1.5 to 10	NE
B-07	10	0.75	0.75 to 3	3 to 10	NE
B-08	10	0.75	0.75 to 3	3 to 10	NE

1. Feet below existing ground surface.
2. NE = Not encountered.

The geotechnical characterization forms the basis of our geotechnical calculations and evaluation of site preparation, foundation options and pavement options. As noted in **General Comments**, the characterization is based upon widely spaced exploration points across the site, and variations are likely.

Conditions encountered at each boring location are indicated on the individual boring logs shown in the **Exploration Results** section and are attached to this report. Stratification boundaries on the boring logs represent the approximate location of changes in native soil types; in situ, the transition between materials may be gradual.

Groundwater Conditions

The boreholes were observed while drilling and after completion for the presence and level of groundwater. The water levels observed in the boreholes can be found on the boring logs in **Exploration Results**, and are summarized in the following table.

Boring Number	Approximate Depth to Groundwater (feet) [1]	Approximate Depth to Groundwater (feet) [1]
B-01 through B-03, and B-05 through B-08	Not encountered	Not encountered
B-04	14.5 feet upon completion of drilling	15 feet after 7 days

1. Below ground surface.

As summarized in the table above, groundwater was not observed in the remaining borings while drilling, or for the short duration the borings could remain open. However, this does not necessarily mean the borings terminated above groundwater, or the water levels summarized above are stable groundwater levels. A relatively long period may be necessary for a groundwater level to develop and stabilize in a borehole. Long term observations in piezometers or observation wells sealed from the influence of surface water are often required to more accurately define groundwater levels.

Groundwater level fluctuations occur due to seasonal variations in the amount of rainfall, runoff and other factors not evident at the time the borings were performed. Therefore, groundwater levels during construction or at other times in the life of the structure may be higher or lower than the levels indicated on the boring logs. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project.

Infiltration Testing

Two methods were used to estimate infiltration capabilities on the subject site: in-situ infiltration testing and published correlations with soil classifications. Infiltration structure details were not finalized at the time of the field investigation, and so the test was performed at a generic depth

that was discussed with the client. Based on the results of the in-situ infiltration tests, the infiltration rates have been calculated and are presented below:

Boring Number	Approximate Test Depth (ft) [1]	Approximate Test Elevation (ft) [1]	Field Infiltration Rate (inches/hour)
B-06A	5	514	0.6

1. Below ground surface.

Based on a Soil Survey Report from the USDA, the site is mapped primarily as a hydrologic soil group rating of B. According to the VA DEQ Stormwater Design Specification No. 8, soils with a hydrologic soil group rating of B have moderate infiltration rates even when thoroughly wetted. The USDA report is included in the Supporting Information section of this report.

GEOTECHNICAL OVERVIEW

Existing fill materials were encountered in Borings B-01, B-02, B-03, B-06, B-07, and B-08. Support of foundations, floor slabs and pavements on or above existing fill materials is discussed in this report. However, even with the recommended construction procedures, there is an inherent risk for the owner that compressible fill or unsuitable material, within or buried by the fill, will not be discovered. This risk of unforeseen conditions cannot be eliminated without completely removing the existing fill, but can be reduced by following the recommendations contained in this report. To take advantage of the cost benefit of not removing the entire amount of undocumented fill, the owner must be willing to accept the risk associated with building over the undocumented fills following the recommended reworking of the material. Should this be the case, the structures may be supported on a shallow foundation system.

The proposed gas station structures may be supported on conventional spread and strip footings with an allowable bearing pressure of 3,000 psf. These recommendations should be considered preliminary and should be verified during final design with additional investigations. Further details and recommendations are provided herein.

The **General Comments** section provides an understanding of the report limitations.

EARTHWORK

Earthwork is anticipated to include demolition, excavations, and fill placement. The following sections provide recommendations for use in the preparation of specifications for the work. Recommendations include critical quality criteria, as necessary, to render the site in the state considered in our geotechnical engineering evaluation for foundations, floor slabs, and pavements.

Site Preparation

Site preparation should begin with the demolition of the existing structure and debris removal. As part of the demolition, buried utilities and/or concrete foundations should also be removed. Existing utilities that are to be abandoned should be removed or filled with grout. The excavations resulting from foundation and utility removal should be properly backfilled with compacted engineered fill as described in the following subsections. Utilities that are to remain in service should be accurately located horizontally and vertically to minimize conflict with new foundation construction.

Existing vegetation, topsoil, and any otherwise unsuitable material should be removed from the construction areas prior to placing fill. Stripped materials consisting of vegetation and organic materials should be wasted off site, or used to vegetate landscaped areas or exposed slopes after completion of grading operations. The exposed subgrade soils should be proofrolled to detect soft or loose soils and identify unsuitable or poorly compacted fill. Proofrolling should be performed with a fully-loaded, tandem-axle dump truck or similar pneumatic-tired construction equipment. A Terracon representative should observe this operation to aid in delineating unstable soil areas. Proofrolling should be performed after a suitable period of dry weather to avoid degrading an otherwise acceptable subgrade. Soils which continue to rut or deflect excessively under the proofrolling operations should be remediated as recommended by the geotechnical engineer.

Existing Fill

As noted in **Geotechnical Characterization**, borings B-01, B-02, B-03, B-06, B-07, and B-08 encountered existing fill to depths ranging from about 0 to 3 feet below existing grades. The fill appears to have been placed in a controlled manner, but we have no records to indicate the degree of control. Support of footings, floor slabs, and pavements, on or above existing fill soils, is discussed in this report. However, even with the recommended construction procedures, there is inherent risk for the owner that compressible fill or unsuitable material, within or buried by the fill will, not be discovered. This risk of unforeseen conditions cannot be eliminated without completely removing the existing fill, but can be reduced by following the recommendations contained in this report.

If the owner elects to construct the footings and floor slabs on the existing fill, the following protocol should be followed. Once materials have been removed, the entire area should be proofrolled with heavy, rubber tire construction equipment, to aid in delineating areas of soft or otherwise unsuitable soil. Once unsuitable materials have been remediated, and the subgrade has passed the proofroll test, the existing and undocumented fill that was removed can be evaluated for reuse as structural fill.

If the owner elects to construct pavements on the existing fill, the following protocol should be followed. Once the planned subgrade elevation has been reached the entire pavement area

should be proofrolled. Areas of soft or otherwise unsuitable material should be undercut and replaced with either new structural fill or suitable, existing on site materials.

Fill Material Types

Structural fill should meet the following compaction requirements.

Soil Type [1]	USCS Classification	Acceptable Location for Placement
Low Plasticity Cohesive [2]	CL, ML, CL-ML	Not acceptable
High Plasticity Cohesive [2]	CH, MH	Not acceptable
Granular	GW, GP, GM, GC, SW, SP, SM, SC	Less than 10% Passing No. 200 sieve.

1. Structural fill should consist of approved materials free of organic matter and debris. Frozen material should not be used, and fill should not be placed on a frozen subgrade. A sample of each material type should be submitted to the Geotechnical Engineer for evaluation prior to use on this site.
2. Cohesive soils should not be used as structural fill for this project.

Fill Compaction Requirements

Structural and general fill should meet the following compaction requirements.

Item	Description
Maximum Lift Thickness	8 inches or less in loose thickness when heavy, self-propelled compaction equipment is used. 4 inches in loose thickness when hand-guided equipment (i.e. jumping jack or plate compactor) is used.
Minimum Compaction Requirements [1, 2, 3]	Minimum 95% of the material's maximum standard Proctor dry density (ASTM D 698). The upper 12 inches of subgrade in pavement areas should be compacted to at least 100% of the materials maximum standard Proctor dry density (ASTM D 698).
Water Content Range [1]	Within 3% of optimum moisture content

1. Maximum density and optimum water content as determined by the standard Proctor test (ASTM D 698).
2. If the granular material is a coarse sand or gravel, or of a uniform size, or has a low fines content, compaction comparison to relative density may be more appropriate. In this case, granular materials should be compacted to at least 70% relative density (ASTM D 4253 and D 4254).

Underground Storage Tanks

We recommend using pea gravel as backfill around the tanks and up to one to two feet above the tops of tanks. The pea gravel should be compacted with vibratory energy, such as through the use of a hand operated sled-tamper, prior to the placement of the overlying backfill or pavement

materials. In addition, we recommend placing a separation geotextile between the pea gravel and adjoining soil to help prevent soil piping.

Utility Trench Backfill

For low permeability subgrades, utility trenches are a common source of water infiltration and migration. Utility trenches penetrating beneath the building should be effectively sealed to restrict water intrusion and flow through the trenches, which could migrate below the building. The trench should provide an effective trench plug that extends at least 5 feet from the face of the building exterior. The plug material should consist of cementitious flowable fill or low permeability clay. The trench plug material should be placed to surround the utility line. If used, the clay trench plug material should be placed and compacted to comply with the water content and compaction recommendations for structural fill stated previously in this report.

Grading and Drainage

All grades must provide effective drainage away from the building during and after construction and should be maintained throughout the life of the structure. Water retained next to the building can result in soil movements greater than those discussed in this report. Greater movements can result in unacceptable differential floor slab and/or foundation movements, cracked slabs and walls, and roof leaks. The roof should have gutters/drains with downspouts that discharge onto splash blocks at a distance of at least 10 feet from the building.

Exposed ground should be sloped and maintained at a minimum 5% away from the building for at least 10 feet beyond the perimeter of the building. Locally, flatter grades may be necessary to transition ADA access requirements for flatwork. After building construction and landscaping have been completed, final grades should be verified to document effective drainage has been achieved. Grades around the structure should also be periodically inspected and adjusted, as necessary, as part of the structure's maintenance program. Where paving or flatwork abuts the structure, a maintenance program should be established to effectively seal and maintain joints and prevent surface water infiltration.

Earthwork Construction Considerations

Shallow excavations for the proposed structure are anticipated to be accomplished with conventional construction equipment. Upon completion of filling and grading, care should be taken to maintain the subgrade water content prior to construction of floor slabs. Construction traffic over the completed subgrades should be avoided. The site should also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. Water collecting over or adjacent to construction areas should be removed. If the subgrade freezes, desiccates, saturates, or is disturbed, the affected material should be removed, or the materials should be scarified, moisture conditioned, and recompacted prior to floor slab construction.

The groundwater table could affect overexcavation efforts, especially for over-excavation and replacement of lower strength soils. A temporary dewatering system consisting of sumps with pumps could be necessary to achieve the recommended depth of over-excavation.

As a minimum, excavations should be performed in accordance with OSHA 29 CFR, Part 1926, Subpart P, “Excavations” and its appendices, and in accordance with any applicable local, and/or state regulations.

Construction site safety is the sole responsibility of the contractor who controls the means, methods, and sequencing of construction operations. Under no circumstances shall the information provided herein be interpreted to mean Terracon is assuming responsibility for construction site safety, or the contractor's activities; such responsibility shall neither be implied nor inferred.

Construction Observation and Testing

The earthwork efforts should be monitored under the direction of the Geotechnical Engineer. Monitoring should include documentation of adequate removal of vegetation and topsoil, proofrolling, and mitigation of areas delineated by the proofroll to require mitigation.

Each lift of compacted fill should be tested, evaluated, and reworked, as necessary, until approved by the Geotechnical Engineer prior to placement of additional lifts. Each lift of fill should be tested for density and water content at a frequency of at least one test for every 2,500 square feet of compacted fill in the building areas and 5,000 square feet in pavement areas. One density and water content test should be performed for every 50 linear feet of compacted utility trench backfill.

In areas of foundation excavations, the bearing subgrade should be evaluated under the direction of the Geotechnical Engineer. If unanticipated conditions are encountered, the Geotechnical Engineer should prescribe mitigation options.

In addition to the documentation of the essential parameters necessary for construction, the continuation of the Geotechnical Engineer into the construction phase of the project provides the continuity to maintain the Geotechnical Engineer’s evaluation of subsurface conditions, including assessing variations and associated design changes.

SHALLOW FOUNDATIONS

If the site has been prepared in accordance with the requirements noted in **Earthwork**, the following design parameters are applicable for shallow foundations.

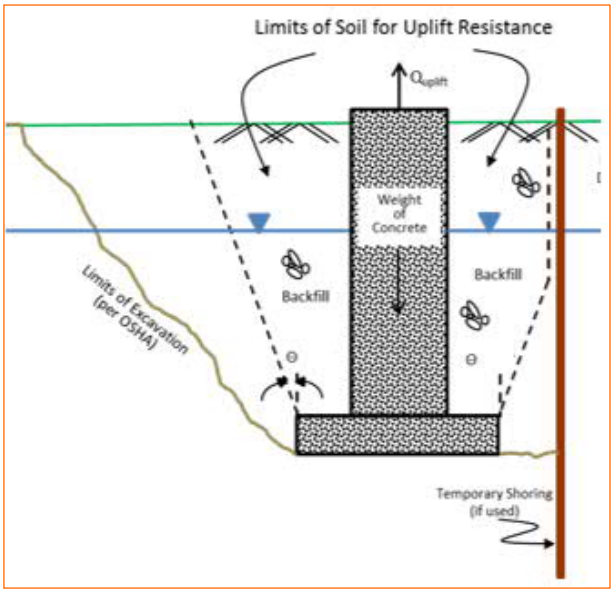
Design Parameters – Compressive Loads

Item	Description
Allowable Bearing pressure [1]	3,000 psf
Minimum Foundation Dimensions [2]	Columns: 48 inches
Minimum Embedment below Finished Grade [4]	24 inches
Ultimate Coefficient of Sliding Friction [5]	0.6 (New Structural Fill material)
Estimated Total Settlement from Structural Loads [2]	Less than about 0.5 inches
Estimated Differential Settlement [2, 6]	About 1/2 of total settlement

1. The maximum net allowable bearing pressure is the pressure in excess of the minimum surrounding overburden pressure at the footing base elevation. An appropriate factor of safety has been applied. Values assume that exterior grades are no steeper than 20% within 10 feet of structure.
2. Values provided are for maximum loads noted in **Project Description**.
3. Unsuitable or soft soils should be over-excavated and replaced per the recommendations presented in the **Earthwork**.
4. Embedment necessary to minimize the effects of frost and/or seasonal water content variations. For sloping ground, maintain depth below the lowest adjacent exterior grade within 5 horizontal feet of the structure.
5. Can be used to compute sliding resistance where foundations are placed on suitable soil/materials. Should be neglected for foundations subject to net uplift conditions.
6. Differential settlements are as measured over a span of 50 feet.

Design Parameters - Uplift Loads

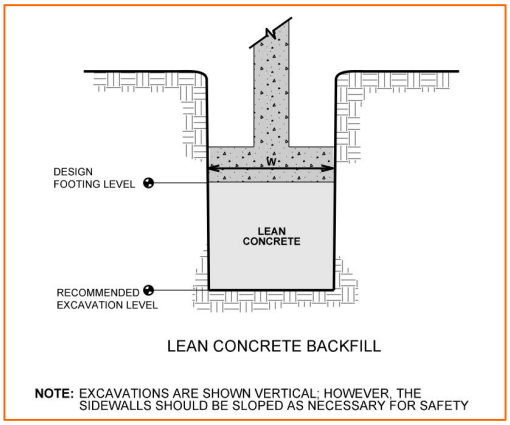
Uplift resistance of spread footings can be developed from the effective weight of the footing and the overlying soils. As illustrated on the subsequent figure, the effective weight of the soil prism defined by diagonal planes extending up from the top of the perimeter of the foundation to the ground surface at an angle, θ, of 20 degrees from the vertical can be included in uplift resistance. The maximum allowable uplift capacity should be taken as a sum of the effective weight of soil plus the dead weight of the foundation, divided by an appropriate factor of safety. A maximum total unit weight of 100 pcf should be used for the backfill. This unit weight should be reduced to 40 pcf for portions of the backfill or natural soils below the groundwater elevation.



Foundation Construction Considerations

As noted in **Earthwork**, the footing excavations should be evaluated under the direction of the Geotechnical Engineer. The base of all foundation excavations should be free of water and loose soil, prior to placing concrete. Concrete should be placed soon after excavating to reduce bearing soil disturbance. Care should be taken to prevent wetting or drying of the bearing materials during construction. Excessively wet or dry material or any loose/disturbed material in the bottom of the footing excavations should be removed/reconditioned before foundation concrete is placed.

If unsuitable bearing soils are encountered at the base of the planned footing excavation, the excavation should be extended deeper to suitable soils, and the footings could bear directly on these soils at the lower level or on lean concrete backfill placed in the excavations. This is illustrated on the sketch below.



SEISMIC CONSIDERATIONS

The seismic design requirements for buildings and other structures are based on Seismic Design Category. Site Classification is required to determine the Seismic Design Category for a structure. The Site Classification is based on the upper 100 feet of the site profile defined by a weighted average value of either shear wave velocity, standard penetration resistance, or undrained shear strength in accordance with Section 20.4 of ASCE 7 and the International Building Code (IBC). Based on the soil properties encountered at the site and as described on the exploration logs and results, it is our professional opinion that the Seismic Site Classification is C. Subsurface explorations at this site were extended to a maximum depth of 35 feet. The site properties below the boring depth to 100 feet were estimated based on our experience and knowledge of geologic conditions of the general area. Additional deeper borings or geophysical testing may be performed to confirm the conditions below the current boring depth.

FLOOR SLABS

Design parameters for floor slabs assume the requirements for **Earthwork** have been followed. Specific attention should be given to positive drainage away from the structure and positive drainage of the aggregate base beneath the floor slab.

Floor Slab Design Parameters

Item	Description
Floor Slab Support [1]	Suitable existing soils or new engineered fill compacted in accordance with **Earthwork** section of this report. [1]
Estimated Modulus of Subgrade Reaction [2]	100 pounds per square inch per inch (psi/in) for point loads
Aggregate base course/capillary break [3]	Minimum 4 inches of free-draining granular material (less than 5% passing the U.S. No. 200 sieve)

1. Floor slabs should be structurally independent of building footings or walls to reduce the possibility of floor slab cracking caused by differential movements between the slab and foundation.
2. Modulus of subgrade reaction is an estimated value based upon our experience with the subgrade condition, the requirements noted in **Earthwork**, and the floor slab support as noted in this table. It is provided for point loads. For large area loads the modulus of subgrade reaction would be lower.
3. Free-draining granular material should have less than 5% fines (material passing the No. 200 sieve). Other design considerations such as cold temperatures and condensation development could warrant more extensive design provisions.

The use of a vapor retarder should be considered beneath concrete slabs on grade covered with wood, tile, carpet, or other moisture sensitive or impervious coverings, or when the slab will

support equipment sensitive to moisture. When conditions warrant the use of a vapor retarder, the slab designer should refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder.

Saw-cut control joints should be placed in the slab to help control the location and extent of cracking. For additional recommendations refer to the ACI Design Manual. Joints or cracks should be sealed with a water-proof, non-extruding compressible compound specifically recommended for heavy duty concrete pavement and wet environments.

Where floor slabs are tied to perimeter walls or turn-down slabs to meet structural or other construction objectives, our experience indicates differential movement between the walls and slabs will likely be observed in adjacent slab expansion joints or floor slab cracks beyond the length of the structural dowels. The Structural Engineer should account for potential differential settlement through use of sufficient control joints, appropriate reinforcing or other means.

Settlement of floor slabs supported on existing fill materials cannot be accurately predicted, but could be larger than normal and result in some cracking. Mitigation measures, as noted in **Existing Fill** within **Earthwork**, are critical to the performance of floor slabs. In addition to the mitigation measures, the floor slab can be stiffened by adding steel reinforcement, grade beams and/or post-tensioned elements.

Floor Slab Construction Considerations

Finished subgrade, within and for at least 10 feet beyond the floor slab, should be protected from traffic, rutting, or other disturbance and maintained in a relatively moist condition until floor slabs are constructed. If the subgrade should become damaged or desiccated prior to construction of floor slabs, the affected material should be removed and structural fill should be added to replace the resulting excavation. Final conditioning of the finished subgrade should be performed immediately prior to placement of the floor slab support course.

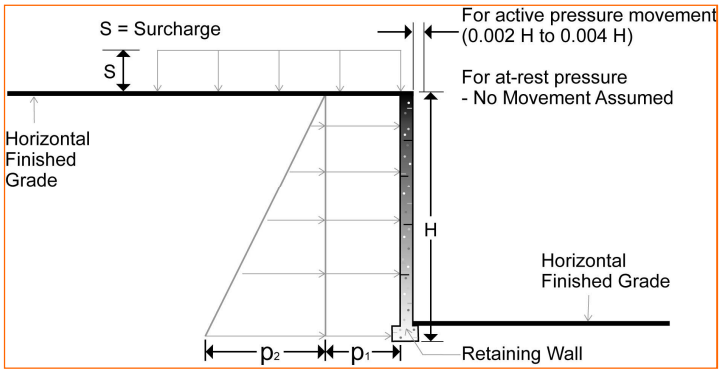
The Geotechnical Engineer should approve the condition of the floor slab subgrades immediately prior to placement of the floor slab support course, reinforcing steel, and concrete. Attention should be paid to high traffic areas that were rutted and disturbed earlier, and to areas where backfilled trenches are located.

LATERAL EARTH PRESSURES

Design Parameters

Structures with unbalanced backfill levels on opposite sides should be designed for earth pressures at least equal to values indicated in the following table. Earth pressures will be influenced by structural design of the walls, conditions of wall restraint, methods of construction

and/or compaction and the strength of the materials being restrained. Two wall restraint conditions are shown in the diagram below. Active earth pressure is commonly used for design of free-standing cantilever retaining walls and assumes wall movement. The “at-rest” condition assumes no wall movement and is commonly used for basement walls, loading dock walls, or other walls restrained at the top. The recommended design lateral earth pressures do not include a factor of safety and do not provide for possible hydrostatic pressure on the walls (unless stated).



Lateral Earth Pressure Design Parameters				
Earth Pressure Condition [1]	**Coefficient for Backfill Type** [2]	**Surcharge Pressure p_1 (psf)** [3, 4, 5]	**Effective Fluid Pressures (psf)** [2, 4, 5]	
			Unsaturated	**Submerged**
Active (Ka)	Existing Fill - 0.33	(0.33)S	(40)H	(80)H
	Residual - 0.33	(0.33)S	(40)H	(80)H
At-Rest (Ko)	Existing Fill - 0.5	(0.5)S	(60)H	(100)H
	Residual - 0.5	(0.5)S	(60)H	(100)H
Passive (Kp)	Existing Fill – 3.0	---	(360)H	(200)H
	Residual - 3.0	---	(360)H	(200)H

1. For active earth pressure, wall must rotate about base, with top lateral movements 0.002 H to 0.004 H, where H is wall height. For passive earth pressure, wall must move horizontally to mobilize resistance.
2. Uniform, horizontal backfill, compacted to at least 95% of the ASTM D 698 maximum dry density, rendering a maximum unit weight of 120 pcf.
3. Uniform surcharge, where S is surcharge pressure.
4. Loading from heavy compaction equipment is not included.
5. No safety factor is included in these values. Passive pressure should include a safety factor for design.

Backfill placed against structures should consist of granular soils. For the granular values to be valid, the granular backfill must extend out and up from the base of the wall at an angle of at least 45 and 60 degrees from vertical for the active and passive cases, respectively.

PAVEMENTS

General Pavement Comments

Pavement designs are provided for the traffic conditions and pavement life conditions as noted in **Project Description** and in the following sections of this report. A critical aspect of pavement performance is site preparation. Pavement designs noted in this section must be applied to the site which has been prepared as recommended in the **Earthwork** section.

Pavement Design Parameters

Design of Asphaltic Concrete (AC) pavements are based on the procedures outlined in the National Asphalt Pavement Association (NAPA) Information Series 109 (IS-109). Design of Portland Cement Concrete (PCC) pavements are based upon American Concrete Institute (ACI) 330; Guide for Design and Construction of Concrete Parking Lots.

A subgrade CBR of 5 was used for the AC pavement designs, and a modulus of subgrade reaction of 250 pci was used for the PCC pavement designs. The values were empirically derived based upon our experience with the fine-grained subgrade soils and our understanding of the quality of the subgrade as prescribed by the **Site Preparation** conditions as outlined in **Earthwork**. A modulus of rupture of 500 psi was used for pavement concrete.

Pavement Section Thicknesses

The following table provides options for AC and PCC Sections:

Asphaltic Concrete Design			
Material	**Grading**[1]	**Recommended Minimum Pavement Section Thickness (inches)** [2]	
		Automobile Areas (Light Duty)	**Main Drives & Truck Access Areas (Heavy Duty)**
Asphalt Concrete Surface Course	SM-9.5A	1.5	1.5
Asphalt Concrete Intermediate Course	BM-25.0	3	5
Aggregate Base	ABC	6	8

1. Based on anticipated traffic loading as described in **Project Description** section.
2. We have based our recommendations on the parameters described in the **Project Description** section.

Portland Cement Concrete Design			
Layer	Specification[2]	Minimum Thickness (inches) [2]	
		Automobile Areas [1]	Main Drives & Truck Access Areas [1]
Portland Cement Concrete	4,000 psi	6	7
Aggregate Base	--	6	6

1. Based on anticipated traffic loading as described in Project Description section.
2. We have based our recommendations on the parameters described in the **Project Description** section.

Pavement Maintenance

The pavement sections represent minimum recommended thicknesses and, as such, periodic maintenance should be anticipated. Therefore, preventive maintenance should be planned and provided for through an on-going pavement management program. Maintenance activities are intended to slow the rate of pavement deterioration and to preserve the pavement investment. Maintenance consists of both localized maintenance (e.g., crack and joint sealing and patching) and global maintenance (e.g., surface sealing). Preventive maintenance is usually the priority when implementing a pavement maintenance program. Additional engineering observation is recommended to determine the type and extent of a cost-effective program. Even with periodic maintenance, some movements and related cracking may still occur and repairs may be required.

Pavement performance is affected by its surroundings. In addition to providing preventive maintenance, the civil engineer should consider the following recommendations in the design and layout of pavements:

- Final grade adjacent to paved areas should slope down from the edges at a minimum 2%.
- Subgrade and pavement surfaces should have a minimum 2% slope to promote proper surface drainage.
- Install below pavement drainage systems surrounding areas anticipated for frequent wetting.
- Install joint sealant and seal cracks immediately.
- Seal all landscaped areas in or adjacent to pavements to reduce moisture migration to subgrade soils.
- Place compacted, low permeability backfill against the exterior side of curb and gutter.
- Place curb, gutter and/or sidewalk directly on clay subgrade soils rather than on unbound granular base course materials.

FROST CONSIDERATIONS

The soils on this site are frost susceptible, and small amounts of water can affect the performance of the slabs on-grade, sidewalks, and pavements. Exterior slabs should be anticipated to heave during winter months. If frost action needs to be eliminated in critical areas, we recommend the use of non-frost susceptible (NFS) fill or structural slabs (for instance, structural stoops in front of building doors). Placement of NFS material in large areas may not be feasible; however, the following recommendations are provided to help reduce potential frost heave:

- Provide surface drainage away from the building and slabs, and toward the site storm drainage system.
- Install drains around the perimeter of the building, stoops, below exterior slabs and pavements, and connect them to the storm drainage system.
- Grade clayey subgrades, so groundwater potentially perched in overlying more permeable subgrades, such as sand or aggregate base, slope toward a site drainage system.
- Place NFS fill as backfill beneath slabs and pavements critical to the project.
- Place a 3 horizontal to 1 vertical (3H:1V) transition zone between NFS fill and other soils.
- Place NFS materials in critical sidewalk areas.

As an alternative to extending NFS fill to the full frost depth, consideration can be made to placing extruded polystyrene or cellular concrete under a buffer of at least 2 feet of NFS material.

GENERAL COMMENTS

Our analysis and opinions are based upon our understanding of the project, the geotechnical conditions in the area, and the data obtained from our site exploration. Natural variations will occur between exploration point locations or due to the modifying effects of construction or weather. The nature and extent of such variations may not become evident until during or after construction. Terracon should be retained as the Geotechnical Engineer, where noted in this report, to provide observation and testing services during pertinent construction phases. If variations appear, we can provide further evaluation and supplemental recommendations. If variations are noted in the absence of our observation and testing services on-site, we should be immediately notified so that we can provide evaluation and supplemental recommendations.

Our Scope of Services does not include either specifically or by implication any environmental or biological (e.g., mold, fungi, bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential for such contamination or pollution, other studies should be undertaken.

Our services and any correspondence or collaboration through this system are intended for the sole benefit and exclusive use of our client for specific application to the project discussed and

are accomplished in accordance with generally accepted geotechnical engineering practices with no third-party beneficiaries intended. Any third-party access to services or correspondence is solely for information purposes to support the services provided by Terracon to our client. Reliance upon the services and any work product is limited to our client, and is not intended for third parties. Any use or reliance of the provided information by third parties is done solely at their own risk. No warranties, either express or implied, are intended or made.

Site characteristics as provided are for design purposes and not to estimate excavation cost. Any use of our report in that regard is done at the sole risk of the excavating cost estimator as there may be variations on the site that are not apparent in the data that could significantly impact excavation cost. Any parties charged with estimating excavation costs should seek their own site characterization for specific purposes to obtain the specific level of detail necessary for costing. Site safety, and cost estimating including, excavation support, and dewatering requirements/design are the responsibility of others. If changes in the nature, design, or location of the project are planned, our conclusions and recommendations shall not be considered valid unless we review the changes and either verify or modify our conclusions in writing.

ATTACHMENTS

EXPLORATION AND TESTING PROCEDURES

Field Exploration

Number of Borings	Boring Depth (feet)	Planned Location
3	19 to 35	tank area
2	15 to 20	fuel island and kiosk
3	10	pavement

Boring Layout and Elevations: Unless otherwise noted, Terracon personnel provided the boring layout. Coordinates were obtained with a handheld GPS unit (estimated horizontal accuracy of about ±10 feet) and approximate elevations were obtained by interpolation from GoogleEarth. If elevations and a more precise boring layout are desired, we recommend borings be surveyed following completion of fieldwork.

Subsurface Exploration Procedures: We advanced the borings with a track-mounted rotary drill rig using continuous flight augers. Four samples were obtained in the upper 10 feet of each boring and at intervals of 5 feet thereafter. In the split-barrel sampling procedure, a standard 2-inch outer diameter split-barrel sampling spoon was driven into the ground by a 140-pound automatic hammer falling a distance of 30 inches. The number of blows required to advance the sampling spoon the last 12 inches of a normal 18-inch penetration is recorded as the Standard Penetration Test (SPT) resistance value. The SPT resistance values, also referred to as N-values, are indicated on the boring logs at the test depths. We observed and recorded groundwater levels during drilling and sampling. For safety purposes, most borings were backfilled with auger cuttings after their completion. Pavements were patched with cold-mix asphalt and/or pre-mixed concrete, as appropriate. Some borings were backfilled up to 7 days after drilling for long term water readings.

The sampling depths, penetration distances, and other sampling information was recorded on the field boring logs. The samples were placed in appropriate containers and taken to our soil laboratory for testing and classification by a Geotechnical Engineer. Our exploration team prepared field boring logs as part of the drilling operations. These field logs included visual classifications of the materials encountered during drilling and our interpretation of the subsurface conditions between samples. Final boring logs were prepared from the field logs. The final boring logs represent the Geotechnical Engineer's interpretation of the field logs and include modifications based on observations and tests of the samples in our laboratory.

In-situ Infiltration Testing: In-situ infiltration tests are performed in the field to observe the rate at which water will permeate the soil under saturated conditions. One test boring was drilled for this purpose. The test boring was initially drilled to a depth of at least 4 feet below the planned infiltration invert elevations, and allowed to remain open for a period of approximately 24 hours to

allow any groundwater levels within the borehole to stabilize. An offset infiltration test hole was drilled at the boring locations to planned infiltration invert elevations. Four-inch diameter PVC casing was set to the bottom of the test holes. The purpose of the casing is to prevent caving of test hole sidewalls. After setting the PVC casing, the borehole was filled with water to saturate the bottom subsoils. The following day, the test hole was refilled with water and the water level in each test hole was recorded every hour for a 4-hour period. Using this procedure, the average change in the water level over the 4-hour period is considered the infiltration rate.

Laboratory Testing

The project engineer reviewed the field data and assigned laboratory tests to understand the engineering properties of the various soil strata, as necessary, for this project. Procedural standards noted below are for reference to methodology in general. In some cases, variations to methods were applied because of local practice or professional judgment. Standards noted below include reference to other, related standards. Such references are not necessarily applicable to describe the specific test performed.

- ASTM D2216 Standard Test Methods for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass
- ASTM D4318 Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
- ASTM D422 Standard Test Method for Particle-Size Analysis of Soils

The laboratory testing program often included examination of soil samples by an engineer. Based on the material's texture and plasticity, we described and classified the soil samples in accordance with the Unified Soil Classification System.

Detailed results of our laboratory testing can be found in in the **Exploration Results** section and are attached herein. Our laboratory testing program includes examination of soil samples by an engineer. Based on the material's texture and plasticity, we describe and classify soil samples in accordance with the Unified Soil Classification System (USCS).

SITE LOCATION AND EXPLORATION PLANS

Contents:

Site Location Plan
Exploration Plan

Note: All attachments are one page unless noted above.

SITE LOCATION

Harris Teeter Fuel Center Store #329 ■ Warrenton, VA 20186
March 3, 2020 ■ Terracon Project No. JD205028



DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

EXPLORATION PLAN

Harris Teeter Fuel Center Store #329 ■ Warrenton, VA 20186
March 3, 2020 ■ Terracon Project No. JD205028

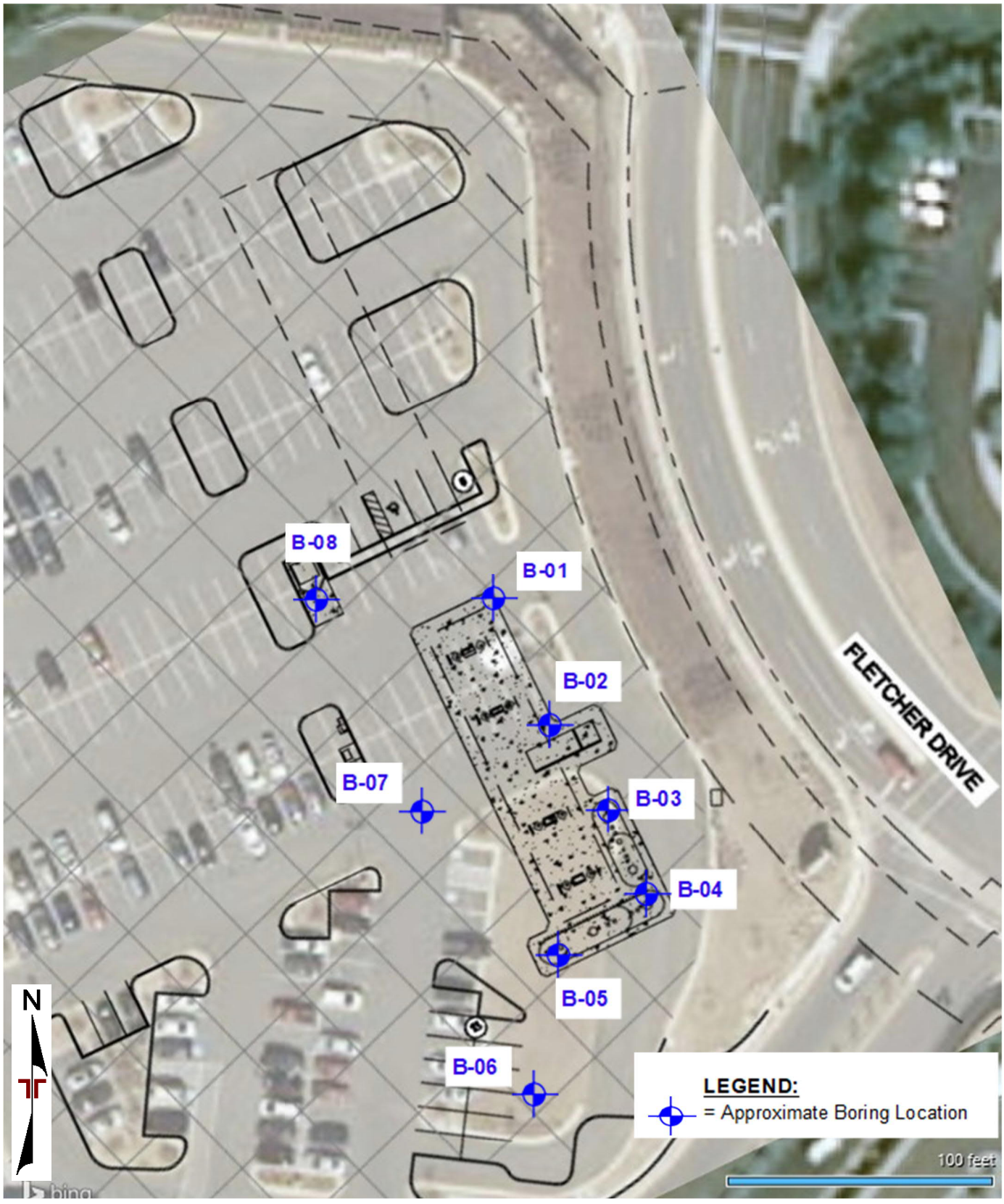


DIAGRAM IS FOR GENERAL LOCATION ONLY, AND IS NOT INTENDED FOR CONSTRUCTION PURPOSES

MAP PROVIDED BY MICROSOFT BING MAPS

EXPLORATION RESULTS

Contents:

Boring Logs (8 pages)
Lab Results Summary
Atterberg Limits Results (2 pages)
Grain Size Distribution (2 pages)

Note: All attachments are one page unless noted above.

BORING LOG NO. B-1

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727414° Longitude: -77.794613°

Approximate Surface Elev.: 518 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description
0.3	517.5+/-	**Asphalt**
0.8	517.5+/-	**Crushed stone**
1.3	517+/-	**FILL - GRAVELLY SILT (ML)**, micaceous, orange brown, moist, hard
		RESIDUAL - SANDY SILT (ML), fine, light orange brown to dark brown, moist, hard
		white gray to light orange
		light gray orange
		gray brown to red
19.4	498.5+/-	***Boring Terminated at 19.42 Feet***

DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (Ft.)	FIELD TEST RESULTS	PID (ppm)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
			1.67	7-8-26-29 N=34				
			1.33	13-18-18 N=36				
5			1.33	18-34-43 N=77				
			1.5	8-13-27 N=40				
10								
			1.5	11-19-23 N=42		13	33-26-7	52
15								
			0.5	38-50/5"				

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with Auger Cuttings
Surface capped with asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

PID readings were not performed at borings outside of the proposed tank area.

WATER LEVEL OBSERVATIONS

No free water observed

Caved: 18.7 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 Boring Completed: 02-18-2020

Drill Rig: D 50 Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-2

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727333° Longitude: -77.794573°

Approximate Surface Elev.: 518 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description
0.3	517.5+/-	**Asphalt**
0.8	517.5+/-	**Crushed stone**
		FILL - SANDY SILT WITH GRAVEL (ML), micaceous, light orange brown, moist, very stiff
3.0	515+/-	
		RESIDUAL - SANDY SILT (ML), micaceous, fine, orange brown, moist, hard
5.0	513+/-	
		RESIDUAL - SILT (ML), micaceous, light orange brown, moist, hard to very stiff
13.5	504.5+/-	
		RESIDUAL - SANDY SILT (ML), micaceous, fine, orange brown, moist, very stiff
15.0	503+/-	
		Boring Terminated at 15 Feet

DEPTH (Ft.)	SAMPLE TYPE	RECOVERY (Ft.)	FIELD TEST RESULTS	WATER CONTENT (%)
		1.5	6-10-17-30 N=27	
		1.5	13-16-20 N=36	
5		1.5	21-22-24 N=46	14
		1.5	10-14-16 N=30	
10		1.5	5-7-15 N=22	
15				

ATTERBERG LIMITS: LL-PL-PI

PERCENT FINES

PID (ppm)

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with Auger Cuttings
Surface capped with asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

PID readings were not performed at borings outside of the proposed tank area.

WATER LEVEL OBSERVATIONS

No free water observed

Caved: 14.5 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 Boring Completed: 02-18-2020

Drill Rig: D 50 Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-3

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727204° Longitude: -77.794492°

Approximate Surface Elev.: 518 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	DEPTH (Ft.)	RECOVERY (Ft.)	FIELD TEST RESULTS	PID (ppm)
0.2	518+/-	**Topsoil**				
		FILL - SANDY SILT (ML), micaceous, light brown, moist, hard, contains roots		1.5	13-12-28-20 N=40	0
2.5	515.5+/-					
		RESIDUAL - SANDY SILT (ML), micaceous, fine, light orange brown, moist, very stiff to hard		1.5	11-11-11 N=22	0
			5	1.5	21-27-35 N=62	0
8.5	509.5+/-					
		RESIDUAL - SILT WITH GRAVEL (ML), micaceous, fine to medium, light orange brown, moist, hard, Quartz fragments encountered		1.5	10-25-34 N=59	0
			10			
13.5	504.5+/-					
		IGM - WELL-GRADED GRAVEL WITH SILT AND SAND (GW), medium to coarse, white, moist, very dense, Quartz fragments encountered		0.83	40-50/4"	0
			15			
18.5	499.5+/-					
		IGM - SANDY SILT (ML), micaceous, fine, light orange brown, moist, hard		1.42	20-31-50/5"	0
19.9	498+/-					
		Boring Terminated at 19.92 Feet				

WATER LEVEL OBSERVATIONS | SAMPLE TYPE | WATER CONTENT (%) | ATTERBERG LIMITS LL-PL-PI | PERCENT FINES

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

WATER LEVEL OBSERVATIONS

No free water observed

Caved: 18 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 | Boring Completed: 02-18-2020

Drill Rig: D 50 | Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-4

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727123° Longitude: -77.794519°

Approximate Surface Elev.: 519 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description
0.2	519+/-	**Topsoil**
		RESIDUAL - SANDY SILT (ML), micaceous, fine to medium, light brown, moist, very stiff to hard
23.5	495.5+/-	**IGM - SILT (ML)**, micaceous, fine, light brown, moist, hard
34.4	484.5+/-	***Boring Terminated at 34.42 Feet***

DEPTH (Ft.)	SAMPLE TYPE	RECOVERY (Ft.)	FIELD TEST RESULTS	PID (ppm)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
		1.5	8-13-17-23 N=30	0			
		1.42	18-37-50/5"	0			
5		1.5	21-31-37 N=68	0	14		
		0.83	26-50/4"	0			
10							
		0.92	34-50/5"	0			
15							
		1.5	9-12-17 N=29	0			
20							
		0.92	26-50/5"	0	12		
25							
		0.42	50/5"	0			
30							
		0.92	31-50/5"	0			

WATER LEVEL OBSERVATIONS

At completion of drilling

After 168 hours

Stratification lines are approximate. In-situ, the transition may be gradual.
Temporary standpipe location

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Standpipe Installed

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 | Boring Completed: 02-18-2020

Drill Rig: D 50 | Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-5

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727038° Longitude: -77.794618°

Approximate Surface Elev.: 520 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description
0.2	520+/-	**Topsoil**
		RESIDUAL - SILT (ML), micaceous, light orange brown, moist, very stiff to hard
5.0	515+/-	**RESIDUAL - SILT WITH SAND (ML)**, micaceous, fine, light orange brown, moist, hard
20.0	500+/-	***Boring Terminated at 20 Feet***

DEPTH (Ft.)	RECOVERY (Ft.)	FIELD TEST RESULTS	PID (ppm)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
	1.83	4-8-10-18 N=18	0			
	1.5	11-17-17 N=34	0			
5	0.92	30-50/5"	1			
	1.42	39-42-50/5"	28.0			
10						
	1.5	10-19-28 N=47	0	18	41-29-12	83
15						
	1.5	9-29-48 N=77	0			
20						

WATER LEVEL OBSERVATIONS: 2/18/20 ▽ 2/18/20

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

WATER LEVEL OBSERVATIONS

No free water observed

Caved: 18.5 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 Boring Completed: 02-18-2020

Drill Rig: D 50 Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-6

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.726931° Longitude: -77.794548°

Approximate Surface Elev.: 519 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	WATER LEVEL OBSERVATIONS	SAMPLE TYPE	RECOVERY (Ft.)	FIELD TEST RESULTS	PID (ppm)	WATER CONTENT (%)	ATTERBERG LIMITS LL-PL-PI	PERCENT FINES
0.3 **Topsoil**	519+/-									
1.5 **FILL - SILT (ML)**, micaceous, light orange brown, moist, stiff, contains roots	517.5+/-				2	3-3-10-16 N=13				
2.5 **RESIDUAL - WELL-GRADED GRAVEL WITH SAND (GW)**, micaceous, fine to medium, dark red brown, moist, medium dense, Quartz fragments encountered	516.5+/-				1.5	10-21-31 N=52				
RESIDUAL - SANDY SILT (ML), micaceous, fine, light orange brown, moist, hard		5			0.92	21-50/5"				
					1.25	15-16-16 N=32				
10.0	509+/-	10								
Boring Terminated at 10 Feet										

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with auger cuttings upon completion.

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

PID readings were not performed at borings outside of the proposed tank area.

WATER LEVEL OBSERVATIONS

No free water observed

No free water observed after 168 hours

Caved: 8.7 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 Boring Completed: 02-18-2020

Drill Rig: D 50 Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-7

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727307° Longitude: -77.794749°

Approximate Surface Elev.: 519 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	Description	DEPTH (Ft.)	SAMPLE TYPE	RECOVERY (Ft.)	FIELD TEST RESULTS	WATER CONTENT (%)
0.4	518.5+/-	**Asphalt**					
0.8	518.5+/-	**Crushed stone**					
		FILL - SILT (ML), micaceous, light orange brown, moist, medium stiff			1.83	3-3-5-7 N=8	
3.0	516+/-						
		RESIDUAL - SILT (ML), micaceous, light orange brown, moist, very stiff			1.5	3-7-10 N=17	
5.0	514+/-		5				
		RESIDUAL - ELASTIC SILT (MH), micaceous, light orange brown, moist, very stiff			1.5	8-11-14 N=25	22
					1.5	7-12-10 N=22	
10.0	509+/-		10				
		Boring Terminated at 10 Feet					

PID (ppm) | ATTERBERG LIMITS LL-PL-PI | PERCENT FINES

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with Auger Cuttings
Surface capped with asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

PID readings were not performed at borings outside of the proposed tank area.

WATER LEVEL OBSERVATIONS

No free water observed

Caved: 7 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 | Boring Completed: 02-18-2020

Drill Rig: D 50 | Driller: Garrett Wilson

Project No.: JD205028

300

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

BORING LOG NO. B-8

PROJECT: Harris Teeter Fuel Center Store #329

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

SITE: Fletcher Drive
Warrenton, VA

LOCATION See Exploration Plan

Latitude: 38.727429° Longitude: -77.79485°

Approximate Surface Elev.: 520 (Ft.) +/-

DEPTH	ELEVATION (Ft.)	DEPTH (Ft.)	SAMPLE TYPE	RECOVERY (Ft.)	FIELD TEST RESULTS	WATER CONTENT (%)
0.3 **Asphalt**	519.5+/-					
0.8 **Crushed stone**	519.5+/-					
FILL - SILT (ML), micaceous, light orange brown, moist, hard						
				2	13-13-18-20 N=31	
3.0	517+/-					
RESIDUAL - SANDY SILT (ML), micaceous, fine, brown orange, moist, very stiff to hard						
				1.5	10-11-16 N=27	
		5		1.5	22-26-34 N=60	16
				1.5	13-15-21 N=36	
10.0	510+/-	10				
Boring Terminated at 10 Feet						

ATTERBERG LIMITS: LL-PL-PI

PERCENT FINES

PID (ppm)

WATER LEVEL OBSERVATIONS

Stratification lines are approximate. In-situ, the transition may be gradual.

Hammer Type: Automatic Hammer

Advancement Method:
2.25" ID HSA

Abandonment Method:
Boring backfilled with Auger Cuttings
Surface capped with asphalt

See Exploration and Testing Procedures for a description of field and laboratory procedures used and additional data (If any).

See Supporting Information for explanation of symbols and abbreviations.

Elevations were estimated using GoogleEarth

Notes:

PID readings were not performed at borings outside of the proposed tank area.

WATER LEVEL OBSERVATIONS

No free water observed

Caved: 6.5 ft.

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

Boring Started: 02-18-2020 | Boring Completed: 02-18-2020

Drill Rig: D 50 | Driller: Garrett Wilson

Project No.: JD205028

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GEO SMART LOG-NO WELL JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 3/2/20

THIS BORING LOG IS NOT VALID IF SEPARATED FROM ORIGINAL REPORT. SMART LAB SUMMARY-LANDSCAPE_A_JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 2/27/20

SUMMARY OF LABORATORY RESULTS

BORING ID	Depth (Ft.)	Soil Classification USCS	Water Content (%)	Liquid Limit	Plastic Limit	Plasticity Index	% Gravel	% Sand	% Fines
B-1	13.5 - 15	SANDY SILT(ML)	13	33	26	7	1.7	46.3	52.1
B-2	5 - 6.5		14						
B-4	5 - 6.5		14						
B-4	23.5 - 24.42		12						
B-5	13.5 - 15	SILT with SAND(ML)	18	41	29	12	0.0	17.3	82.7
B-7	5 - 6.5		22						
B-8	5 - 6.5		16						

PROJECT: Harris Teeter Fuel Center Store #329

SITE: Fletcher Drive
Warrenton, VA

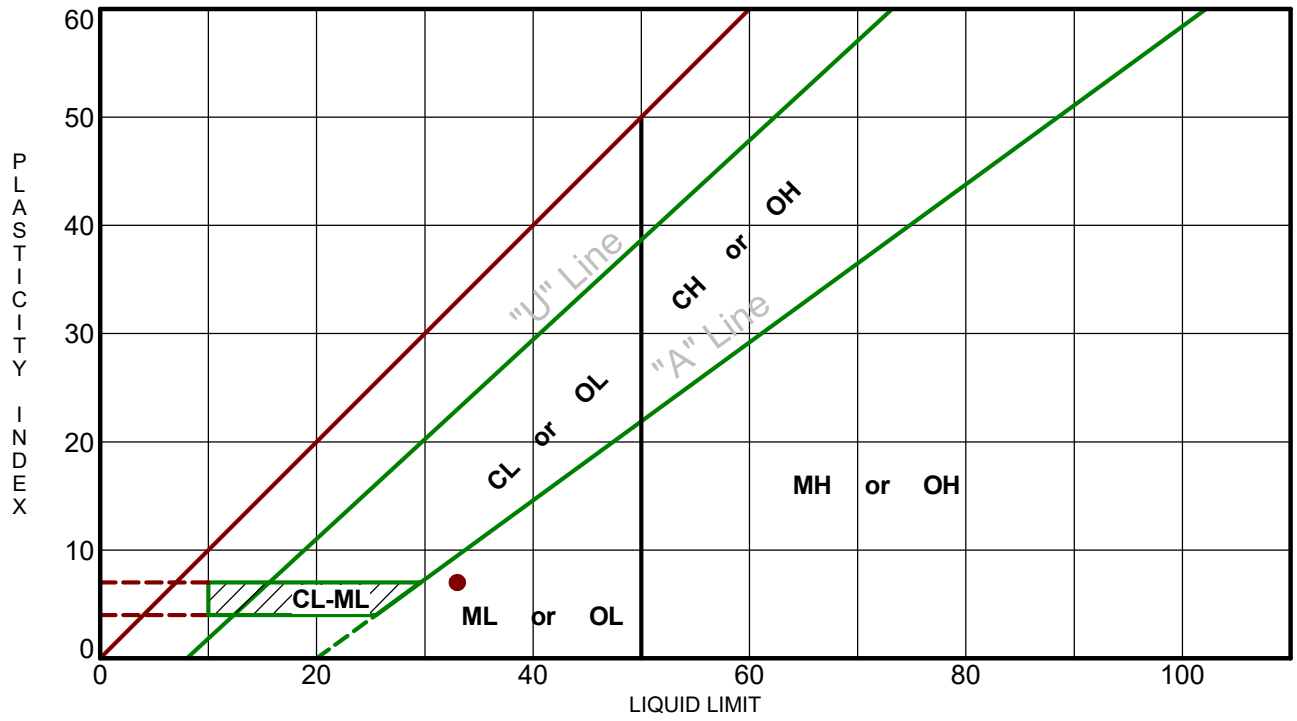
Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA
PH. 703-726-8030 FAX.

PROJECT NUMBER: JD205028

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

ATTERBERG LIMITS RESULTS

ASTM D4318



Sample ID	LL	PL	PI	Fines	USCS	Description
● B-1	33	26	7	52.1	ML	SANDY SILT

PROJECT: Harris Teeter Fuel Center Store #329

SITE: Fletcher Drive
Warrenton, VA

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

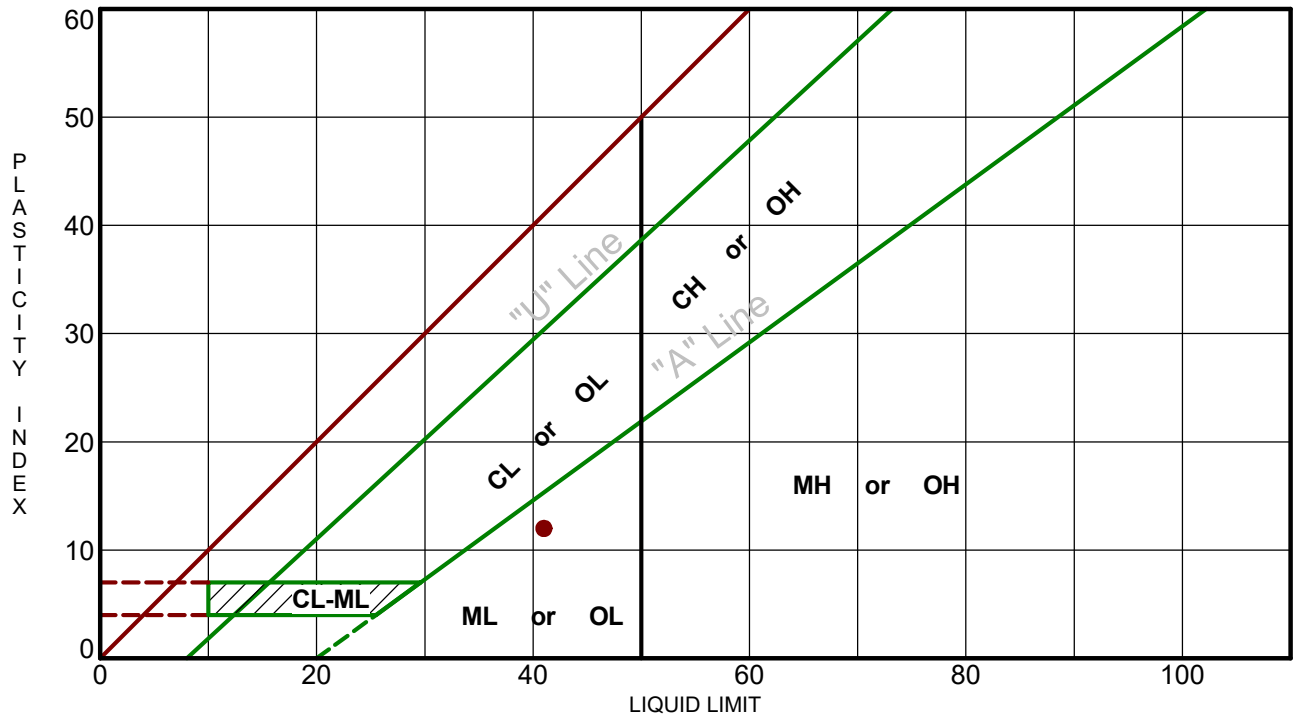
PROJECT NUMBER: JD205028

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. ATTERBERG LIMITS JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 2/27/20

ATTERBERG LIMITS RESULTS

ASTM D4318



	Sample ID	LL	PL	PI	Fines	USCS	Description
●	B-5	41	29	12	82.7	ML	SILT with SAND

PROJECT: Harris Teeter Fuel Center Store #329

SITE: Fletcher Drive
Warrenton, VA

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

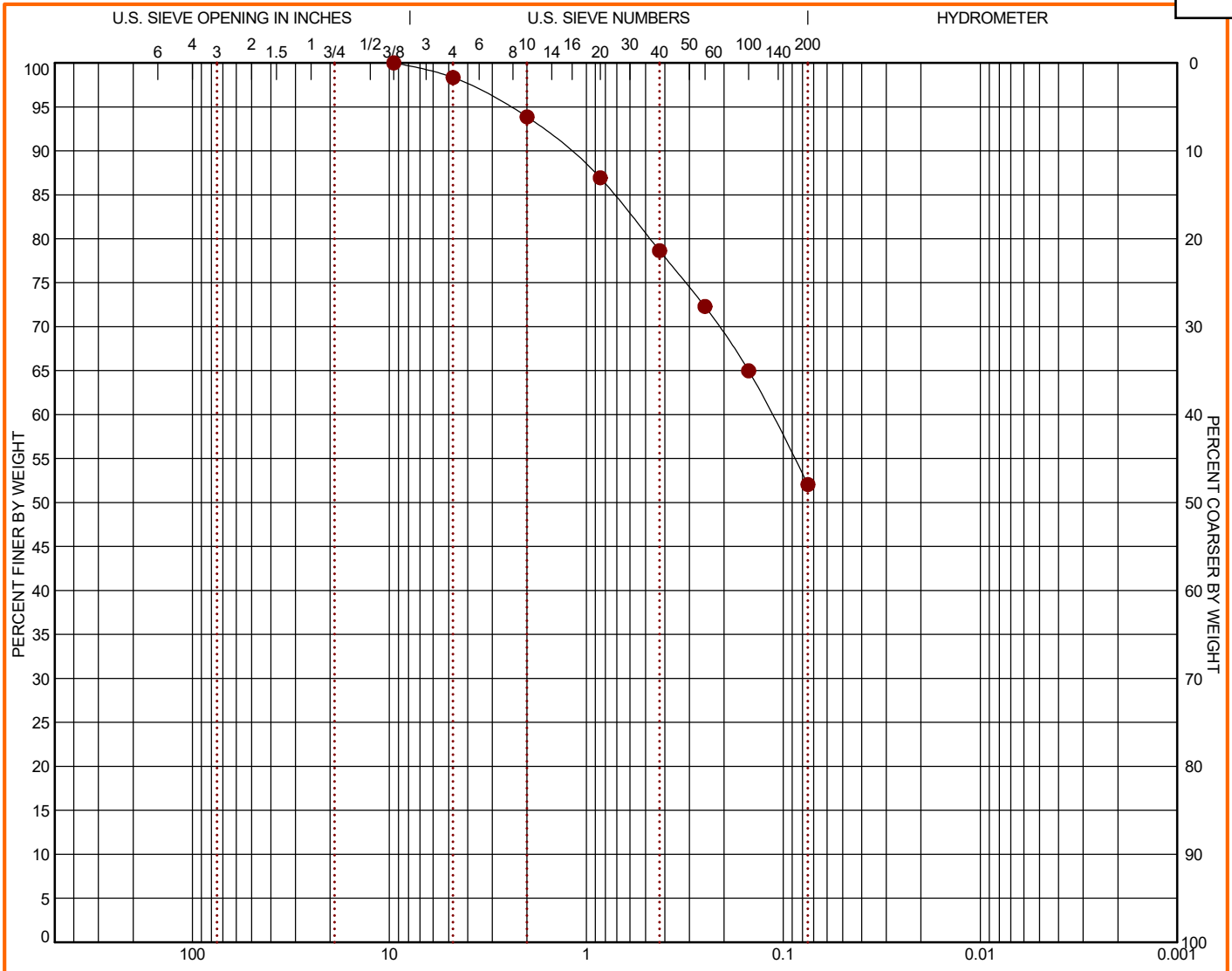
PROJECT NUMBER: JD205028

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. ATTERBERG LIMITS JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 2/27/20

GRAIN SIZE DISTRIBUTION

ASTM D422 / ASTM C136



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	SAMPLE ID	DEPTH	% COBBLES	% GRAVEL	% SAND	% SILT	% FINES	% CLAY	USCS
●	B-1	13.5 - 15	0.0	1.7	46.3		52.1		ML

GRAIN SIZE

	●		
D_{60}	0.115		
D_{30}			
D_{10}			

COEFFICIENTS

	●		
C_C			
C_U			

● Sieve	% Finer	Sieve	% Finer	Sieve	% Finer
3/8"	100.0				
#4	98.34				
#10	93.85				
#20	86.93				
#40	78.64				
#60	72.3				
#100	64.99				
#200	52.05				

SOIL DESCRIPTION

●	SANDY SILT (ML)

REMARKS

●	

PROJECT: Harris Teeter Fuel Center Store #329

SITE: Fletcher Drive
Warrenton, VA

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

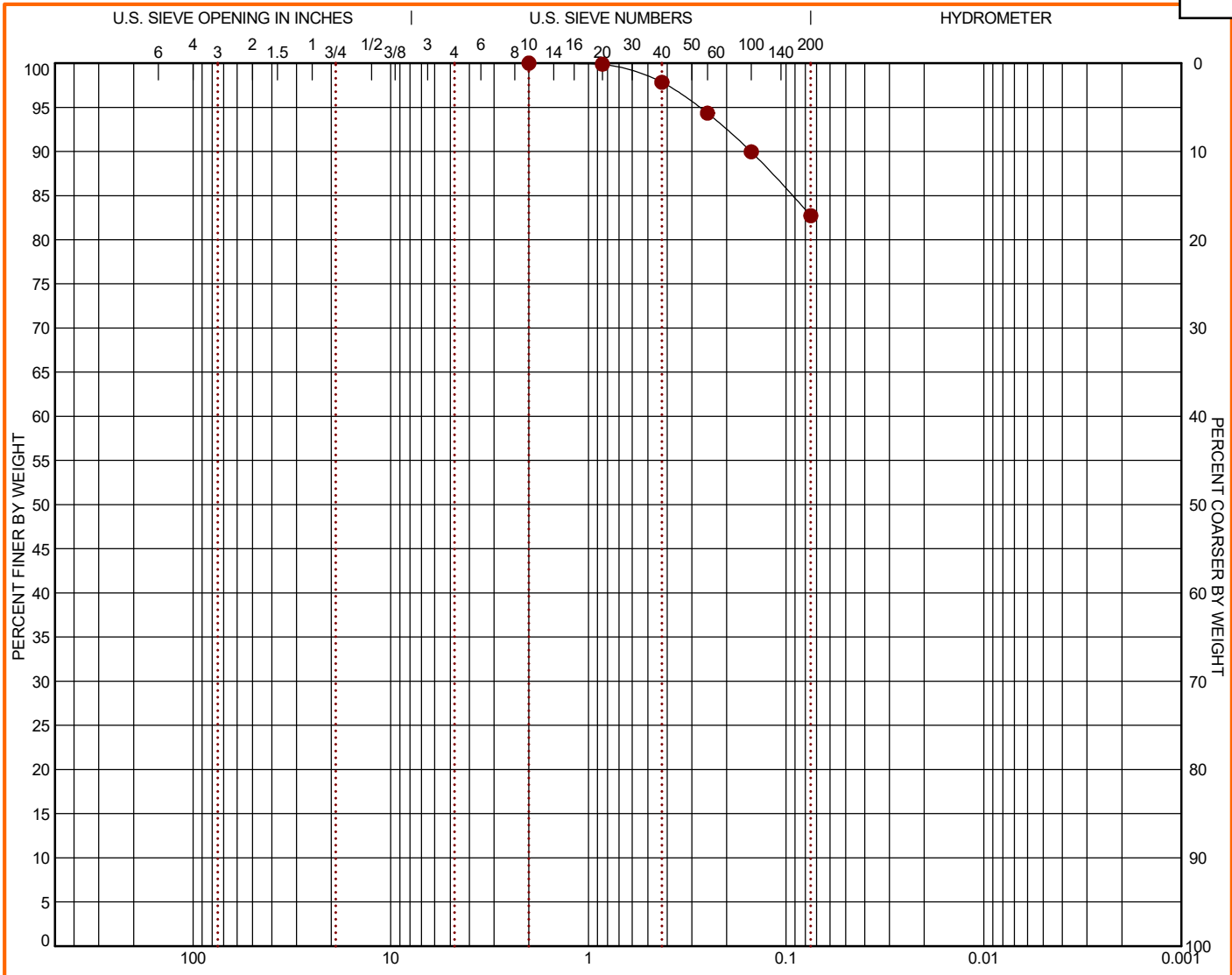
PROJECT NUMBER: JD205028

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GRAIN SIZE: USCS 1 JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 2/27/20

GRAIN SIZE DISTRIBUTION

ASTM D422 / ASTM C136



COBBLES	GRAVEL		SAND			SILT OR CLAY
	coarse	fine	coarse	medium	fine	

	SAMPLE ID	DEPTH	% COBBLES	% GRAVEL	% SAND	% SILT	% FINES	% CLAY	USCS
●	B-5	13.5 - 15	0.0	0.0	17.3		82.7		ML

GRAIN SIZE

	●		
D_{60}			
D_{30}			
D_{10}			

COEFFICIENTS

	●		
C_C			
C_U			

●					
Sieve	% Finer	Sieve	% Finer	Sieve	% Finer
#10	100.0				
#20	99.88				
#40	97.83				
#60	94.33				
#100	89.95				
#200	82.72				

SOIL DESCRIPTION

●	SILT with SAND (ML)

REMARKS

●	

PROJECT: Harris Teeter Fuel Center Store #329

SITE: Fletcher Drive
Warrenton, VA

Terracon
19955 Highland Vista Dr Ste 170
Ashburn, VA

PROJECT NUMBER: JD205028

CLIENT: Kimley-Horn & Associates Inc
Charlotte, NC

LABORATORY TESTS ARE NOT VALID IF SEPARATED FROM ORIGINAL REPORT. GRAIN SIZE: USCS 1 JD205028 HARRIS TEETER FUE.GPJ TERRACON_DATATEMPLATE.GDT 2/27/20

SUPPORTING INFORMATION

Contents:

General Notes
Unified Soil Classification System
USDA Soil Survey Report (22 pages)

Note: All attachments are one page unless noted above.

GENERAL NOTES

DESCRIPTION OF SYMBOLS AND ABBREVIATIONS

Harris Teeter Fuel Center Store #329 ■ Warrenton, VA

Terracon Project No. JD205028

SAMPLING	WATER LEVEL	FIELD TESTS
No Recovery Standard Penetration Test	**Water Initially Encountered** **Water Level After a Specified Period of Time** **Water Level After a Specified Period of Time** **Cave In Encountered** Water levels indicated on the soil boring logs are the levels measured in the borehole at the times indicated. Groundwater level variations will occur over time. In low permeability soils, accurate determination of groundwater levels is not possible with short term water level observations.	**N** Standard Penetration Test Resistance (Blows/Ft.) **(HP)** Hand Penetrometer **(T)** Torvane **(DCP)** Dynamic Cone Penetrometer **UC** Unconfined Compressive Strength **(PID)** Photo-Ionization Detector **(OVA)** Organic Vapor Analyzer

DESCRIPTIVE SOIL CLASSIFICATION

Soil classification as noted on the soil boring logs is based Unified Soil Classification System. Where sufficient laboratory data exist to classify the soils consistent with ASTM D2487 "Classification of Soils for Engineering Purposes" this procedure is used. ASTM D2488 "Description and Identification of Soils (Visual-Manual Procedure)" is also used to classify the soils, particularly where insufficient laboratory data exist to classify the soils in accordance with ASTM D2487. In addition to USCS classification, coarse grained soils are classified on the basis of their in-place relative density, and fine-grained soils are classified on the basis of their consistency. See "Strength Terms" table below for details. The ASTM standards noted above are for reference to methodology in general. In some cases, variations to methods are applied as a result of local practice or professional judgment.

LOCATION AND ELEVATION NOTES

Exploration point locations as shown on the Exploration Plan and as noted on the soil boring logs in the form of Latitude and Longitude are approximate. See Exploration and Testing Procedures in the report for the methods used to locate the exploration points for this project. Surface elevation data annotated with +/- indicates that no actual topographical survey was conducted to confirm the surface elevation. Instead, the surface elevation was approximately determined from topographic maps of the area.

STRENGTH TERMS

RELATIVE DENSITY OF COARSE-GRAINED SOILS (More than 50% retained on No. 200 sieve.) Density determined by Standard Penetration Resistance		CONSISTENCY OF FINE-GRAINED SOILS (50% or more passing the No. 200 sieve.) Consistency determined by laboratory shear strength testing, field visual-manual procedures or standard penetration resistance		
Descriptive Term (Density)	**Standard Penetration or N-Value Blows/Ft.**	**Descriptive Term (Consistency)**	**Unconfined Compressive Strength Qu, (tsf)**	**Standard Penetration or N-Value Blows/Ft.**
Very Loose	0 - 4	Very Soft	less than 0.25	0 - 2
Loose	5 - 10	Soft	0.25 to 0.50	3 - 4
Medium Dense	11 - 30	Medium Stiff	0.50 to 1.00	5 - 8
Dense	31 - 50	Stiff	1.00 to 2.00	9 - 15
Very Dense	> 50	Very Stiff	2.00 to 4.00	16 - 30
		Hard	> 4.00	> 30

RELEVANCE OF SOIL BORING LOG

The soil boring logs contained within this document are intended for application to the project as described in this document. Use of these soil boring logs for any other purpose may not be appropriate.

UNIFIED SOIL CLASSIFICATION SYSTEM

Criteria for Assigning Group Symbols and Group Names Using Laboratory Tests [A]					Soil Classification	
					Group Symbol	Group Name [B]
Coarse-Grained Soils: More than 50% retained on No. 200 sieve	**Gravels:** More than 50% of coarse fraction retained on No. 4 sieve	**Clean Gravels:** Less than 5% fines [C]	$Cu \geq 4$ and $1 \leq Cc \leq 3$ [E]		GW	Well-graded gravel [F]
			$Cu < 4$ and/or [Cc<1 or Cc>3.0] [E]		GP	Poorly graded gravel [F]
		Gravels with Fines: More than 12% fines [C]	Fines classify as ML or MH		GM	Silty gravel [F, G, H]
			Fines classify as CL or CH		GC	Clayey gravel [F, G, H]
	Sands: 50% or more of coarse fraction passes No. 4 sieve	**Clean Sands:** Less than 5% fines [D]	$Cu \geq 6$ and $1 \leq Cc \leq 3$ [E]		SW	Well-graded sand [I]
			$Cu < 6$ and/or [Cc<1 or Cc>3.0] [E]		SP	Poorly graded sand [I]
		Sands with Fines: More than 12% fines [D]	Fines classify as ML or MH		SM	Silty sand [G, H, I]
			Fines classify as CL or CH		SC	Clayey sand [G, H, I]
Fine-Grained Soils: 50% or more passes the No. 200 sieve	**Silts and Clays:** Liquid limit less than 50	**Inorganic:**	PI > 7 and plots on or above "A"		CL	Lean clay [K, L, M]
			PI < 4 or plots below "A" line [J]		ML	Silt [K, L, M]
		Organic:	Liquid limit - oven dried / Liquid limit - not dried	< 0.75	OL	Organic clay [K, L, M, N] / Organic silt [K, L, M, O]
	Silts and Clays: Liquid limit 50 or more	**Inorganic:**	PI plots on or above "A" line		CH	Fat clay [K, L, M]
			PI plots below "A" line		MH	Elastic Silt [K, L, M]
		Organic:	Liquid limit - oven dried / Liquid limit - not dried	< 0.75	OH	Organic clay [K, L, M, P] / Organic silt [K, L, M, Q]
Highly organic soils:	Primarily organic matter, dark in color, and organic odor				PT	Peat

[A] Based on the material passing the 3-inch (75-mm) sieve.

[B] If field sample contained cobbles or boulders, or both, add "with cobbles or boulders, or both" to group name.

[C] Gravels with 5 to 12% fines require dual symbols: GW-GM well-graded gravel with silt, GW-GC well-graded gravel with clay, GP-GM poorly graded gravel with silt, GP-GC poorly graded gravel with clay.

[D] Sands with 5 to 12% fines require dual symbols: SW-SM well-graded sand with silt, SW-SC well-graded sand with clay, SP-SM poorly graded sand with silt, SP-SC poorly graded sand with clay.

[E] $Cu = D_{60}/D_{10}$ $\quad Cc = \dfrac{(D_{30})^2}{D_{10} \times D_{60}}$

[F] If soil contains ≥ 15% sand, add "with sand" to group name.

[G] If fines classify as CL-ML, use dual symbol GC-GM, or SC-SM.

[H] If fines are organic, add "with organic fines" to group name.

[I] If soil contains ≥ 15% gravel, add "with gravel" to group name.

[J] If Atterberg limits plot in shaded area, soil is a CL-ML, silty clay.

[K] If soil contains 15 to 29% plus No. 200, add "with sand" or "with gravel," whichever is predominant.

[L] If soil contains ≥ 30% plus No. 200 predominantly sand, add "sandy" to group name.

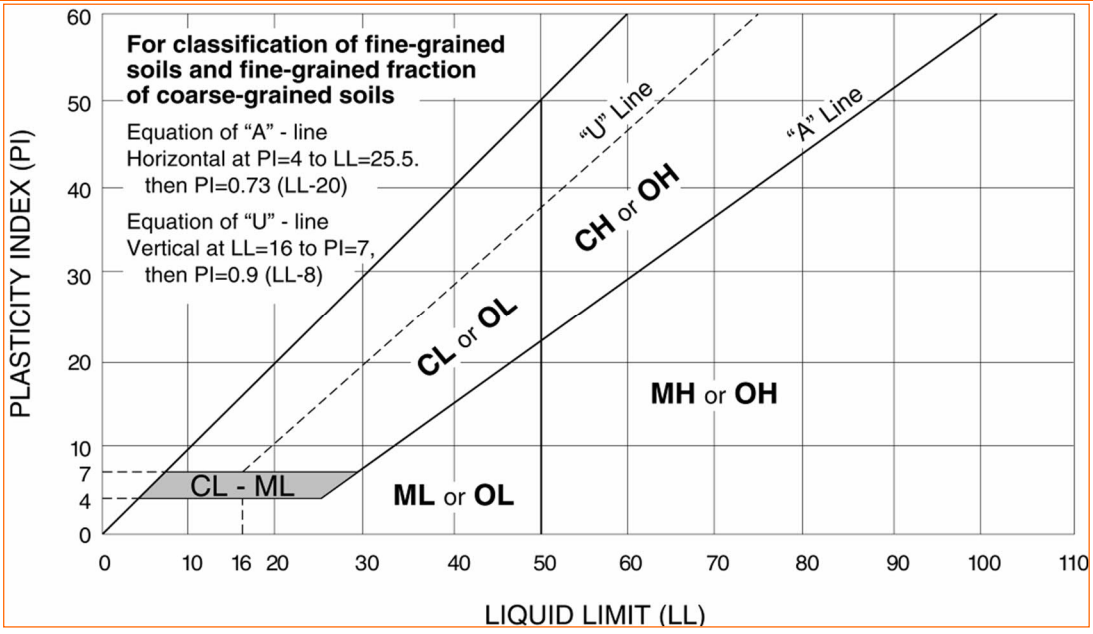
[M] If soil contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name.

[N] PI ≥ 4 and plots on or above "A" line.

[O] PI < 4 or plots below "A" line.

[P] PI plots on or above "A" line.

[Q] PI plots below "A" line.



United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Fauquier County, Virginia



Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

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Contents

Preface.....2
How Soil Surveys Are Made.....5
Soil Map.....8
Soil Map.....9
Legend.....10
Map Unit Legend.....11
Map Unit Descriptions.....11
Fauquier County, Virginia.....13
12A—Rohrersville loam, 0 to 2 percent slopes, frequently flooded.....13
40C—Myersville silt loam, 7 to 15 percent slopes.....14
40D—Myersville silt loam, 15 to 25 percent slopes, stony.....15
Soil Information for All Uses.....16
Soil Properties and Qualities.....16
Soil Qualities and Features.....16
Hydrologic Soil Group.....16
References.....21

How Soil Surveys Are Made

Soil surveys are made to provide information about the soils and miscellaneous areas in a specific area. They include a description of the soils and miscellaneous areas and their location on the landscape and tables that show soil properties and limitations affecting various uses. Soil scientists observed the steepness, length, and shape of the slopes; the general pattern of drainage; the kinds of crops and native plants; and the kinds of bedrock. They observed and described many soil profiles. A soil profile is the sequence of natural layers, or horizons, in a soil. The profile extends from the surface down into the unconsolidated material in which the soil formed or from the surface down to bedrock. The unconsolidated material is devoid of roots and other living organisms and has not been changed by other biological activity.

Currently, soils are mapped according to the boundaries of major land resource areas (MLRAs). MLRAs are geographically associated land resource units that share common characteristics related to physiography, geology, climate, water resources, soils, biological resources, and land uses (USDA, 2006). Soil survey areas typically consist of parts of one or more MLRA.

The soils and miscellaneous areas in a survey area occur in an orderly pattern that is related to the geology, landforms, relief, climate, and natural vegetation of the area. Each kind of soil and miscellaneous area is associated with a particular kind of landform or with a segment of the landform. By observing the soils and miscellaneous areas in the survey area and relating their position to specific segments of the landform, a soil scientist develops a concept, or model, of how they were formed. Thus, during mapping, this model enables the soil scientist to predict with a considerable degree of accuracy the kind of soil or miscellaneous area at a specific location on the landscape.

Commonly, individual soils on the landscape merge into one another as their characteristics gradually change. To construct an accurate soil map, however, soil scientists must determine the boundaries between the soils. They can observe only a limited number of soil profiles. Nevertheless, these observations, supplemented by an understanding of the soil-vegetation-landscape relationship, are sufficient to verify predictions of the kinds of soil in an area and to determine the boundaries.

Soil scientists recorded the characteristics of the soil profiles that they studied. They noted soil color, texture, size and shape of soil aggregates, kind and amount of rock fragments, distribution of plant roots, reaction, and other features that enable them to identify soils. After describing the soils in the survey area and determining their properties, the soil scientists assigned the soils to taxonomic classes (units). Taxonomic classes are concepts. Each taxonomic class has a set of soil characteristics with precisely defined limits. The classes are used as a basis for comparison to classify soils systematically. Soil taxonomy, the system of taxonomic classification used in the United States, is based mainly on the kind and character of soil properties and the arrangement of horizons within the profile. After the soil

scientists classified and named the soils in the survey area, they compared the individual soils with similar soils in the same taxonomic class in other areas so that they could confirm data and assemble additional data based on experience and research.

The objective of soil mapping is not to delineate pure map unit components; the objective is to separate the landscape into landforms or landform segments that have similar use and management requirements. Each map unit is defined by a unique combination of soil components and/or miscellaneous areas in predictable proportions. Some components may be highly contrasting to the other components of the map unit. The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The delineation of such landforms and landform segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, onsite investigation is needed to define and locate the soils and miscellaneous areas.

Soil scientists make many field observations in the process of producing a soil map. The frequency of observation is dependent upon several factors, including scale of mapping, intensity of mapping, design of map units, complexity of the landscape, and experience of the soil scientist. Observations are made to test and refine the soil-landscape model and predictions and to verify the classification of the soils at specific locations. Once the soil-landscape model is refined, a significantly smaller number of measurements of individual soil properties are made and recorded. These measurements may include field measurements, such as those for color, depth to bedrock, and texture, and laboratory measurements, such as those for content of sand, silt, clay, salt, and other components. Properties of each soil typically vary from one point to another across the landscape.

Observations for map unit components are aggregated to develop ranges of characteristics for the components. The aggregated values are presented. Direct measurements do not exist for every property presented for every map unit component. Values for some properties are estimated from combinations of other properties.

While a soil survey is in progress, samples of some of the soils in the area generally are collected for laboratory analyses and for engineering tests. Soil scientists interpret the data from these analyses and tests as well as the field-observed characteristics and the soil properties to determine the expected behavior of the soils under different uses. Interpretations for all of the soils are field tested through observation of the soils in different uses and under different levels of management. Some interpretations are modified to fit local conditions, and some new interpretations are developed to meet local needs. Data are assembled from other sources, such as research information, production records, and field experience of specialists. For example, data on crop yields under defined levels of management are assembled from farm records and from field or plot experiments on the same kinds of soil.

Predictions about soil behavior are based not only on soil properties but also on such variables as climate and biological activity. Soil conditions are predictable over long periods of time, but they are not predictable from year to year. For example, soil scientists can predict with a fairly high degree of accuracy that a given soil will have a high water table within certain depths in most years, but they cannot predict that a high water table will always be at a specific level in the soil on a specific date.

After soil scientists located and identified the significant natural bodies of soil in the survey area, they drew the boundaries of these bodies on aerial photographs and

identified each as a specific map unit. Aerial photographs show trees, buildings, fields, roads, and rivers, all of which help in locating boundaries accurately.

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Soil Map



Map Scale: 1:1,610 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 20 40 80 120

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Fauquier County, Virginia
Survey Area Data: Version 15, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 28, 2018—Jul 25, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
12A	Rohrersville loam, 0 to 2 percent slopes, frequently flooded	2.5	33.3%
40C	Myersville silt loam, 7 to 15 percent slopes	0.3	3.7%
40D	Myersville silt loam, 15 to 25 percent slopes, stony	4.7	63.0%
Totals for Area of Interest		**7.5**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or

landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Fauquier County, Virginia

12A—Rohrersville loam, 0 to 2 percent slopes, frequently flooded

Map Unit Setting

National map unit symbol: 21m56
Mean annual precipitation: 34 to 46 inches
Mean annual air temperature: 43 to 66 degrees F
Frost-free period: 174 to 211 days
Farmland classification: Prime farmland if protected from flooding or not frequently flooded during the growing season

Map Unit Composition

Rohrersville and similar soils: 85 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Rohrersville

Setting

Landform: Drainageways
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from greenstone and/or colluvium derived from greenstone

Typical profile

H1 - 0 to 4 inches: loam
H2 - 4 to 14 inches: loam
H3 - 14 to 25 inches: loam
H4 - 25 to 42 inches: silt loam
H5 - 42 to 60 inches: gravelly clay loam

Properties and qualities

Slope: 0 to 2 percent
Depth to restrictive feature: More than 80 inches
Natural drainage class: Somewhat poorly drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Moderately low to moderately high (0.06 to 0.20 in/hr)
Depth to water table: About 10 to 20 inches
Frequency of flooding: Frequent
Frequency of ponding: None
Available water storage in profile: Moderate (about 6.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6w
Hydrologic Soil Group: C/D
Hydric soil rating: No

40C—Myersville silt loam, 7 to 15 percent slopes

Map Unit Setting

National map unit symbol: 21m6s
Mean annual precipitation: 34 to 46 inches
Mean annual air temperature: 43 to 66 degrees F
Frost-free period: 174 to 211 days
Farmland classification: Not prime farmland

Map Unit Composition

Myersville and similar soils: 80 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Myersville

Setting

Landform: Mountainsides
Landform position (two-dimensional): Backslope, shoulder
Landform position (three-dimensional): Mountainflank
Down-slope shape: Concave
Across-slope shape: Convex
Parent material: Residuum weathered from greenstone

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 43 inches: silty clay loam
H3 - 43 to 55 inches: silt loam
H4 - 55 to 71 inches: bedrock

Properties and qualities

Slope: 7 to 15 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Very low to high (0.00 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 8.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 3e
Hydrologic Soil Group: B
Hydric soil rating: No

40D—Myersville silt loam, 15 to 25 percent slopes, stony

Map Unit Setting

National map unit symbol: 21m6t
Mean annual precipitation: 34 to 46 inches
Mean annual air temperature: 43 to 66 degrees F
Frost-free period: 174 to 211 days
Farmland classification: Not prime farmland

Map Unit Composition

Myersville and similar soils: 80 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Myersville

Setting

Landform: Mountainsides
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Mountainflank
Down-slope shape: Concave
Across-slope shape: Concave
Parent material: Residuum weathered from greenstone

Typical profile

H1 - 0 to 8 inches: silt loam
H2 - 8 to 43 inches: silty clay loam
H3 - 43 to 55 inches: silt loam
H4 - 55 to 71 inches: bedrock

Properties and qualities

Slope: 15 to 25 percent
Percent of area covered with surface fragments: 0.1 percent
Depth to restrictive feature: 40 to 60 inches to paralithic bedrock
Natural drainage class: Well drained
Runoff class: Medium
Capacity of the most limiting layer to transmit water (Ksat): Very low to high (0.00 to 1.98 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water storage in profile: Moderate (about 8.4 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6s
Hydrologic Soil Group: B
Hydric soil rating: No

Soil Information for All Uses

Soil Properties and Qualities

The Soil Properties and Qualities section includes various soil properties and qualities displayed as thematic maps with a summary table for the soil map units in the selected area of interest. A single value or rating for each map unit is generated by aggregating the interpretive ratings of individual map unit components. This aggregation process is defined for each property or quality.

Soil Qualities and Features

Soil qualities are behavior and performance attributes that are not directly measured, but are inferred from observations of dynamic conditions and from soil properties. Example soil qualities include natural drainage, and frost action. Soil features are attributes that are not directly part of the soil. Example soil features include slope and depth to restrictive layer. These features can greatly impact the use and management of the soil.

Hydrologic Soil Group

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Map—Hydrologic Soil Group



Map Scale: 1:1,610 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 20 40 80 120

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 18N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Fauquier County, Virginia
Survey Area Data: Version 15, Sep 16, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 28, 2018—Jul 25, 2019

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Table—Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
12A	Rohrersville loam, 0 to 2 percent slopes, frequently flooded	C/D	2.5	33.3%
40C	Myersville silt loam, 7 to 15 percent slopes	B	0.3	3.7%
40D	Myersville silt loam, 15 to 25 percent slopes, stony	B	4.7	63.0%
Totals for Area of Interest			**7.5**	**100.0%**

Rating Options—Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

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BOHLER

28 Blackwell Park Lane, Suite 201
Warrenton, VA 20186
540.349.4500

March 3, 2022
Via Electronic Mail

Town of Warrenton
21 Main Street
Warrenton, VA 20186

Attn: Denise M. Harris, AICP

RE: Professional Engineering Services
Geotech Peer Review
530 Fletcher Drive
Warrenton, VA 20186
Town of Warrenton
BE #VAB220040.00

Dear Ms. Harris:

Thank you for this opportunity to present Bohler Engineering VA, LLC's (the "Firm" or "Bohler") Contract for Professional Engineering Services to Town of Warrenton (the "Client") for the above referenced project. It was a pleasure to discuss the proposed project in Warrenton, Virginia. As we understand at this time, you are requesting a peer review of the Geotechnical Report prepared by Terracon Consultants. In preparation of this Contract, our office is currently in receipt of the "Exhibit" dated September 2, 2021, prepared by Kimley Horn; "Zoning Map Amendment for Harris Teeter Service Station" dated September 2, 2021, prepared by Kimley Horn; and the "Geotechnical and Environmental Engineering Report" dated March 3, 2020, prepared by Terracon Consultants, Inc. Collectively, these documents shall be referred to as the "Base Documents". The Client has provided the Base Documents, which have been utilized as a basis for the description of our scope of services and we assume the information presented to be accurate. The Base Documents shall be certified by the preparer(s) with written permission for its unlimited use by the Firm. It is understood and agreed by Client that since the Base Documents were not prepared by the Firm, the Firm shall not be liable for any errors or omissions resulting from (1) the use of the Base Documents, or (2) deficiencies or any inaccuracies contained in said Base Documents. Client represents and acknowledges that it desires for the Firm to rely upon and use the Base Documents rather than recreate or prepare new versions any such documents.

The Firm's scope of services, as defined within this Contract, will be to facilitate the Geotechnical Report peer review for Client review and evaluation. For clarity, we have delineated our Firm's services more specifically as outlined in the following sections (any items not specifically included in the below description are excluded):

SECTION I: OUTSIDE SERVICES (900)

A. Geotechnical Report Peer Review:

sub

Under this scope of services, the Firm will contract with ECS-Mid Atlantic, LLC ("ECS") to provide a peer review of the "Geotechnical and Environmental Engineering Report" dated March 3, 2020, prepared by Terracon Consultants, Inc. The Firm will bill for this scope of services on a lump sum basis.

SECTION II: REIMBURSABLE EXPENSES (998)

A. Reimbursable Expenses:

This scope includes anticipated reimbursable expenses that may be required during the course of this project. These expenses include, but are not limited to, postage, Federal Express, application fees, escrow fees, mileage, travel expenses, printing, plotting, etc.

Miscellaneous Reimbursable Expenses:	
Postage, Federal Express, etc.	$Cost + 15%
Printing Supplies (Binders, Dividers, etc.)	$Cost + 15%
Mileage Reimbursement*	$0.585/mile
Travel (Hotel, Airfare, Meals)	$Cost
Printing	$3.50/sheet
Computer Mylars/Color Plots	$20.00/sheet
Outside Services or Fees	$Cost + 15%
Transparencies	$0.60/each
Photo Copies	$0.10/each

* Mileage reimbursement subject to change based upon IRS standard mileage rate.

We estimate the fees for the subject project and permitting services to be as follows:

	WORKSCOPE:	**FEE**:
SECTION I -	Outside Services (900) A. Geotechnical Report Peer Review:	$1,500
SECTION II -	Reimbursable Expenses (998) A. Reimbursable Expenses:	T&M (Per Fee Schedule)

Should additional services be required, beyond what is described for in this Contract, a Contract Addendum will be coordinated between the Firm and the Client.

The pricing described in this Contract is valid and in effect for one-hundred and eighty (180) days from the date of this Contract. After one-hundred and eighty (180) days, the Firm has the right to modify and/or increase the pricing described herein. Further, if all of the scopes of Service described in this

Contract are not authorized in their entirety within ninety (90) days of the date the Client authorizes the first scope of Service, pricing for any unauthorized phases or scopes of Service are subject to the Firm's modification and/or increase.

Items not included in this Contract include but are not limited to:

- Plan Design & Revisions Pursuant to Requests by Owner, Review Board, or Permitting Entities
- Surveying Services
- Utility Pot-hole Locations
- Legal Descriptions
- Tree Inventory Survey
- Tree Removal Plan
- Preparation of Hearing Exhibits
- Wetland Delineations
- Environmentally Related Permitting
- Environmental Impact Statements
- Preparation of Geotechnical Engineering/Reports
- Structural Design/Detailing of Retaining Walls
- Utility Service Applications
- Underground Fire Line Design/Permitting
- Traffic Engineering
- DOT Highway Occupancy Permit Plans and access permits
- Off-site Roadway Improvements/Widening
- Off-site Detention
- Utility Extension Beyond the Parcel's Frontage
- Pump Station Design
- Inspection Services
- Irrigation Design
- Preparation, completion or processing of: bank or lenders consents, certifications, assignments letters or agreements
- Preparation or signature upon payment applications, certifications or similar documents
- Application Fees
- Miscellaneous Reimbursable Expenses
- Other Permits or Activities Not Specifically Identified Herein.
- Responsibility for Job-Site Safety during construction
- Responsibility for means and methods during construction
- Demolition responsibility during construction
- As-built/Punch-list Walk-Through
- Adjacent Property Owner Notifications/Mailings

Invoices for Professional Services and expenses incurred shall be generated on a monthly basis and are due and payable upon receipt. Additionally, attached to this Contract are the "Standard Terms and Conditions" of all agreements between our Firm and its clients. The attached "Standard Terms and Conditions" shall form a part of this Contract and are incorporated herein by reference.

If this Contract is acceptable, please provide an executed copy of this document to our office as your authorization to initiate Professional Services.

Thank you again for the opportunity to provide our Contract for Professional Services to be rendered to your office on this project. We are eager to continue our relationship with your organization.

If you have any questions or comments, or wish to discuss this Contract in further detail, please feel free to contact our office at your convenience.

Sincerely,

Bohler Engineering VA, LLC

John C. Wright, P.E.
Principal

By my signature below, I represent and acknowledge that I am authorized to execute this Contract on behalf of the entity or individual first named above and that, I acknowledge, agree to and accept all of the provisions, terms, conditions, and promises set forth in the within Contract and the attached Terms and Conditions (three pages) which are hereby incorporated herein and made a part of this Contract.

ACCEPTED BY:

TOWN OF WARRENTON

By: Denise Harris 3/3/2022
Denise M. Harris, AICP (date)

JCW/pw
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TERMS AND CONDITIONS

This document is incorporated in and forms a part of the Contract between **BOHLER ENGINEERING VA, LLC** (the "Firm"), and **TOWN OF WARRENTON** (the "Client"), to which these Terms and Conditions are attached:

I. **PROFESSIONAL RESPONSIBILITY** – The Firm represents that it will perform the services described in the "Contract" attached hereto (the "Professional Services"), and in a manner consistent with and limited to that level of care and skill ordinarily exercised by comparable professional firms, under similar circumstances, at or near the same location, at the time the Firm performs the Professional Services. There are no other representations to the Client, either expressed or implied. The Firm does not guarantee approval of or a specific result from the preparation of any plans and/or documents submitted for review. The Firm will complete the Professional Services within a reasonable period of time consistent with applicable professional standards, subject to external parameters and delays and elements not within the Firm's control, however, the Firm is not responsible for the timeliness of the Client obtaining applicable approvals, permits, or the like. The Firm has no duty, obligation or responsibility to inspect, observe, comment, or report on the work of other contractors, vendors or material suppliers, or on conditions, of any nature whatsoever, which exist at, in, on, about, or near the project or property which is the subject of these Terms and Conditions and the Contract. The Firm has no duty, obligation or responsibility for the work and scope of services excluded in the attached Contract which exclusion includes, but is not limited to, responsibility for job site safety. The Firm shall meet the applicable standard of care which is in effect at the time the Firm performs its Services. The Firm shall perform the Professional Services in accordance with the requirements of applicable codes, regulations, and any current written interpretation of same which have been published, enacted and are in effect as of the date of this Contract. In the event of any changes in such codes, regulations or interpretations which occur at any time after the date of this Contract or during the course of the Project and which result in a substantive change or increase of or to the Professional Services, same is not included in the scope of the Professional Services described in the Contract and if Client desires that the Firm address those changes or interpretations, the Parties shall enter into an amendment or change order to provide for reasonable additional compensation to the Firm for the time and expense of addressing such changes. The following sentence is intended to make clear that the Firm is not responsible for any cost or expense that provides betterment, upgrade, or enhancement of or to the Project. The Client shall bear all costs of any and all changes that result in betterment to the Project, and same shall not be a basis for a claim against the Firm.

II. **CLIENT RESPONSIBILITY** – Client agrees to provide access and right of entry to the subject property for Firm's personnel and any equipment or materials necessary for the Firm to complete the Professional Services. Client further agrees to assist the Firm by providing to the Firm, promptly after the Firm's request, with all information pertaining to the Project which is the subject of the Contract, any Agreement regarding the Project, if one exists and is applicable, and any other documents or materials related to an Agreement or the Project or referenced therein (collectively the "Contract Documents"), and/or these Terms and Conditions, including, but not limited to, existing plans, surveys, recorded deeds, correspondence, reports, specifications, subsurface reports, easement information, and any other related items or information, such that the Firm may perform and complete Professional Services in the most efficient fashion. The Firm is entitled to rely upon the accuracy of all Contract Documents. The Firm assumes no responsibility for errors and omissions that may or do exist in the data or related design plan that Client or Client's other consultants, contractors and professionals provided, and Client is solely responsible for same.

The Client acknowledges that the Firm has no ongoing maintenance or repair responsibilities related to the Professional Services or the Project, but rather that the Client is fully responsible for all ongoing and future maintenance and repair for any items, elements and/or features described or depicted in any plans, drawings, or specifications related to the Project. Plan notes and details, which are included on the plans that the Firm prepares, are part of the scope of Services in this Contract. The Client is fully responsible to ensure that the Client's contractors or professionals strictly follow and comply with the plan notes and details therein. In the event a conflict arises between the scope of Services described in this Contract and/or the plan notes and details, the plan notes and details take precedence with respect to the performance of the work and services described in the plan. The Firm recommends that the Client obtain and retain legal counsel to provide Client with legal and land use advice and guidance throughout the entirety of the Project. The Client authorizes the Firm to communicate with the Client's attorney, as needed. If, as part of the Firm's Services in this Contract, the Firm will provide testimony and assist in presentations at municipal meetings, note that the Firm cannot and will not provide legal representation or guidance at municipal meetings or at any other time, which must only be provided by Client's retained legal counsel. In the event legal issues are identified and conveyed to the Client, it is the Client's responsibility and/or the Client's legal counsel's responsibility to instruct the Firm as to how the Client will proceed with respect to said legal issue(s).

III. **PAYMENT TERMS** – The Firm agrees to perform the Professional Services and the Client agrees to pay the Firm for the Professional Services described in the Contract, without regard to the success or time of completion of the Project, but upon the Firm's completion of the Professional Services and invoicing Client for same. The Firm shall generate Invoices for Professional Services and expenses, monthly. Payment for Invoices is due immediately upon Client's receipt of an Invoice and, in no event, later than thirty (30) days of mailing of an Invoice (the "Due Date"). If Client fails to pay an Invoice on or before the Due Date, the Firm reserves the right, three (3) days after the Firm delivers written notice to Client of said delinquency, to: 1) immediately cease all Professional Services; and 2) to pursue any and all remedies against Client. Client shall fully indemnify and hold the Firm harmless from and against any and all damages of any nature and kind whatsoever, without limitation, that result in whole or in part, from Firm's cessation of its Professional Services as described herein. Additionally, if Client fails to meet its payment obligations to the Firm required hereunder, the Firm may, at its discretion, use or apply a Client retainer for any project to satisfy monies the Client owes to the Firm on this Project or any other project. Should Client authorize the Firm to utilize Client's credit card to pay for invoices, services and/or reimbursable expenses, Client authorizes the Firm to also charge the Client's Credit Card the Credit Card Company's/Vendor's fee, charge or surcharge for the amount charged, as long as same is permitted under applicable law.

In the event the Firm commences a legal action or pursues a claim of any kind or any collection effort against Client for an unpaid Invoice(s) or portion of same (collectively "Claim"), the Client agrees that it shall, in addition to owing the Firm for principal and interest in the amount of one percent (1%) per month commencing on the Due Date, also reimburse and be liable to the Firm for all collection costs, including but not limited to, court costs, reasonable attorneys' fees, staff time, administrative time, in-house counsel time, and any other related expenses in connection with the Firm's pursuit of a Claim (collectively "Collection Fees"). In the event the Firm possesses a Client retainer, the Firm may, at its option, apply monies paid as a retainer to the Firm's Final Invoice or to any Invoice or delinquent Invoice(s), at any time, and Client specifically acknowledges and agrees to the Firm's right to do so. Once the Firm has been paid for all Professional Services, expenses and Collection Fees, the Firm shall refund any remaining retainer to the Client, after Client's request. Billing rates for Professional Services shall be those rates that are in effect when the Firm renders the Professional Services. The Firm reserves the right to modify or increase its billing rates and reimbursable expense rates during the term of this Contract.

Client shall provide the Firm with written notice of any disputed charge(s) on or before the Due Date for an Invoice (the "Dispute Notice"). If Client fails to provide the Dispute Notice, Client agrees that it is specifically waiving all rights to dispute said Invoice and any charges contained therein. If Client delivers the Dispute Notice to the Firm on or before the Invoice's Due Date, Client must pay the invoiced amount to Firm, minus the disputed amount, by the Invoice Due Date. Client shall not withhold amounts not disputed. The Dispute Notice must set forth, in specific detail, all bases and reasons for Client disputing said Invoice. Any bases and reasons that Client fails to include in the Dispute Notice are automatically and permanently waived. The Firm and Client shall attempt, in good faith, to promptly resolve disputed Invoices. If any dispute is subsequently resolved or settled in the Firm's favor, then the Client shall pay the disputed amount previously withheld within ten (10) days of such resolution (or settlement) in Firm's favor, including interest at the rate of one percent (1%) per month commencing on the Due Date for said Invoice through the date the Client pays said Invoice and all Collection Fees. If the dispute is subsequently resolved or settled in Client's favor, the Firm shall issue a credit on Client's subsequent Invoice for the disputed amount resolved or settled in Client's favor.

IV. **INDEMNIFICATION – Client and the Firm**

A) THE FIRM TO CLIENT: The Firm hereby agrees to indemnify and hold the Client and its current and future owners, officers, directors, members, shareholders, parent corporations, subsidiaries, related entities, affiliates, and employees harmless from, against and for third party: losses, injuries, damages, claims, actions, causes of action, demands, liabilities, judgments, expenses, or the like, including reasonable attorney's fees and reasonable litigation costs (collectively "Damages"), which are directly and proximately caused by the Firm's or the Firm's employees, agents or subconsultant's negligent error(s) and/or omissions(s) in providing the Professional Services in accordance with this Contract; provided, however, that the Firm's obligation and liability hereunder shall not exceed the percentage which the Firm is found liable and responsible for said Damages and further shall not exceed the amount of insurance coverage the Firm maintains. The Firm's liability for

TERMS AND CONDITIONS

reasonable and necessary defense costs incurred by indemnified persons or parties shall be limited to the proportionate extent caused by the negligent acts, errors or omissions herein and recoverable under applicable law as a direct and proximate result of the negligence. It is agreed that Firm's liability for any claim for damages, cost of defense, Firm indemnification obligation, Firm hold harmless obligation, or expenses which the Client or any third party may or does assert against the Firm for or as related to any and all design defects, errors, omissions, breach of contract, negligence and/or professional negligence shall be limited to $50,000 or two times (2X) the total compensation received by the Firm for the specific Proposal or Work Order in question, whichever is greater. Under no circumstances shall the Firm be liable for extra costs, indirect damages, consequential damages or other consequences due to changed conditions or for costs related to the failure of the contractor or material men to install work in accordance with the plans and specifications. The limitation of liability described above to $50,000 or two times (2X) the amount of the Firm's fee for a Proposal or Work Order is a specifically bargained-for provision of this Contract and these Terms and Conditions, reflected in the Firm's fees. After Client's request, the Firm will provide confirmation to the Client of the Firm's insurance coverage regarding professional liability and commercial liability coverage. The Firm's liability for reasonable and necessary defense costs incurred by indemnified persons or parties shall be limited to the proportionate extent caused by the negligent acts, errors or omissions herein and recoverable under applicable law as a direct and proximate result of the negligence.

B) CLIENT TO THE FIRM: Client hereby agrees to indemnify and hold the Firm, and its current and future owners, officers, directors, members, shareholders, parent corporations, subsidiaries, related entities, affiliates, agents, servants, employees, consultants, and subconsultants (collectively "The Firm Parties") harmless from, against and for all Damages, deriving out of, for or in any way related to any third party claim or loss of and/or for damage to person(s) (injury or death), and/or to property including, but not limited to, the Project, and/or injuries to or death of or to any and all persons, including injury or death to The Firm Parties or third parties, or damage to the Firm's property (the foregoing indemnification language shall collectively be referred to herein as "Indemnification Protection"). The Indemnification Protection includes any injury, death or damage, as more fully described above, which is caused by or results from Client's breach and/or violation of either these Terms and Conditions, the underlying Contract, and/or the Contract Documents, and/or the Client's negligence, action(s) and/or omission(s). Client, as used in this Article IV B, includes the Client's agents, servants, employees, subcontractors, anyone or entity for whom Client is responsible and/or anyone acting by, through, on behalf of, or under the Client.

V. **OWNERSHIP OF DOCUMENTS** – All reports, field data, data, notes, plans, calculations, estimates, drawing documents and other work and items which Firm creates or prepares, either in electronic format or otherwise (collectively "Firm Materials"), are instruments of service and shall remain the Firm's property. Upon Firm's receipt of payment in full for all Professional Services and expenses related to the Firm's creation of the Firm Materials or as required hereunder, the Firm shall convey to the Client a nonexclusive license to use the Firm Materials for the sole purpose of completing the work for the Project identified in the Contract. Client agrees that it shall immediately return to the Firm, upon Firm's demand, all Firm Materials which the Firm furnishes to the Client or Client's agents, servants, employees, subcontractors, any person or entity for whom Client is responsible and/or anyone acting by, through or under Client (collectively "The Client Parties") which are not fully paid for, and that same will not be used for any purpose other than to complete the Project, other phases of the Project for which Firm prepared the Firm Materials, or any other project, whatsoever. During the time period when Firm is performing the Professional Services, the Firm will retain all pertinent records related to the Professional Services and the Firm Materials. Proprietary information and the Firm's intellectual property including, but not limited to, the Firm's layering process for Plans (collectively "Proprietary Information"), are not included within the phrase Firm Materials and shall, without exception, remain the Firm's property and the Firm shall retain all ownership rights and interests to the Proprietary Information under all circumstances, and without limitation.

The Client agrees not to transfer, send, share, copy, convey or provide the Firm Materials to any individual or entity without the Firm's prior written consent and without executing the Firm's Standard Indemnification and Hold Harmless Agreement in the Firm's favor. The Client further covenants and agrees to waive any and all claims, actions, demands and causes of action, whether legal, equitable or otherwise, of every nature and description, that the Client has, had or may have against the Firm related to or resulting in any way either from the Client's unauthorized changes to (however small) or reuse of the Firm Materials for any other project, any other phase of the current Project, or any purpose by anyone other than the Firm (collectively "Misuse").

The Client agrees, to the fullest extent permitted by law, to indemnify, defend, and hold the Firm and The Firm Parties harmless from any and all claims, damages, losses, injuries, injury to property, injury to person, lawsuits, actions, causes of action, third party action(s), and the like and for all costs and expenses, including but not limited to, court costs, reasonable attorneys' fees, collection fees, staff time, administrative time, in-house counsel time, and any other related expenses (collectively "Claims, Damages and Costs") arising from or in any way related to Client's Misuse of the Firm Materials, changes made by anyone other than the Firm to the Firm Materials, use of the Firm Materials in spite of the Client's failure to meet its payment obligations to the Firm hereunder, or from any reuse of the Firm Materials without the Firm's prior written consent. Client agrees that the Firm shall not be liable for any damage, injury to or death of persons, or damage to property of Client or any other person or entity, from any cause whatsoever, arising from or in any way relating to Client's Misuse or reuse of the Firm Materials, changes made by anyone other than the Firm to the Firm Materials, or from any reuse of the Firm Materials without the Firm's prior written consent, which requirement of a writing cannot be waived.

VI. **REVOCATION OF CERTIFICATION OR STATEMENTS** – The Firm shall have the right to revoke any certification, statements, professionally sealed documents or plans (the "Firm's Documents") either if the Firm is made aware of the unauthorized or prohibited use of same by the Client, The Client Parties or any others, or based upon Client's failure to pay Invoices by the Due Date. The Client assumes the risk of any and all damages, injuries, claims and/or actions that result from the unauthorized use of the Firm's Documents as described in this Article VI.

VII. **CLIENT'S UTILITY AND SUBSURFACE RESPONSIBILITIES OBLIGATIONS** - The location of existing utilities to be shown on plans may be developed from a combination of: the appropriate jurisdiction's "One Call System,' existing utility records, plans prepared by others, above ground examinations on site and other materials and information. Accordingly, the completeness or accuracy of the precise physical location and depth of any and all utilities are not within the scope of Services contained in the Contract. The Owner and Client shall use sufficient quality levels of subsurface utility engineering to properly determine the existence and position of underground facilities when designing complex projects. Should new construction be proposed, the Client is solely and completely responsible, in consultation with Client's other professionals, consultants and contractors, for verifying the physical location and depth of all utilities before the start of any construction. The Firm recommends that the Client engage a subsurface utility engineering company, preferably during the design phase, but no later than the bid phase for the work related to utility installation, to physically locate existing underground utilities when construction is proposed in the vicinity of or anywhere near the existing utilities. If the Client decides not to engage a subsurface utility engineering company, then the Client accepts full and sole responsibility for design, redesign, delays and/or damage from utility conflicts that may or do occur during construction and all costs related to same.

VIII. **TERMINATION** – Client may terminate the Contract if the Firm fails to substantially perform under the Contract, after five (5) business days' written notice to the Firm and an opportunity for the Firm to cure during that time period. The Client may terminate this Contract for convenience after three (3) business days' written notice to the Firm of said intention. The Firm may terminate the Contract if Client breaches the Contract or these Terms and Conditions. The Firm may terminate the Contract if the Client (a) commits a material breach or material default in the performance or observance of any of its obligations under this Contract, and (b) such breach or default continues for a period of five (5) business days after delivery by the Firm or written notice detailing such breach or default. If the Client's breach or default relates to its payment obligations under Article III, the Firm shall have the right to terminate all contracts and work with the Client subject to the same notice and cure procedures outlined in this Article VIII. The terminating party must provide the other party with three (3) business days' written notice, which Notice describes, in detail, the reasons, to the extent they exist, for the termination. In the event either party terminates the Contract for any reason, Client shall pay the Firm for all Professional Services the Firm has performed and all expenses the Firm has incurred up through and including the termination date. The effective termination date is the third business day after the date the notice of termination is delivered, as described below in Article XVI.

IX. **ASSIGNMENT** – This document is binding upon the parties, their successors, representatives, employees, agents, servants and assigns. The Client shall not assign or transfer this document or any interest herein or obligation hereunder without the Firm's prior written consent, which consent shall not be unreasonably withheld. The

TERMS AND CONDITIONS

Firm may assign or transfer this document, the attached Contract or any interest herein to any "Affiliate" of the Firm. The Firm may, without the Client's consent, subcontract any portion of the Professional Services hereunder or under the Contract.

X. **NO WAIVER** – The failure of either party to insist, in any one or more instances, on the strict performance of any provisions of the Contract or these Terms and Conditions, or the failure of either party to exercise any right, option or remedy hereby reserved and/or provided under the applicable law, shall **not** be construed as a waiver of any such provision, right, option or remedy, or as a waiver of a subsequent breach. The Firm's consent or approval of any act by the Client requiring the Firm's consent or approval shall not be construed to waive or render unnecessary the requirement for the Firm to consent or approve any subsequent, similar act by Client. No provision of this document shall be deemed to have been waived unless such waiver shall be in writing and signed by the party to be charged with waiver.

XI. **NON-SOLICITATION** – Client agrees not to solicit, recruit or hire any employee of the Firm or any of the Firm's affiliated entities (which includes any entity with "Bohler" in its name) both during the term of this Contract and for at least one (1) year after the termination or expiration of this Contract (regardless of the cause of the termination or expiration).

XII. **EXERCISE OF REMEDIES** – The parties to this document agree that the Firm's exercise of any one or more of the remedies set forth in these Terms and Conditions shall, at the Firm's option, constitute an exercise of the same remedy or remedies under any contract with Client. The parties agree that the Firm can terminate or suspend work under any contract with Client or entity with common ownership with Client, if Client violates this Contract and/or these Terms and Conditions. Further, either party's exercise of any remedy hereunder or otherwise, shall not preclude that party from exercising other remedies which it is permitted to exercise under the law. The remedial right available to either party regarding the Contract or these Terms and Conditions may be exercised simultaneously, cumulatively, or alternatively as may be necessary or appropriate to enforce such party's rights.

XIII. **CONSEQUENTIAL DAMAGES AND LIABILITY** – The Firm shall not be liable to the Client for consequential damages under any circumstances including, but not limited to, as a result of the Firm's termination of the Contract pursuant to Articles VIII and/or XII, hereunder. No principal, officer, owner, shareholder or employee of the Firm shall have personal liability for actions taken in the performance of Services under this Contract.

XIV. **SEVERABILITY AND TITLES** – The provisions of the Contract and these Terms and Conditions shall be severable, and if any provision of either shall be determined by any court of competent jurisdiction to be invalid, such determination shall not affect or invalidate the remainder of these Terms and Conditions or the Contract. The titles given to the Articles in this document are for ease of reference, *only*, and shall not be relied upon or utilized for any other purpose. Where any language in this Contract and/or these Terms or Conditions conflicts or is inconsistent with the state-specific changes, the state-specific changes shall control.

XV. **THIRD PARTIES** – Nothing contained in this document and/or the Contract shall create a contractual relationship with or cause of action in favor of any third party against the Firm, The Firm Parties, or the Client.

XVI. **NOTICES** – Whenever in this document, or the Contract, written notice or demand is required or permitted, such notice or demand shall be deemed to have been given to, delivered or served upon the party intended to receive the same if such notice is in writing addressed to that party at the address identified in the Contract, and sent or delivered either by (i) Registered or Certified Mail, return receipt requested, postage prepaid; (ii) Federal Express or such other nationally recognized commercial, overnight, receipted delivery service; or (iii) hand delivery. Legal Counsel for any party hereto shall be entitled to give any notice for such party. The date of delivery of any notice provided for herein shall be the date after the date of deposit to the overnight delivery service, or two days after the deposit if sent Certified Mail, return receipt requested, or the date of actual delivery if hand-delivered, unless said date falls on a weekend or legal holiday and then the date of delivery shall be the first non-holiday and non-weekend as outlined above. The person and place to which notice may be given may be changed from time to time by the Client or the Firm, upon written notice to the other, effective five (5) business days after delivery of such notice.

XVII. **ENTIRE AGREEMENT** – This is a complete agreement. Each party hereto acknowledges its full understanding of, and agreement with this document and, further, the parties agree and acknowledge that there are no verbal representations, promises, understandings or agreements in connection herewith, other than as contained in the Contract, that are not incorporated herein. All previous negotiations and agreements between the parties are merged into this document which, along with the Contract, fully and completely expresses the entire agreement between the parties hereto. The terms of this document may only be modified by a writing, signed by the parties hereto. The parties agree that the Contract and these Terms and Conditions have been mutually drafted and authored by both parties and that the Contract and these Terms and Conditions shall not be construed against any one party hereto.

XVIII. **FORCE MAJEURE** – The Firm shall not be responsible for its performance, delays, damages and the like hereunder and shall be excused from same for any failure or delay in the Firm's performance of its obligations hereunder arising or caused directly or indirectly by forces or events beyond its control including, without limitation, strikes, work stoppages, accidents, acts of war or terrorism, civil or military disturbances, catastrophes, acts of God, interruptions, loss or malfunctions of utilities, communications or computer hardware and/or software or any other causes beyond the Firm's control.

XIX. **VENUE and GOVERNING LAW** – Any claims, actions, controversies, disputes, or the like, must be brought in the Federal or State County Court where the Firm is located, as indicated in the Contract. The parties hereto understand, agree and acknowledge the above constitutes a waiver of a right that the parties might otherwise have to bring a claim, action, etc., in any other venue, jurisdiction or location. This document shall be deemed to have been made in and shall be governed by and construed in accordance with the laws of the State where the Firm's principal place of business is located, as indicated in the Contract. Any applicable statutes of limitations shall begin to run no later than the substantial completion of the Firm's Services.

KITTELSON & ASSOCIATES
11480 COMMERCE PARK DRIVE, SUITE 450
RESTON, VA 20191
P 703.885.8970

TECHNICAL MEMORANDUM

Harris Teeter Fuel Center Traffic Impact Analysis Review – Resubmittal

Date:	March 1, 2022	Project #: 21905.013
To:	Denise Harris	
From:	Zachary Bugg, PhD, PE; and Chris Tiesler, PE	

At the request of the Town of Warrenton, Virginia, Kittelson & Associates, Inc. (Kittelson) reviewed the traffic impact analysis (TIA) for the proposed Harris Teeter Fuel Center completed by Kimley Horn (Reference 1). We also reviewed the electronic (Synchro) analysis files. All analysis inputs and assumptions were reviewed according to VDOT TOSAM and requirements (Reference 2). Our original review was submitted May 5, 2021.

A comment response letter and revised TIA report were received on February 28, 2022. This memorandum provides additional comments and discussion related to the revised submittals and comment response letter.

TRAFFIC ANALYSIS REVIEW

We have reviewed the updated TIA report and responses to comments, and we have the following remaining comments:

- The revised TIA report does not include PDF outputs or electronic analysis files. We request these be provided so that we can confirm that our prior comments on the traffic analysis assumptions (Comments #3, #5, #6, and #7) have been adequately addressed and fully review the other responses.
- Several of the responses to comments indicate “there were nominal changes to this result.” While we acknowledge the changes may be small, it is not difficult or unreasonable to update the analyses to reflect these changes and reflect what the most likely future scenarios will produce operationally. Two comments should be specifically addressed:
    - Right turn on red volumes (Comment #2) – the TOSAM encourages adjustment to field measurements when data are available. We would like to review the updated electronic files (requested above) to understand how operations might be degraded as a function of increasing the RTOR volume and allow for the comparison of relative impacts between scenarios.

- Pass-by trip assignment (Comment #9) – our suggested pass-by trip cap represents a change in five (5) trips during the AM peak hour and two (2) trips during the Saturday peak hour. Given the existing LOS E for the Fletcher Drive approach at Lee Highway during these peak hours, the impact of treating these trips as diverted trips from Lee Highway should be evaluated.

REVISED SITE PLAN REVIEW

Our original review included an attached markup of the site plan to display suggested changes in parking and circulation downstream of the new one-way entrance near the fuel station. The applicant did not revise the site plan to address this comment or provide a response to Comment #12 of our review, which discussed concerns with parking demand being higher near the south end of the site. While site circulation (Comment #11) was acknowledged via an expanded narrative in the TIA report, it has not been addressed on the site plan.

NEXT STEPS

In summary, we request the detailed PDF outputs and electronic Synchro files be provided to confirm the comments were addressed. Thank you for the opportunity to review. If you have any questions, please contact us at 571-384-2943.

REFERENCES

1. Kimley Horn. Harris Teeter Fuel Center Traffic Impact Analysis. January 2020.
2. Virginia Department of Transportation. Traffic Operations and Safety Analysis Manual (TOSAM) – Version 2.0. February 2020.

DISCLAIMER

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KITTELSON & ASSOCIATES
11480 COMMERCE PARK DRIVE, SUITE 450
RESTON, VA 20191
P 703.885.8970

TECHNICAL MEMORANDUM

Harris Teeter Fuel Center Traffic Impact Analysis Review

Date:	May 5, 2021	Project #: 21905.013
To:	Denise Harris	
From:	Zachary Bugg, PhD, PE; and Chris Tiesler, PE	

At the request of the Town of Warrenton, Virginia, Kittelson & Associates, Inc. (Kittelson) reviewed the traffic impact analysis (TIA) for the proposed Harris Teeter Fuel Center completed by Kimley Horn (Reference 1). We also reviewed the electronic (Synchro) analysis files. All analysis inputs and assumptions were reviewed according to VDOT TOSAM and requirements (Reference 2).

FINDINGS AND RECOMMENDATIONS

At the time the TIA was prepared, the latest version of the VDOT TOSAM had not yet been adopted. We reviewed the analysis files with this consideration, with the purpose of identifying any errors or assumptions which could substantially change the findings and results in the TIA. After detailed review, we generally agree with the findings and recommendations in the TIA. We identified the following errors and inconsistencies with VDOT TOSAM requirements in the TIA:

1. U-Turn volumes:
    - It appears the U-turn volumes in the model have been coded as left turns. Given the low U-turn demand and the limitations of the HCM 6th Edition methodology in Synchro, we are comfortable with this approach. We suggest updating the turning movement volumes in Figures 2-2, 3-1, and 4-4 to separate the U-turn and left-turn volumes.
2. Right turn on red volumes:
    - The HCM 6th Edition module in Synchro requires the user to input the hourly volume of right turns on red for each movement. The right turn on red volume has been left at zero for each scenario. We recommend increasing the number of right turns on red to a reasonable approximation of 10-50 vehicles per hour, or possibly more for heavy right turn movements. Similarly, the HCM 6th Edition module in Synchro does not accurately process right turn overlap movements. We recommend increasing the number of right turns on red to more accurately model right turn movements where right turn overlap signal phasing is provided, especially on eastbound Lee Highway at Fletcher Drive and on westbound Walker Road at Blackwell Road.

3. Peak hour factors:

    - The existing AM Synchro files uses the measured peak hour factors at the study intersections, while all other files use a peak hour factor of 1.0. The TOSAM requires the existing peak hour factor be used for existing conditions analysis and the higher of the existing peak hour factor or 0.92 (for urban environment) be used for future conditions. We recommend the peak hour factors be updated to match the TOSAM requirements. Peak hour factors should be calculated at each intersection based on the system peak hour.

4. Pedestrian volumes:

    - The raw traffic count data indicate pedestrians were counted on one or more approaches during the AM and PM peak hours, but no pedestrian demand was included in the Synchro models. We recommend adjusting the pedestrian demand and the number of pedestrian calls at signalized intersections in the Synchro model to reflect the raw pedestrian counts.

5. Grades:

    - We measured a rough estimate of +3% grade on the westbound Lee Highway approach to Fletcher Road, -5% on the northbound Fletcher Road approach to Lee Highway, -6% on the eastbound North Hill Drive approach to Blackwell Road, and -4% on the northbound Blackwell Road approach to North Hill Drive. We recommend these grades be coded into the Synchro model to reflect adjustments to the saturation flow rates.

6. Lane widths:

    - The default lane width of 12 feet was used systemwide in Synchro. We recommend reducing the lane width for the northbound and southbound Fletcher Road approaches at Lee Highway and the southbound Fletcher Road approach at Harris Teeter to 11 feet to match field conditions.

7. Signal timings:

    - It is unclear if existing signal timing information was coded into the Synchro models or not. If signal timing details are in fact represented in the models, this should be noted in the report. The following coordinated cycle lengths were modeled in Synchro and do not appear to align with conventional cycle lengths:
        - Lee Highway/Fletcher Road, PM Peak Hour: 161 second cycle length
        - Lee Highway/Fletcher Road, Saturday Peak Hour: 149 second cycle length
        - Blackwell Road/North Hill Drive, Saturday Peak Hour: 131 second cycle length

8. Queue lengths:

    - We recommend updating the headers in Table 5-1 to reflect the Saturday peak.

- The queue lengths provided in the summary in Table 5-1 do not reflect the HCM 6th Edition 95th-percentile queues provided by Synchro. We recommend updating the reported queue lengths to match the HCM 6th Edition Synchro output reports.

9. Trip assignment:

   - The directional distribution in Figure 4-1 indicates 17% of trips will be assigned to the northbound left turn on Blackwell Road at North Hill Drive and 16% of trips will be assigned to westbound Walker Drive at Blackwell Road, but there are a higher number of PM peak hour trips (4) assigned to westbound Walker Drive than the northbound left turn on Blackwell Road (3) in Figure 4-2. The same is true in the opposite direction. We recommend swapping the volume of trips assigned to these movements to more closely match the assumed directional distribution.
   - Assuming a 2% trip distribution to North Hill Drive west of Fletcher Drive, the trip assignment to the movements to/from the west leg of North Hill Drive/Fletcher Drive would be zero (0) trips. Unless it is desired to maintain a minimum of one trip at these movements, we recommend reassigning the single trip elsewhere within the network.
   - Some of the pass-by trips shown in Figure 4-3 have been assigned as diverted trips from Lee Highway. Due to the low existing through volumes on Fletcher Drive near the site, we recommend that all pass-by trips be assigned as diverted trips from Lee Highway. Typically pass-by trips would represent no more than 15 percent of the total through volume on Fletcher Drive. The table below identifies the existing northbound through traffic volume on Fletcher Drive and the assumed pass-by percentage associated with the northbound movement, as well as the maximum recommended northbound pass-by volume:

Time Period	NB Through Volume (vph)	NB Pass-Bys (vph)	Percent Pass-Bys Assumed	Recommended NB Pass-Bys (vph)
AM	12	7	58%	2
PM	39	6	15%	6
SAT	27	6	22%	4

The following comments are related to our review of the TIA documentation and site plan drawings:

10. Truck turning movements:

    - From the site plan it is unclear where the fuel tanks will be located and/or how fuel trucks will access the site. We recommend providing truck turning movements/path for fuel truck access.

11. On-site circulation:

    - Town staff have noted issues with existing on-site circulation as a result of the site layout, which funnels all ingress and egress traffic through the drive aisles directly in front of the strip mall, leading to concerns that adding a fuel station could exacerbate these issues. Inbound vehicles must make a 180-degree right turn to continue circulating the parking areas away from the drive aisle in front of Harris Teeter. The proposed site plan will provide a short one-way inbound drive aisle to connect the access road with the fuel center area. We recommend the TIA report be expanded to address existing issues with on-site circulation and how these will be improved with the addition of the fuel center and new one-way inbound drive aisle.

12. Parking:

    - The concept site plan notes the addition of the fuel center will result in a net loss of 66 parking spaces on-site. While the number of parking spaces provided will continue to meet the Town's minimum parking requirement, Town staff have raised concerns that existing parking demand favors the southern end of the site (nearer to the proposed fuel center) due to proximity to the single access road and the location of the strip mall. The image below was taken by Town staff during midday on a typical Thursday in March 2021 and documents the high parking demand in this area (directly in front of the optometrist / dental offices). We recommend the TIA report be expanded to address site circulation to other parking areas on the north side of the site that will become more heavily utilized after the proposed fuel center removes parking on the south side of the site. The attached site plan markup provides an alternative to improve inbound circulation to the fuel center and relocate parking to other areas of the site—this is intended to reduce underutilized parking near the fuel center and mitigate potential conflicts between the fuel center and parking areas, while retaining necessary landscaping minimums.



Thank you for the opportunity to review. If you have any questions, please contact us at 571-384-2943.

ATTACHMENT

A. Site Plan Markup

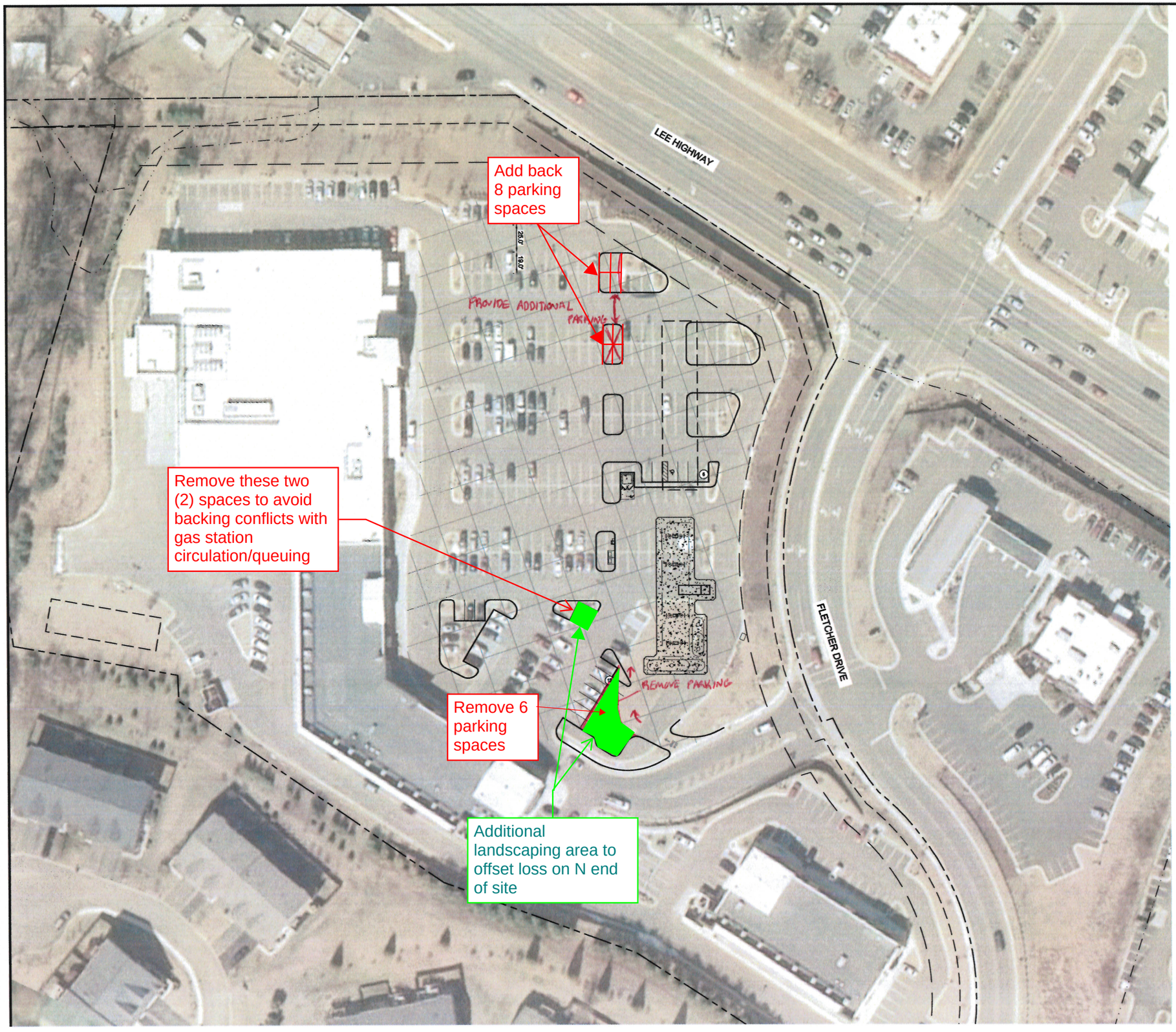
REFERENCES

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2. Virginia Department of Transportation. Traffic Operations and Safety Analysis Manual (TOSAM) – Version 2.0. February 2020.

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Attachment A
Site Plan Markup



ZONING
- ZONE: PUD
- USE: SHOPPING CENTER
- PARCEL ACREAGE: 11.67 ACRES

PARKING
- EXISTING PARKING SPACES WITHIN DELINEATED PARKING FIELD: 281
- EXISTING COMMERCIAL USE (HARRIS TEETER AND ADJACENT STRIP RETAIL) SF: 78,534 SF
- PROPOSED COMMERCIAL USE (HARRIS TEETERS, ADJACENT STRIP RETAIL AND HARRIS TEETER GAS STATION) SF: 81,570 SF
- PARKING REQUIREMENT PER CURRENT ZONING ORDINANCE: 1 PER 300 SF FOR FIRST 12,000 SF, 2 PER ADDITIONAL 1,000 SF
- REQUIRED PARKING: 179 SPACES
- PARKING SPACES TO BE REMOVED: 85
- PARKING SPACES PROPOSED W/GAS STATION: 19
- TOTAL PROVIDED WITHIN DELINEATED PARKING FIELD: 215
- PROPOSED PARKING RATE FOR AREA DELINEATED 2.64 SPACES PER 1,000 SF OF GFA
- INTERIOR LANDSCAPING REQUIREMENTS: 10% OF PARKING LOT
- INTERIOR LANDSCAPING PROVIDED: ±10.1%

Kimley»Horn
11400 COMMERCE PARK DRIVE,
SUITE 400
RESTON, VIRGINIA 20191
PHONE #: 703-674-1300

© 2019

NO.	DATE	REVISIONS

CLIENT: HARRIS TEETER

PROJECT: HARRIS TEETER FUEL CENTER
STORE #329 - WARRENTON
FLETCHER DRIVE
WARRENTON, VIRGINIA

OVERALL CONCEPT PLAN

DESIGNED BY:	CAH
DRAWN BY:	CAH
CHECKED BY:	KB
DATE:	05/28/2019
PROJECT#:	015640126

GRAPHIC SCALE IN FEET
0 20 40 80

EX-1

ZMA 2021-01/SUP2021-01
North Rock Harris Teeter Service Station

April 19, 2022

PLANNING COMMISSION WORK SESSION



PROPERTY LOCATION

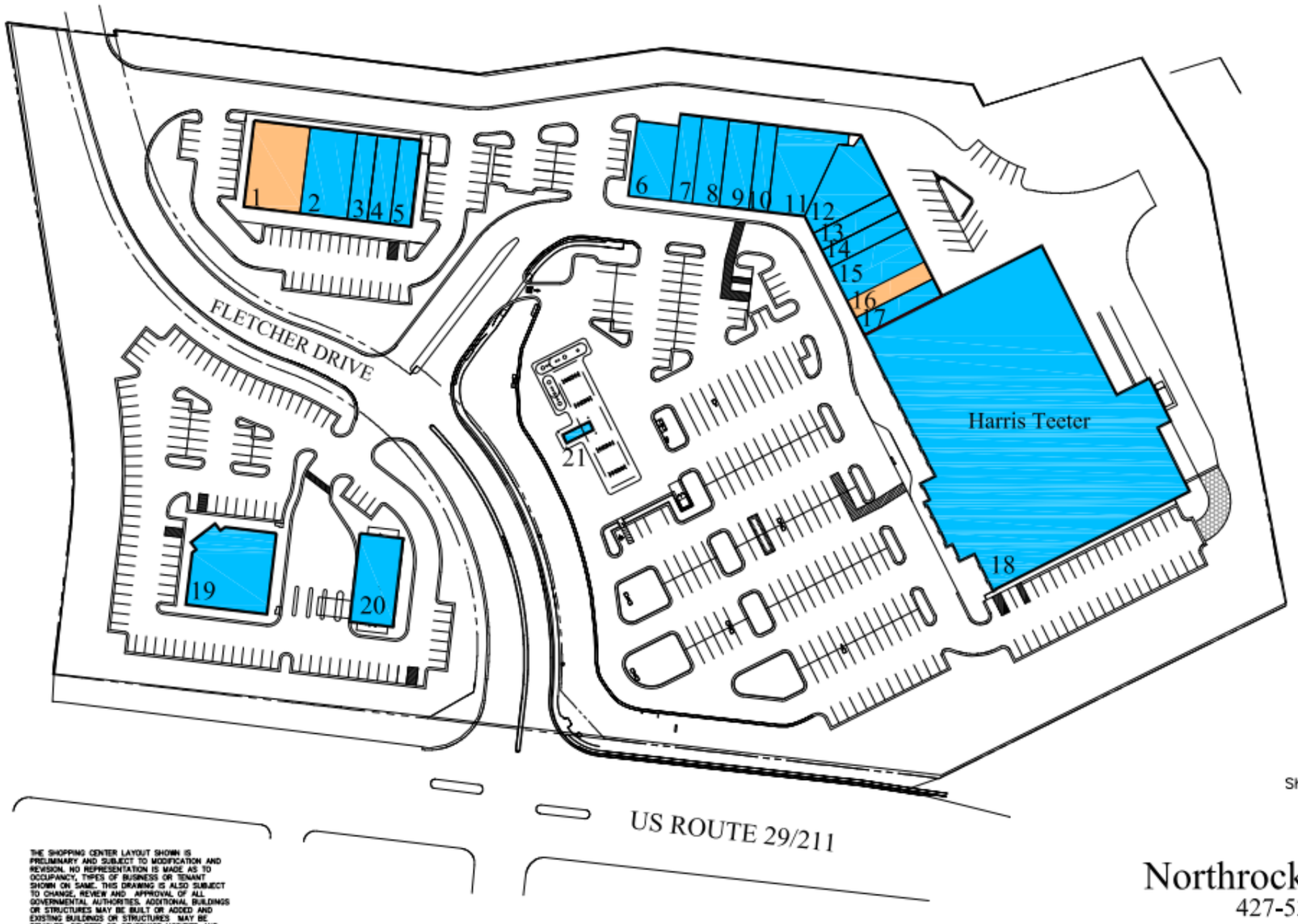
Northrock Shopping Center

SAUL CENTERS, INC.

100,432 SF

Warrenton, VA 20186

7501 Wisconsin Avenue
Suite 1500
Bethesda, Maryland
20814-6522
(301) 986-6200
www.saulcenters.com



Tenant List

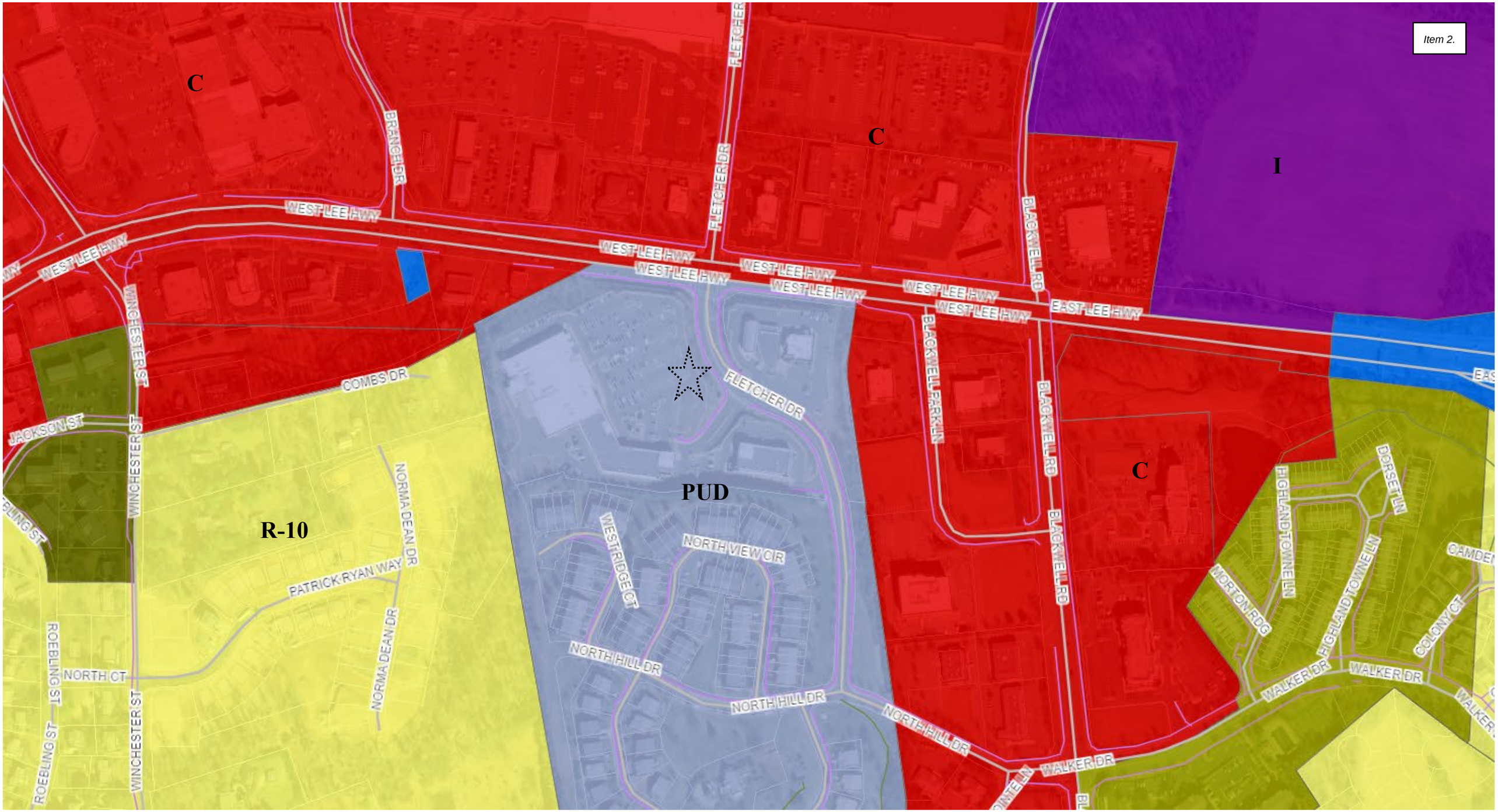
1	Available	4,200	SF
2	Novant Health	3,563	SF
3	T-Mobile	1,680	SF
4	ASAP Cleaners	1,700	SF
5	Sweet Frog	1,500	SF
6	Ledo Pizza	2,596	SF
7	Amazing Smile Dental Care	1,616	SF
8	Warrenton Eye Assocs.	2,000	SF
9	Club Pargdise Tanning Salon	2,223	SF
10	Mathnasium	1,410	SF
11	Mandarin Buffet & Sushi	3,900	SF
12	We Care Pharmacy	3,639	SF
13	Sharp Reliance Allstate Insurance	1,410	SF
14	Envy Nails & Spa	1,400	SF
15	Warrenton Jewelers	2,820	SF
16	Available	1,410	SF
17	Northrock Barbershop	1,410	SF
18	Harris Teeter	52,700	SF
	Total	91,114	SF
	Pad Sites		
19	Longhorn Steakhouse	5,695	SF
20	Capital One Bank	3,160	SF
21	Harris Teeter Gas Station	400	SF
	Total Pads	9,255	SF
	Shopping Center Total	100,432	SF

THE SHOPPING CENTER LAYOUT SHOWN IS PRELIMINARY AND SUBJECT TO MODIFICATION AND REVISION. NO REPRESENTATION IS MADE AS TO OCCUPANCY, TYPES OF BUSINESS OR TENANT SHOWN ON SAME. THIS DRAWING IS ALSO SUBJECT TO CHANGE, REVIEW AND APPROVAL OF ALL GOVERNMENTAL AUTHORITIES. ADDITIONAL BUILDINGS OR STRUCTURES MAY BE BUILT OR ADDED AND EXISTING BUILDINGS OR STRUCTURES MAY BE REMOVED, DELETED OR OTHERWISE MODIFIED AND THE LANDSCAPING AND PARKING LAYOUT IS SUBJECT TO CHANGE.

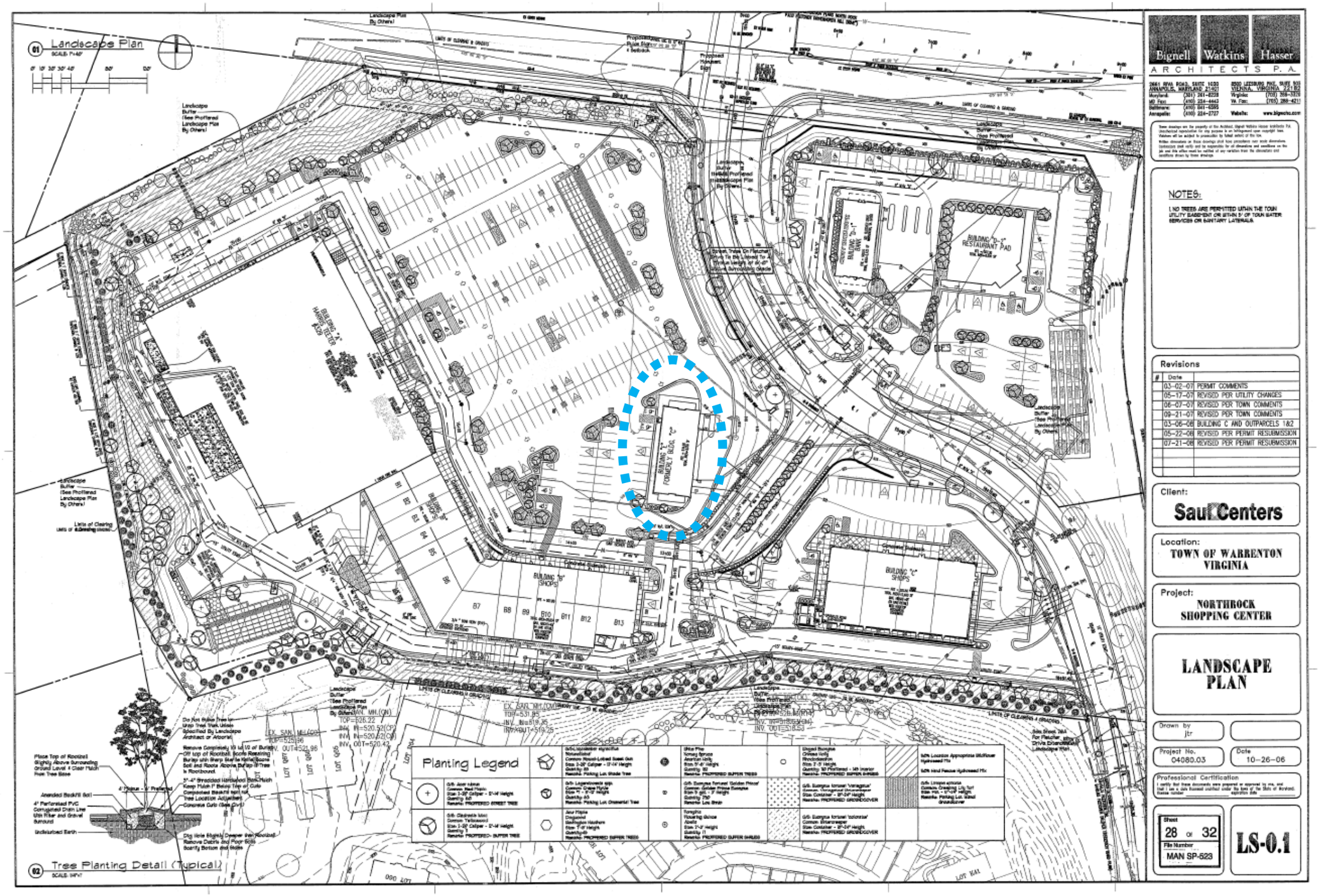
03.23.21

Northrock Shopping Center
427-530 Fletcher Dr
(intersection with U.S. Rte 29)
Warrenton, Virginia 20146

LEASE PLAN


C
C
I
R-10
PUD
C
WEST LEE HWY
EAST LEE HWY
BRANCH DR
FLETCHER DR
BLACKWELL RD
WINCHESTER ST
COMBS DR
JACKSON ST
NORMA DEAN DR
PATRICK RYAN WAY
ROEBLING ST
NORTH CT
WESTRIDGE CT
NORTH VIEW CIR
NORTH HILL DR
BLACKWELL PARK LN
WALKER DR
HIGHLAND TOWNE LN
DORSET LN
MORTON RDG
COLONY CT
CAMDEN

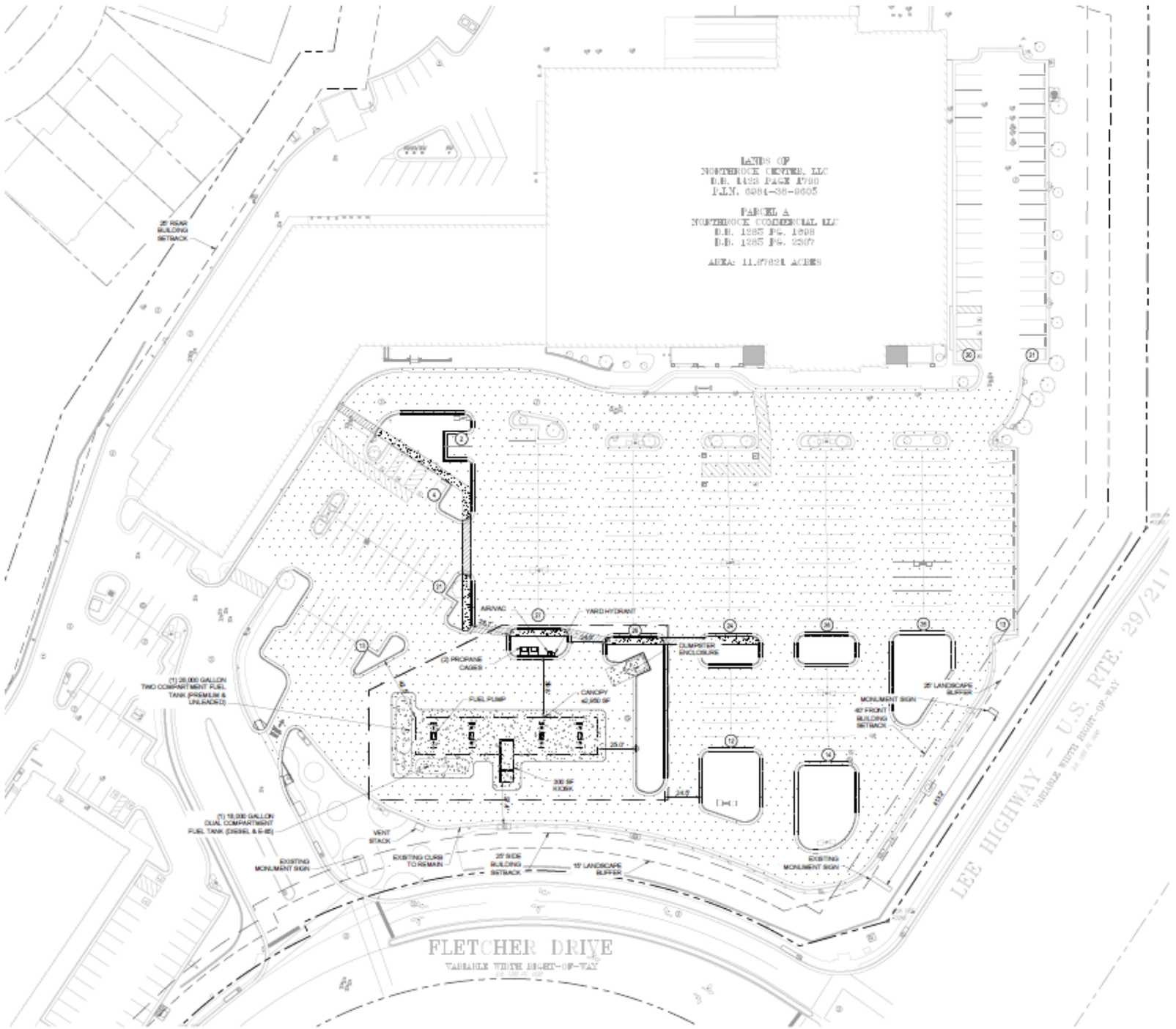
ZONING



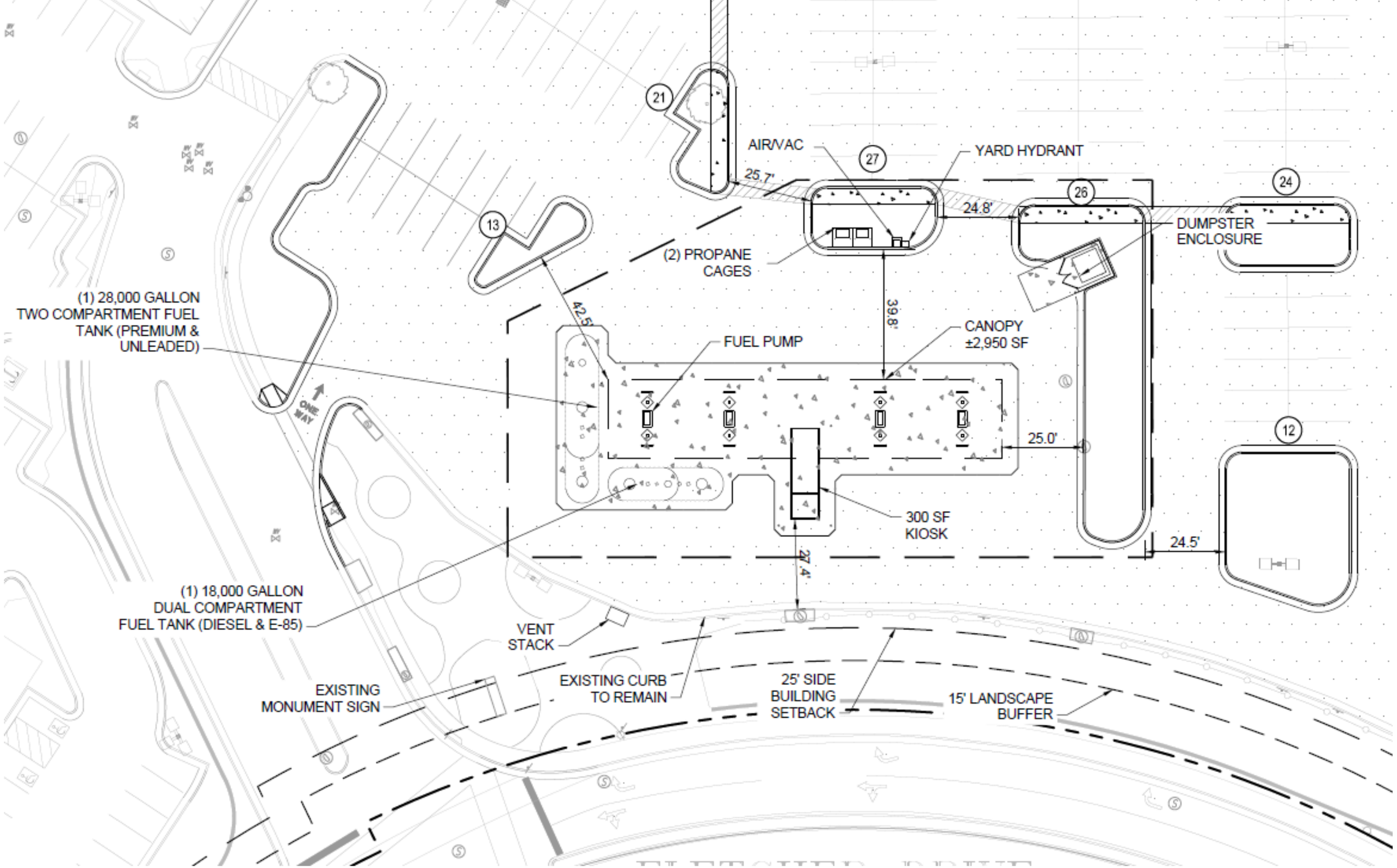
APPROVED LANDSCAPE PLAN

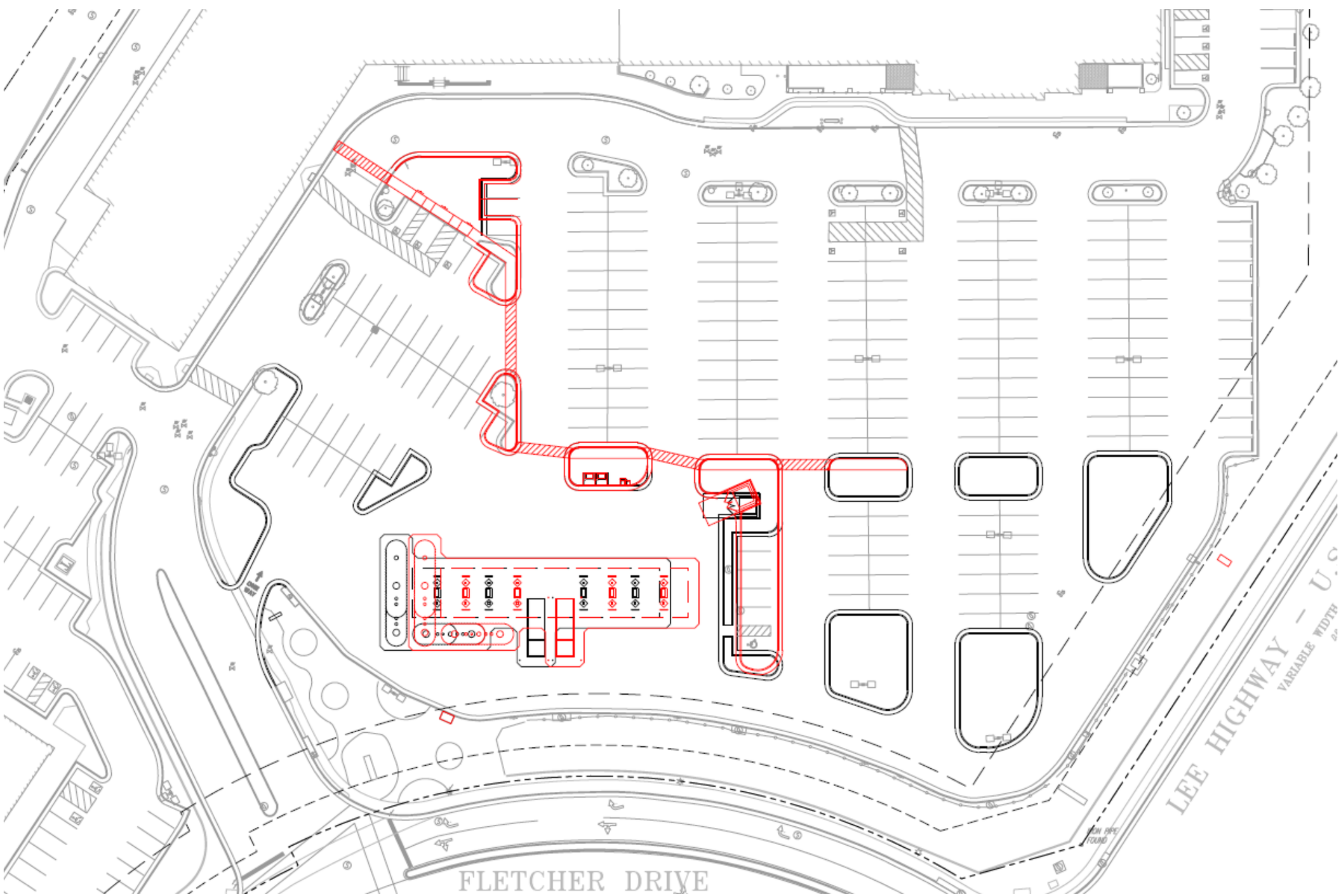


ILLUSTRATIVE PLAN



SPECIAL USE PERMIT PLAN


21
AIR/VAC
27
YARD HYDRANT
25.7'
24.8'
26
24
DUMPSTER
ENCLOSURE
13
(2) PROPANE
CAGES
(1) 28,000 GALLON
TWO COMPARTMENT FUEL
TANK (PREMIUM &
UNLEADED)
42.5'
39.8'
FUEL PUMP
CANOPY
±2,950 SF
ONE
WAY
25.0'
12
300 SF
KIOSK
24.5'
27.4'
(1) 18,000 GALLON
DUAL COMPARTMENT
FUEL TANK (DIESEL & E-85)
VENT
STACK
EXISTING
MONUMENT SIGN
EXISTING CURB
TO REMAIN
25' SIDE
BUILDING
SETBACK
15' LANDSCAPE
BUFFER



COMPARISON EXHIBIT



ZONING MAP AMENDMENT PLAN



Source: Google Earth Pro

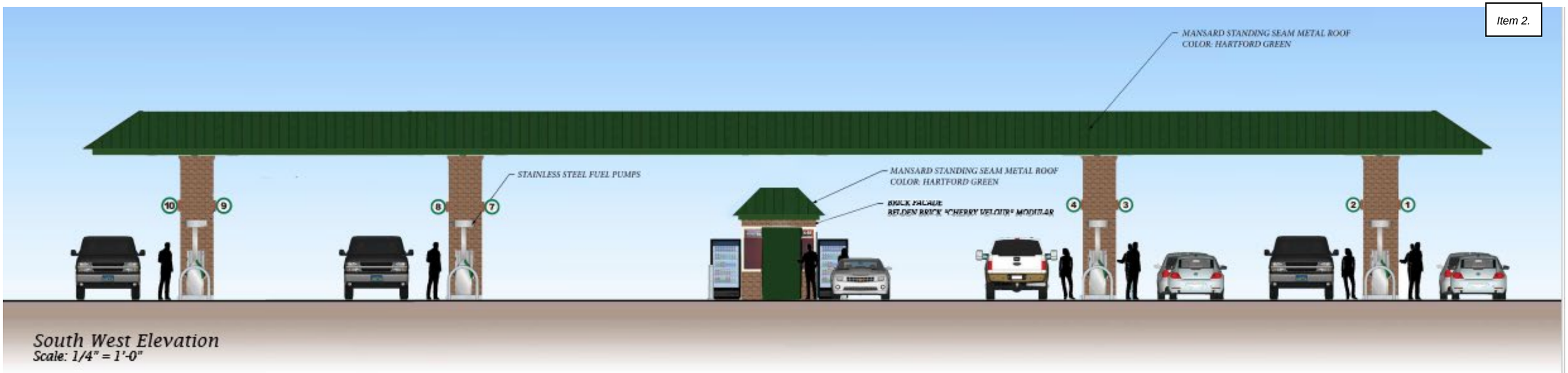
Kimley»Horn

Study Area Map
Harris Teeter Fuel Center

Figure 1-1
Page 6

TRAFFIC IMPACT ANALYSIS

- Traffic Impact Analysis (TIA) was prepared by Kimley-Horn
- Traffic counts were taken in November, 2019 (pre-COVID)
- Based on the trip generation rates in the ITE Trip Generation Manual, 10th Edition, the proposal will generate:
  - 30 primary vehicle trips in the AM peak hour
  - 80 primary vehicle trips in the PM peak hour
  - 74 primary vehicle trips during the Saturday peak hour
- The gas station will have a minimal impact on the study area intersections
- The capacity analysis of the future conditions with development shows that the increase in delay at the study intersections due to the proposed gas station are negligible
- No significant queueing is anticipated
- All queues are less than the available storage length



South West Elevation
Scale: 1/4" = 1'-0"



South East Elevation
Scale: 1/4" = 1'-0"

HARRIS TEETER FUEL CENTER - WARRENTON, VIRGINIA #329

ELEVATIONS



North East Elevation
Scale: 1/4" = 1'-0"



North West Elevation
Scale: 1/4" = 1'-0"

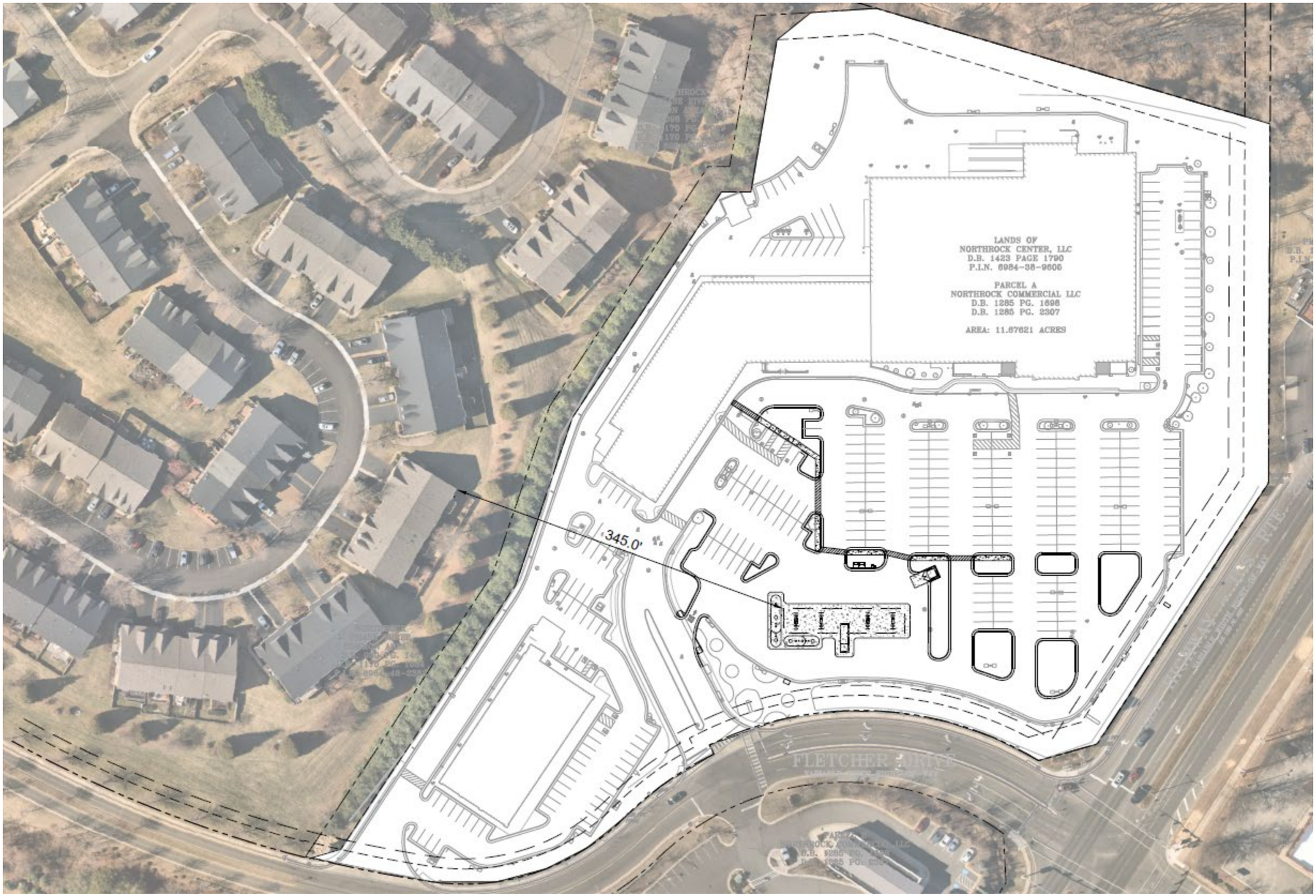
HARRIS TEETER FUEL CENTER - WARRENTON, VIRGINIA #329

CANOPY ELEVATIONS





FREESTANDING SIGN ELEVATION



DISTANCE EXHIBIT





DISTANCE AERIAL AND PHOTO

BROADLANDS LOCATION

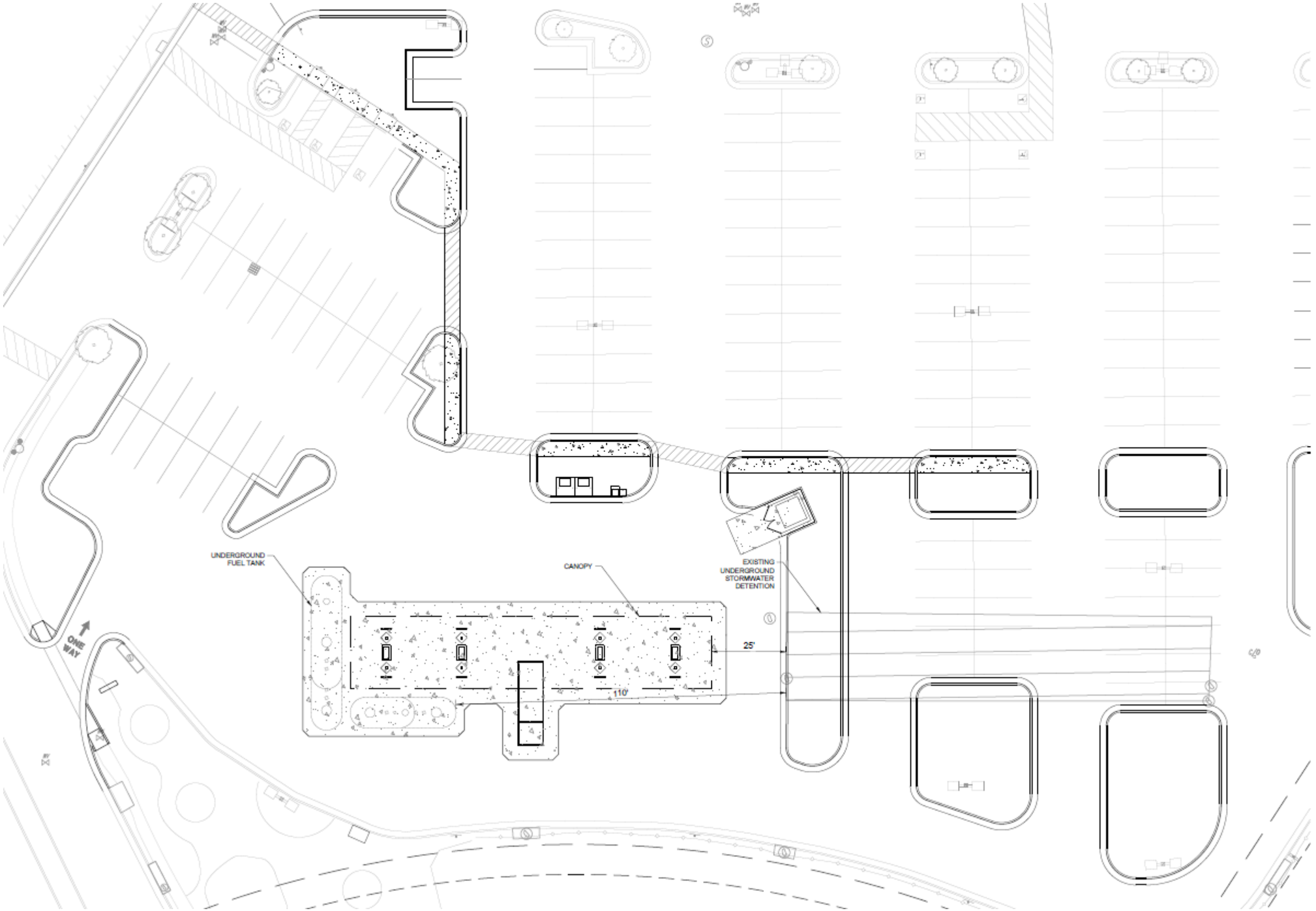
THANK YOU

April 19, 2022

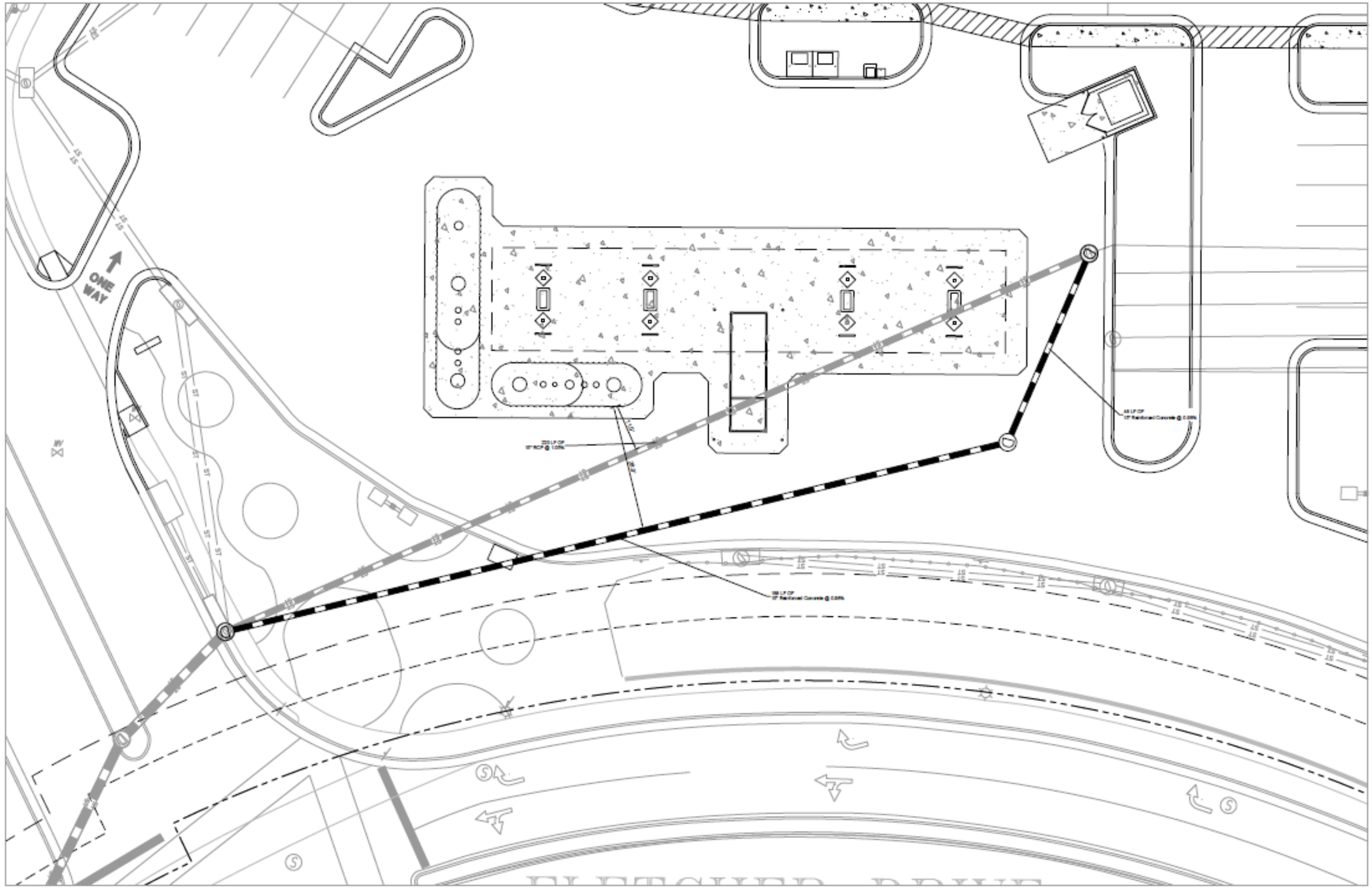
PLANNING COMMISSION WORK SESSION



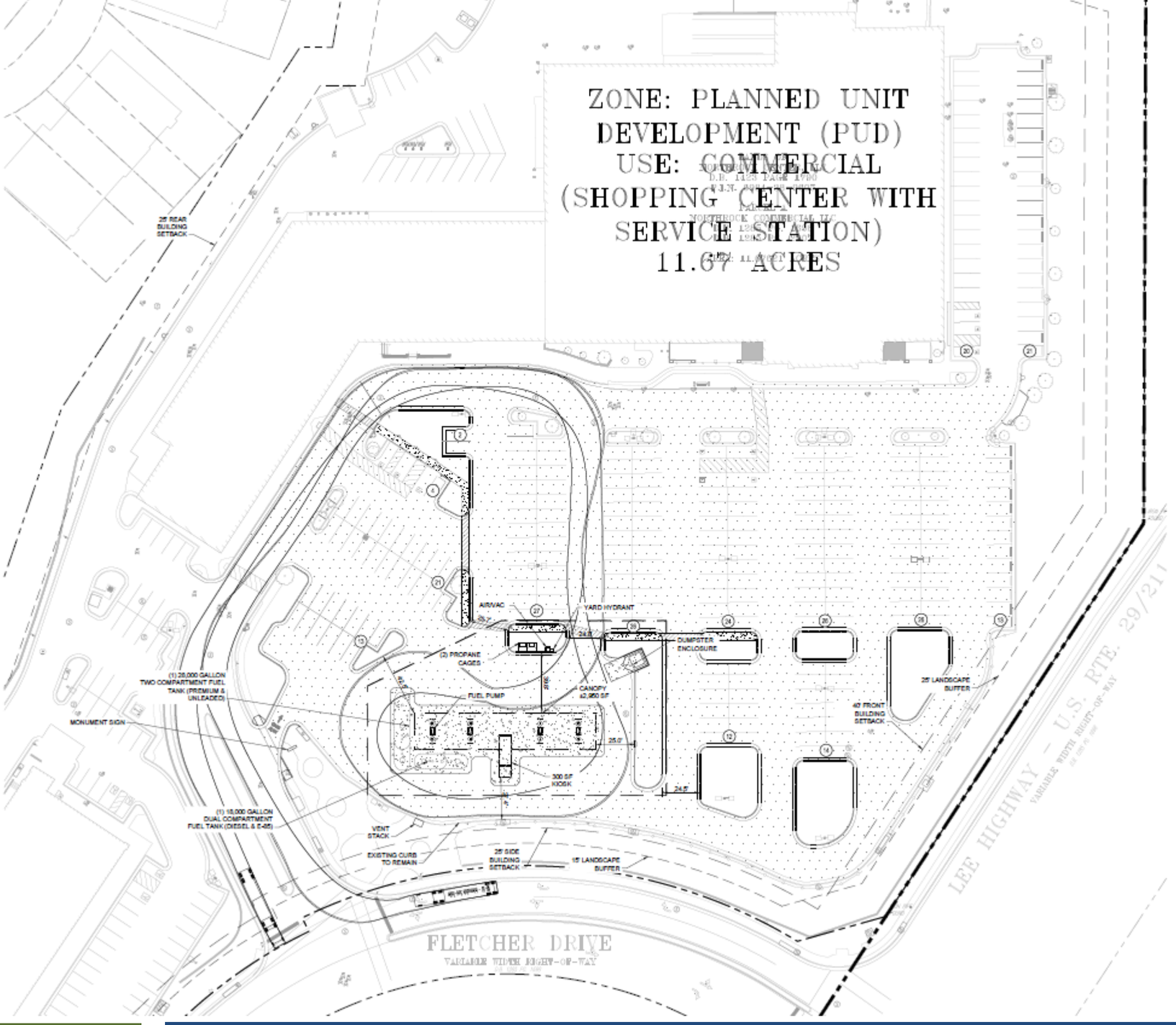
ILLUSTRATIVE PLAN



DISTANCE FROM EXISTING UNDERGROUND SWM DETENTION



PIPE RELOCATION



AUTO TURN ANALYSIS

RESOLUTION PURSUANT TO SECTION 11-3.9 OF THE ZONING ORDINANCE OF THE TOWN OF WARRENTON FOR APPROVAL OF APPLICATION FOR ISSUANCE OF A ZONING MAP AMENDMENT

WHEREAS, Harris Teeter, ("the Applicant"), seeks to amend the North Rock Planned Unit Development zoning district (ZMA 1998-02), located on the south side of Lee Highway, and hereinafter referred to as the "Property"; and

WHEREAS, the Town Council approved the North Rock Planned Unit Development Concept Plan on September 10, 1991, subject to certain conditions set forth in the Zoning Ordinance, including authorization, with the issuance of a Special Use Permit, for up to 100,000 square feet of commercial uses as were then permitted in the PUD District; and

WHEREAS, the Master Plan was amended November 10, 1998; and

WHEREAS, Special Use Permit 1998-7 was granted August 10, 1999 for 107,000 square-feet of Commercial space as a whole; and

WHEREAS, the property received a Zoning Letter of Determination from the Zoning Administrator on June 20, 2005, affirming part of the vested rights requested at that time; and

WHEREAS, the property received a Zoning Letter of Determination from the Zoning Administrator on June 2, 2017; and

WHEREAS, the Applicant has applied for a Zoning Map Amendment pursuant to §11-3.9.12 of the Zoning Ordinance, to include an eight (8) pump fuel station on the Master Development Plan in the North Rock Shopping Center at the property located within the Town of Warrenton, hereinafter the "Zoning Map Amendment"; and

WHEREAS, pursuant to §11-3.9 of the Zoning Ordinance upon petition of the Applicant for approval of the Zoning Map Amendment, the Planning Commission held a Public Hearing on July 19, 2022, and September 20, 2022, upon advertisement and notice properly given pursuant to §15.2-2204 of the Virginia Code; and

WHEREAS, the Town Council received and considered the recommendation of the Planning Commission for approval of the Zoning Map Amendment; and

WHEREAS, the Town Council of the Town of Warrenton held a Public Hearing on October 11, 2022, upon notice properly and duly given; and

WHEREAS, the Town Council has considered the impact of the requested use on the Town of Warrenton and on the facilities and systems listed in § 11-3.9-12 of the Zoning Ordinance for the Town of Warrenton; and

WHEREAS, the Town Council, in consideration of all of the foregoing, is of the opinion that the application for the issuance of the requested Zoning Map Amendment be approved subject to the Master Development Plan dated September 2, 2021, and proffers revised on September 23, 2022.

NOW THEREFORE BE IT RESOLVED, by the Town Council of Warrenton, Virginia doth **SPECIFICALLY FIND** that the application for issuance of a Zoning Map Amendment of the Applicant, to the Master Concept Plan for an eight (8) pump fuel station in the North Rock Shopping Center at the property located within the Town of Warrenton, with amended proffers that supersede previous proffers, complies with the spirit and intent of the provisions in the Zoning District where the property is located; and

BE IT FURTHER RESOLVED that the Town Council for the Town of Warrenton hereby **APPROVES** the application by the Applicant for issuance of a Zoning Map Amendment for the North Rock Shopping Center at the property located within the Town of Warrenton, pursuant to §11-3.9.12 of the Zoning Ordinance for the Town of Warrenton.

RESOLUTION PURSUANT TO SECTION 11-3.10.3 OF THE ZONING ORDINANCE OF THE TOWN OF WARRENTON FOR APPROVAL OF APPLICATION FOR ISSUANCE OF A SPECIAL USE PERMIT

WHEREAS, Harris Teeter, ("the Applicant"), is the requesting Special Use Permit approval of a certain parcel of land within the North Rock Planned Unit Development, approximately 0.48 acres, located on the south side of Lee Highway and hereinafter referred to as the "Property"; and

WHEREAS, the Applicant has applied for a Special Use Permit pursuant to Section 11-3.10.3 of the Zoning Ordinance, for an eight (8) pump fuel station in the North Rock Shopping Center at the property located within the Town of Warrenton, hereinafter the "Special Use Permit"; and

WHEREAS, pursuant to §11-3 of the Zoning Ordinance upon petition of the Applicant for approval of the Special Use Permit, the Planning Commission held a Public Hearing on September 20, 2022, upon advertisement and notice properly given pursuant to §15.2-2204 of the Virginia Code; and

WHEREAS, the Town Council received and considered the recommendation of the Planning Commission for approval of the Special Use Permit; and

WHEREAS, the Town Council of the Town of Warrenton held a Public Hearing on October 11, 2022, upon notice properly and duly given; and

WHEREAS, the Town Council has considered the impact of the requested use on the Town of Warrenton and on the facilities and systems listed in Section 11-3.10.3 of the Zoning Ordinance for the Town of Warrenton; and

WHEREAS, the Town Council, in consideration of all of the foregoing, is of the opinion that the application for the issuance of the requested Special Use Permit be approved subject to certain conditions; now, therefore, be it

RESOLVED by the Town of Warrenton Town Council on this 11th day of October 2022, that SUP 2021-01 be, and is hereby, approved, subject to the Conditions of Approval dated September 14, 2022.

Office of the Town Manager
Christopher E. Martino

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

STAFF REPORT

Council Meeting Date:	October 11, 2022
Agenda Title:	Special Use Permit 2022-04 Oak View National Bank Drive-Thru
Requested Action:	Hold a Public Hearing for SUP 2022-04
Department / Agency Lead:	Community Development
Staff Lead:	Millie Latack, Preservation Planner

EXECUTIVE SUMMARY

The applicant, DHR Engineers PLC, and owner, Oak View National Bank, are requesting, per Article 3-4.10.3 Permissible Uses by Special Use Permit (SUP), to allow for a two-lane drive-thru in a future bank. The application were officially accepted on June 9, 2022. A bank is an allowable use by-right in the current zoning while drive-thrus require approval through an SUP. The property is zoned Commercial, and the Comprehensive Plan identified the property as Health and Wellness Mixed-Use on the Future Land Use Map. The subject parcel (GPIN 6984-04-7890-000) is a vacant parcel located on the corner of Waterloo Street and Garrett Street and is approximately +/- 1.2378 acres. The planning commission discussed grading concerns, by-right versus drive-thru transportation impacts, and the history of the property. The Planning Commission voted to recommend approval to Town Council.

BACKGROUND

The parcel is a currently vacant site located at the corner of Waterloo Street and Garrett Street. The 1.2378 acre site originally had a structure likely demolished in 2005 and has been vacant since. The immediate uses surrounding the parcel include the Burke Building, State Farm Insurance (Mon-Fri 9AM-5PM), and Waterloo Station (varying hours for several businesses ranging Sun-Sat 9AM-10:30PM).

The Applicant has noted the possibility of a future second story, but the provided elevations are single-story. An SUP amendment would be required if the elevations are to be conditioned, as proposed in the draft Conditions of Approval.

The Planning Commission held a Public Hearing September 20, 2022, on the proposal. A few members of the public spoke raising concerns to the transportation impact on Waterloo Street and light pollution. Further discussion of the Commission included grading issues and impact on stormwater with adjoining parcels. In a 4-1 vote with Commissioner Zarabi against, the Planning Commission passed the vote to recommend approval of the SUP 22-4, Oak View Bank Drive-Thru, contingent on the draft Conditions of Approval, dated September 20, 2022, that allows for a drive-thru use.

STAFF RECOMMENDATION

Hold a public hearing and support or modify the Planning Commission recommendation.

Service Level / Policy Impact

The Comprehensive Plan regards the gateway of Waterloo Street as an important transition that speaks to the character of the historic residential neighborhoods and the commercial areas from the Broadview District to the Old Town District. The proposed plan appropriately melds the architectural setting of the residential structures down Waterloo with the existing commercial in the adjoining parcels. The elevations and parcel perimeter landscape strip aid in softening the visibility of the drive-thru, blending it into the structure to create a modern commercial development with historic quality architectural details.

Fiscal Impact

As the parcel has been vacant for so long, the proposal improves upon the economic use with consideration to surrounding uses.

Legal Impact

The parcel owner and neighboring property owner for Waterloo Station have established an agreement to have a joint entrance off Waterloo Street on March 31, 2022.

ATTACHMENTS

1. Attachment A – Maps
2. Attachment B – Staff Analysis
3. Attachment C – Draft Conditions
4. Attachment D – Supporting Materials
5. Attachment E – Resolution

Attachment A - Map

VICINITY MAP



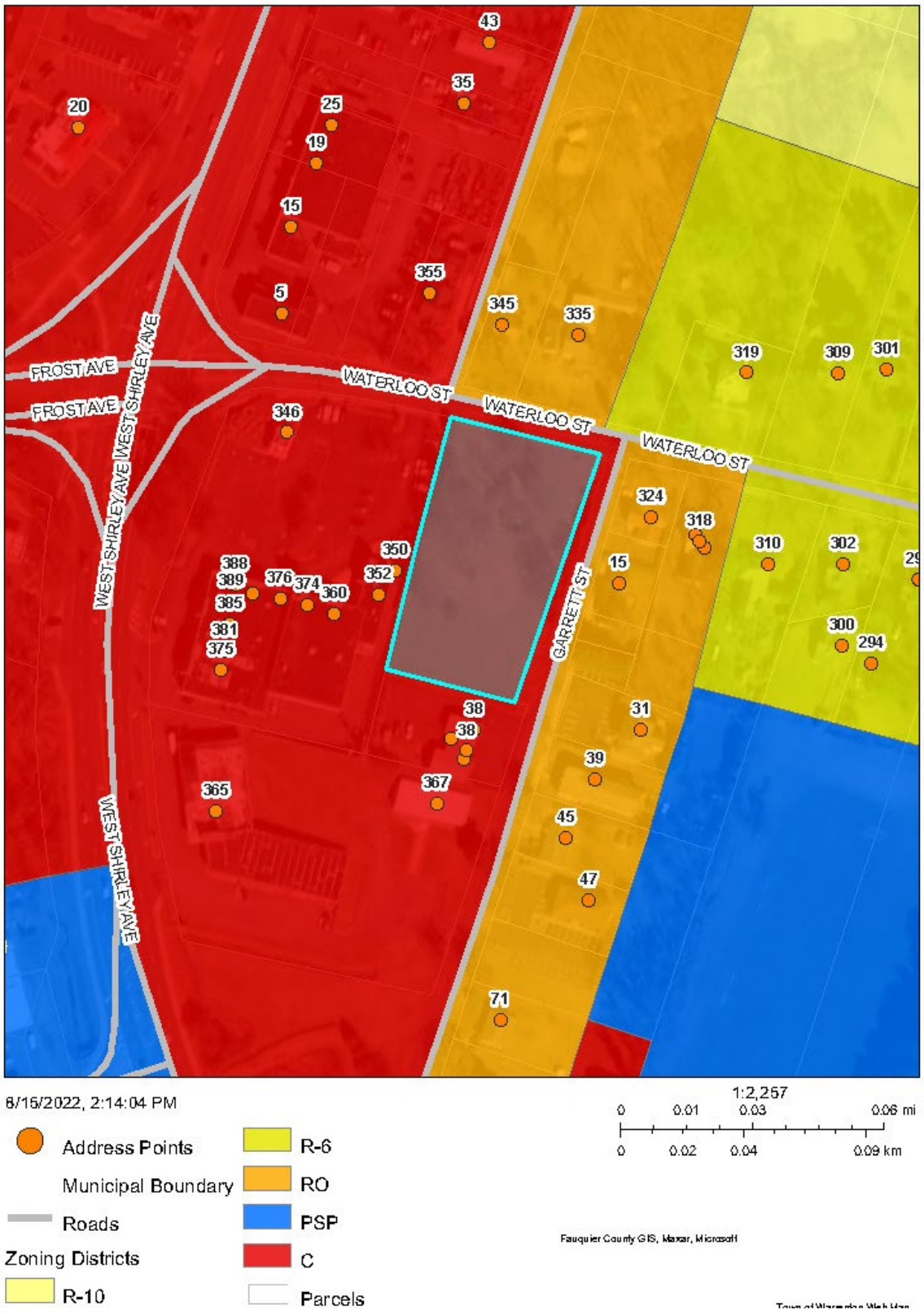
Attachment A - Map

AERIAL MAP



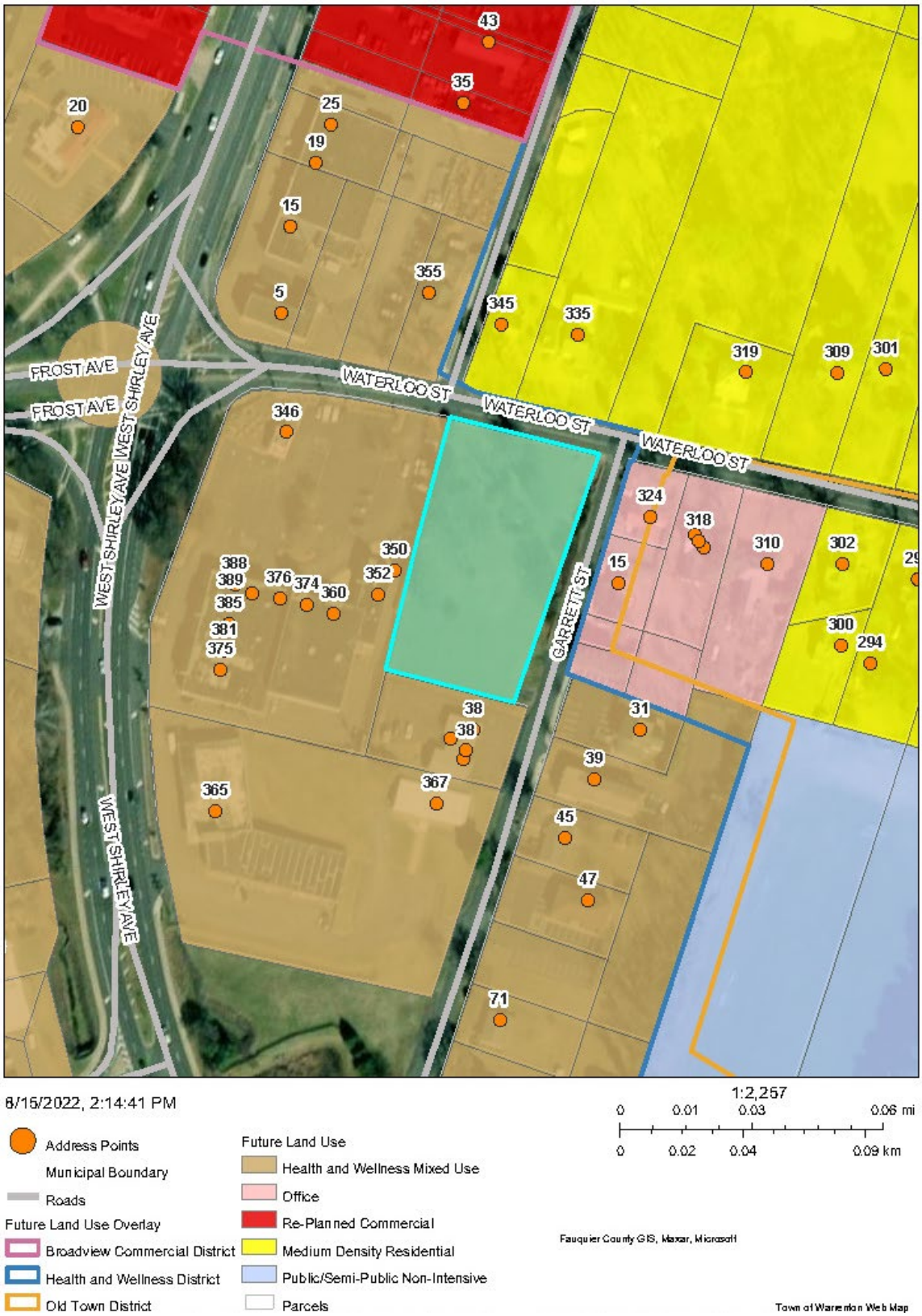
Attachment A - Map

EXISTING ZONING MAP



Attachment A - Map

FUTURE LAND USE MAP



Staff Analysis

Summary

Applicant/Owner: DRH Engineers PLC / Oak View National Bank

Representative: David Hall

Request: The Applicant is requesting approval for a drive-thru to be located in a by-right bank at an empty parcel on the corner of Garrett Street and Waterloo Street (6984-04-7890-000).

	Existing	Proposed Use
Parcel Site Acerage	+/- 1.2378 Acres	+/- 1.2378 Acres
SUP/site area	1.2378 SF	1.2378 SF
Parking	0 Spaces	43 Spaces
Number of Employees	N/A	26 employees
Hours of Operation	Currently Vacant	Mon-Thurs 8:30AM-4PM Fri 8:30AM-6PM Sat 9AM-12PM

Site Location: The site is a currently vacant lot, historically numbered 340 Waterloo Street (see maps in Attachment A), east adjacent to Waterloo Station (GPIN 6984-04-7890-000).

Comprehensive Plan: The site is designated Health and Wellness Mixed-Use within the Health and Wellness Character District.

Zoning: The site is zoned Commercial.

Surrounding Land Uses:

Direction	Zoning	Current Land Use
North	Residential Office	Dok Klaus Computer Care
South	Commercial	Burke Building (Virginia Horse Racing)
East	Residential Office	State Farm Insurance Law Offices
West	Commercial	Waterloo Station

Analysis

This analysis is based on the Comprehensive Plan, Zoning Ordinance, and review comments by Town Departments. The standards/analysis tables in the sections below contain the criteria for Planning Commission and Town Council consideration of Special Use Permits, per Article 11-3.1.3.

This request for a Special Use Permit for Oak View National Bank to allow for a drive-thru, in accordance with Article 3-4.10.3 and Article 11-3.10 of the Town Zoning Ordinance.

The following table summarizes the area characteristics (see maps in Attachment A):

Direction	Land Use	Future Land Use Map Designation	Zoning
North	Burke Building (Virginia Horse Racing)	Medium Density Residential	Residential Office
South	State Farm Insurance	Health and Wellness Mixed Use	Commercial
East	Law Offices	Office	Residential Office
West	Waterloo Station	Health and Wellness Mixed Use	Commercial

The parcel is a currently vacant site located at the corner of Waterloo Street and Garrett Street (GPIN 6984-04-7890-000). The 1.2378 acre site originally had a structure likely demolished in 2005 and has been vacant since. The immediate uses surrounding the parcel include the Burke Building, State Farm Insurance (Mon-Fri 9AM-5PM), and Waterloo Station (varying hours for several businesses ranging Sun-Sat 9AM-10:30PM).

Comprehensive Plan Future Land Use Analysis

Plan Warrenton 2040 labels this parcel in the Future Land Use Map within the Health and Wellness Character District. The Health and Wellness designation notes the district needs to, "[*create] a significant transition to Old Town District [requiring] redevelopment of the commercial properties east of the intersection, with traffic calming roadway treatments and an architectural "gateway" element as part of the redevelopment of property, signifying the entrance into a historic district.*"

Further consideration of the relationship to the character district is described in the Character District Design Guidebook as follows:
"It will maintain the consistent street frontage with a range of two to five levels with a 20-foot minimum (top of parapet) for commercial uses, along Frost, Broadview, and Shirley avenues, stepping down to one to three stories along the edge of Waterloo Road."

Standard	Analysis
Whether the proposed Special Use Permit is consistent with the Comprehensive Plan.	The proposed use falls within the future land use designation of Health & Wellness Mixed-Use as listed in the Comprehensive Plan.
The compatibility of the proposed use with other existing or proposed uses in the neighborhood, and adjacent parcels.	The proposed parcel is surrounded by commercial retail uses on the west side of the property and office space on the south and east side of the property offering compatible uses.

Staff Findings

The location of the proposed use is set within an important transition to Old Town Warrenton and notable residential neighborhoods. A consistent note in the Comprehensive Plan regarding the gateway of Waterloo Street is the importance of an appropriate transition that speaks to the character of the historic residential neighborhoods and the commercial areas from the Broadview District to the Old Town District. The proposed plan appropriately melds the architectural setting of the residential structures down Waterloo with the existing commercial in the adjoining parcels. The elevations and parcel perimeter landscape strip aid in softening the visibility of the drive-thru, blending it into the structure to create a modern commercial development with historic quality architectural details.

Zoning Analysis

The legislative intent of the Commercial District is to simultaneously encourage appropriate and timely land development while assuring suitable design by prohibiting uses that would create undue impacts on the surrounding residential areas.

Standard	Analysis
The level and impact of any noise emanating from the site, including that generated by the proposed use, in relation to the uses in the immediate area.	The Statement of Justification notes there will be minimal noise impact that is consistent with typical vehicular traffic at a slow-moving pace or stopped in the drive-thru lanes. Bank Tellers will communicate through speakers just loud enough to be effective. Hours of operation are within the hours permitted for business noises at night near residents per Town Code Section 11-19.
The proposed location, lighting and type of signs in relation to the proposed use, uses in the area, and the sign requirements of this Ordinance.	Three building and two monument signs with electronic messages boards are proposed. All are depicted in the elevations, while details for the monument signs within in the SUP Plan.

Standard	Analysis
The location and area footprint with dimensions (all drawn to scale), nature and height of existing or proposed buildings, structures, walls, and fences on the site and in the neighborhood.	An SUP plan has been provided showing the general location of the proposed structures. There is an existing stone retaining wall noted on the existing conditions. The Applicant has noted a portion of the retaining wall will be removed for the joint Waterloo entrance but would otherwise remain. An existing brick masonry wall on Garrett Street has also been noted and will be removed.
The nature and extent of existing or proposed landscaping, screening and buffering on the site and in the neighborhood.	The Applicant has stated all existing trees will require removal for construction. New landscaping is shown around the perimeter of the property on the SUP Plan.
The timing and phasing of the proposed development and the duration of the proposed use.	The applicant seeks approval for two lanes but will only implement one during development of the site. The second lane and ATM will be added if the need arises due to customer demand.
Whether the proposed Special Use Permit at the specified location will contribute to or promote the welfare or convenience of the public.	The project will add sidewalk along Garrett Street and realign the Waterloo Street entrance to the Waterloo Station Shopping Center with Sullivan Street, creating one combined entrance on Waterloo Street.
Whether, in the case of existing structures proposed to be converted to uses requiring a Special Use Permit, the structures meet all code requirements of the Town of Warrenton.	The only existing structures on the property include two retaining walls.
The location, character, and size of any outdoor storage.	No outdoor storage is proposed.
The location of any major floodplain and steep slopes.	No floodplain is located on site. There are some steeper slopes along the western side of the property line.
The location and use of any existing non-conforming uses and structures.	The parcel is considered vacant.
The location and type of any fuel and fuel storage.	There is a generator and enclosure listed on the SUP Plan adjoining the refuse enclosure. No specific fuel storage areas are noted on site.
The location and use of any anticipated accessory uses and structures.	An ATM is located within the closest drive-thru lane to the building.
The area of each proposed use.	The proposed site area is 1.2378 acres. The bank is proposed as a 7,795 square- foot facility.
The location and screening of parking and loading spaces and/or areas.	Proposed landscaping is shown around the parking spaces. One loading area is located on site. All landscaping requirements will need to be shown on the SDP.

Standard	Analysis
The location and nature of any proposed security features and provisions.	There are none noted.
Any anticipated odors which may be generated by the uses on site.	None proposed.
Refuse and service areas.	A refuse area is proposed along the back corner of the property. Screening details are not provided but appears to have a wall/fence around it.
Whether the proposed Special Use Permit will result in the preservation or destruction, loss or damage of any significant topographic or physical, natural, scenic, archaeological or historic feature.	The property has some topographical challenges along the western side of the property that has a proposed five-foot-wide landscape strip along the existing retaining wall. There are also elevation changes along Garrett Street where the existing retaining wall is located. It is not clear how the retaining walls are to be handled.
The effect of the proposed Special Use Permit on environmentally sensitive land or natural features, wildlife habitat and vegetation, water quality and air quality. The location of any major floodplain and steep slopes.	No sensitive lands are noted on the SUP. Existing vegetation will require removal for the construction of the building.
The glare or light that may be generated by the proposed use in relation to uses in the immediate area.	Lighting details other than building up lights not provided, but the application states that any lighting will meet Zoning Ordinance requirements. However, the elevation is showing building lighting with upplight fixtures that are not permitted. In addition, the proposed lighting for the signs (building and monument) will need to be at least 50 feet away from the adjacent Residential Zoning District boundaries. Illuminated signs within 300 feet of any residential district must be extinguished between the hours of 12:00 midnight and 7:00 am, except for any time during that period when the use is legally open for business.

Staff Findings

Signage, elevation treatments, and existing landscaping are not provided in complete detail. The SUP Plan and Statement of Justification note these elements will be completely vetted at time of site plan conforming to Town regulations.

The varying elevation changes on site cause concern for required retaining wall installations. Walls located along or adjacent to sidewalks would not promote the mobility of pedestrians as encouraged in the Comprehensive Plan. The parcel would not follow the transition of the commercial to residential as

appropriately, creating a visual division in the streetscape. Staff has proposed a condition to prevent any such retaining walls against the sidewalks, as details on how the elevation changes will be mitigated are to be provided at site plan.

Transportation and Circulation Analysis

The primary transportation and circulation goal for the Town of Warrenton is to *"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."* The Transportation and Circulation section of the Comprehensive Plan sets out policies and objectives that work to further this goal. The section includes recommendations addressing improvements for pedestrian use, new street connections, parking and sidewalks, trails, cost sharing, traffic calming techniques, safety, and signage.

Specifically, within the Health and Wellness District, the Comprehensive Plan calls for a need to continue a streetscape plan that promotes a consistent walking experience. This emphasis on walkable access is an important and consistent theme within the district to provide for alternative modes of transportation. This allows for encouraging improvement on health and living within a mixed-use community.

Standard	Analysis
The traffic expected to be generated by the proposed use, the adequacy of access roads and the vehicular and pedestrian circulation elements (on and off-site) of the proposed use, all in relation to the public's interest in pedestrian and vehicular safety, efficient traffic movement and access in case of fire or catastrophe.	The applicant notes that traffic for the site will be consistent with the traffic patterns noted on the SUP Plan and has established an agreement with the adjoining property owner to have a joint entrance to mitigate traffic concerns throughout the site. Traffic generation is noted at 783 per day with 50% (393 trips) utilizing the Waterloo Street entrance, and 50% (392 trips) utilizing the Garrett Street entrance.
Whether the proposed use will facilitate orderly and safe road development and transportation.	

Staff Findings

The Applicant has worked with the Town and VDOT in consideration of the Broadview Safety Improvements Project which will encompass the Waterloo joint entrance. The solution is a plan designed to align with the projected transportation improvements and prepare for their implementation. Alignment of the Waterloo Station joint entrance with Sullivan Street aides in creating a suitable, safer four way intersection.

The proposed improvements to transportation infrastructure are needed and align to the goals of the Comprehensive Plan. The internal circulation and pedestrian safety are factors that will be integral to site success having created inter-parcel connectivity to Waterloo Station. The SUP Plan notes Garrett Street will be widened to accommodate a sidewalk down the east side of the parcel where none currently exist. Adding and continuing sidewalks around the site perimeter with internal crosswalks will continue the safety of pedestrians.

Community Facilities and Services Analysis

Public community facilities in the Town are provided by the Town, Fauquier County, and other public

groups for the benefit of all residents. The availability and quality of these facilities, that include, schools, libraries, hospitals, parks, police and fire and rescue services, are evaluated when people are considering moving into the Town or nearby area. The provision of these facilities adds to the desirability of living in the Town. The Comprehensive Plan's primary community facilities and services goals for the Town of Warrenton are:

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.*
2. *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.*
3. *Promote sustainability in all Town-owned facilities.*
4. *Reinforce the role of County community facilities into the Town fabric.*
5. *Promote livability through properly located Town services, schools, libraries, courts, and County administrative functions.*
6. *Support the connection of residential dwellings to public water and sewer.*
7. *Provide a high quality of life to capture economic benefits through diverse businesses, employers, and residences.*

Public services are essential to the community structure and quality of life, as well as to long-term economic vitality. They support existing and planned developments and contribute to the health, safety, education and general welfare of Warrenton residents.

Standard	**Analysis**
Whether the proposed Special Use Permit will be served adequately by essential public facilities, services and utilities.	There is an existing water and sewer system on the parcel that is outdated. The Town will serve the parcel, given the connections are updated to accommodate the new service.
The location of any existing and/or proposed adequate on and off-site infrastructure.	

Staff Findings

The varying elevation changes of the site and general height in relationship to the Waterloo Station parcel will have potential for greater stormwater runoff challenges. The Applicant has provided general solutions for this with detailed information to align with the Town's Stormwater Management Program at time of site plan.

Economic Resources Analysis

An economic goal of Plan Warrenton 2040 is to promote a diverse, equitable stable tax base while preserving the character of the community. This has been noted to be accomplished in the Health and Wellness District by, "*[promoting] 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.*"

Standard	Analysis
Whether the proposed Special Use Permit use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.	The proposal will utilize a parcel that is vacant creating a new economic use.
The number of employees.	Approximately 26 employees noted.
The proposed days/hours of operation.	Monday -Thursday 8:30 AM until 4:00 P.M. Friday 8:30 AM- 6:00 P.M. Saturday 9:00 A.M. - 12:00 P.M.

Staff Findings

The proposal aligns with the Comprehensive Plan goal of mixed-use, in the horizontal sense, as a transition from commercial retail stepping down to institution or banking to residential office to, finally, transition into the existing residential neighborhoods. As the parcel has been vacant for so long, the proposal improves upon the economic use with consideration to surrounding uses.

Agency Comments

The following agencies have reviewed the proposal. Individual comments attached:

Community Development
Warrenton Police Department
Public Works & Utilities

Attachment C – Special Use Permit Pla
Dated September 20, 2022

STAFF PROPOSED CONDITIONS OF APPROVAL
Owner: Oak View National Bank
Applicant: DRH Engineers PLC
Special Use Permit: SUP 22-4
Address: 340 Waterloo Street
GPIN 6984-04-7890-000 (the "Property")
Special Use Permit Area: approximately 1.2378 acre parcel
Zoning: Commercial
Date: September 20, 2022

In approving a Special Use Permit, the Town Council may impose such conditions, safeguards and restrictions as may be necessary to avoid, minimize or mitigate any potentially adverse or injurious effect of such special uses upon other properties in the neighborhood, and to carry out the general purpose and intent of this Ordinance. The Council may require a guarantee or bond to ensure that compliance with the imposed conditions. All required conditions shall be set out in the documentation approving the Special Use Permit (SUP).

1. Site Development – The property shall be developed in general conformance with these conditions and the Special Use Permit 22-4, Special Use Permit Plans for Oak View National Bank (the "Plan"), pages 1-7, prepared by DRH Engineers, PLC dated July 20, 2022. The Town shall review the site plan, as built, and all associated permits for such conformance.

2. Use Parameters –
   a. Special Use Permit Area – The special use permit shall apply to the identified area on the Plan consisting of approximately 1.2378 acres located on the corner of Garrett Street and Waterloo Street on the vacant property (GPIN 6984-04-7890-000).
   b. Use Limitations – The use shall be limited to a two-lane drive through facility.

3. Deliveries and Refuse – All refuse and recycling pickup is the responsibility of the applicant/owner as the Town does not supply commercial trash service. Deliveries, recycling, and refuse/ solid waste pick-up shall follow the Town Code Section 11-19(9). All refuse and recycling shall be screened.

4. Lighting – All outdoor lighting shall conform to the Zoning Ordinance and be full cut-off and designed to prevent sky glow and light trespass at time of site plan.

5. Signs –
   a. All signage shall be constructed in general conformance with the SUP Plans referenced in Condition 1, as shown and shall comply with any Zoning Ordinance regulations at that time.
   b. Unless otherwise permitted by the Zoning Ordinance, temporary signs, banners, balloons, streamers, garrison flags, or similar attention-getting devices shall be strictly prohibited.

6. Topography – no retaining walls shall be constructed adjacent and parallel to the sidewalk.

7. Stormwater Management – The site is to be planned and designed under the Virginia's Runoff Reduction requirements for Stormwater Management (SWM) and in compliance with the Town of Warrenton's SWM Ordinance. The Town shall review the site plan, as built, and all associated permits for such conformance.

8. Transportation and Traffic –
    a. There shall be no vehicle stacking into the public right-of-way awaiting drive-through service.
    b. The property owner is responsible for maintaining all interior directional signage and wayfinding to maintain the safety of pedestrians and vehicles.
    c. The Owner shall be responsible for the installation of a high visibility crosswalk from the property's ADA compliant sidewalk across Garrett Street in coordination with the Town Public Works Department prior to occupancy.
    d. At time of site plan, an easement shall be recorded in conformance with the Joint Entrance Agreement dated March 31, 2022.

STATEMENT OF JUSTIFICATION

Oak View National Bank
Special Use Permit
Revised 07/20/22

Applicant, Oak View National Bank, requests Special Use Permit approval for a drive-through window in connection with its development of a new banking location on its property located at the intersection of Waterloo Street and Garrett Street in the Town of Warrenton, Virginia. The property is shown as Fauquier P.I.N. 6984-04-7890-000 containing 1.2378 acres and is zoned to the C-Commercial zoning district. The preliminary proposed site plan showing the location of the new bank building with other pertinent exterior features including the location of the proposed drive-through window, two drive-through lanes, parking, landscaping, future ATM location, etc. is as shown on the proposed site plan prepared by DRH Engineers, PLC enclosed with the application materials.

The property which is the subject of this Application is bordered on the south and west by properties in the C- Commercial zoning district. The properties immediately across Waterloo Street to the north and across Garrett Street to the east of the property are zoned to the RO-Residential Office zoning district.

The proposed use of Applicant's property is consistent with the Town of Warrenton's Comprehensive Plan in that banks and other financial institutions are by right permitted uses (Section 3-4.10.2) in the C-Commercial zoning district. In fact, the only use triggering the requirement for review and issuance of a Special Use Permit is the drive-through feature of the project.

As shown on the preliminary site plan, Applicant seeks approval for two side-by-side drive-through lanes served by one drive-through window in the lane closest to the building with a deal drawer, and a pneumatic tube delivery system in the lane furthest from the bank building. Two pneumatic tubes are depicted on the plans: one to be implemented at inception, with the capacity for a second tube later as dictated by customer volume.

Applicant's proposed hours of operations for the drive-through are Monday through Thursday 8:30 to 4:00, Friday 8:30 to 6:00 and Saturday 9 a.m. to 12 noon with no operations on Sunday. Based upon its current customer flow in its existing location on Broadview Avenue plus anticipated increased flow once the drive-through is established, Applicant anticipates a volume estimate of approximately 783 vehicle trips per day.

The level and impact of noise is expected to be minor consistent with typical vehicular traffic at a very slow moving or stopped level generated as customers approach and move through the drive-through lanes. Bank tellers will communicate with drivers through a speaker

system set to levels only sufficient to allow driver customers to communicate effectively with the teller in the building.

All lighting associated with the proposed Special Permit Use will be properly situated and shielded with levels complying with the Town of Warrenton lighting requirements. No additional signs beyond those depicted in the submitted plans will be required in connection with the proposed use. As shown in the design plans, a landscaped buffer along the frontage with Garrett Street will assist in screening the drive-through use from the properties opposite Garrett Street.

Traffic generated by the proposed use will be consistent with the pattern established by the entry and exit points to the property as depicted in the DRH Engineering design plans. Applicant and the adjoining property of ABC and J, LLC (the Rankins Shopping Center property) have entered into agreement to have a joint entrance off of Waterloo Street to mitigate traffic impact by avoiding having two separate commercial entrances in close proximity to each other along the Waterloo Street frontage. There will be one entry and one exit access point at opposite corners of the properties Garrett Street frontage again to minimize traffic conflicts.

The Applicant proposes to construct and open the drive-through feature of the bank structure simultaneously with the rest of the bank building. The ATM depicted will not be installed at inception but will be implemented later if the bank's operations and customer demands dictate. The drive-through feature will not result in the destruction, loss or damage of any significant topographic or natural, scenic, architectural or historic feature on the property which is an unimproved lot.

The proposed Special Use Permit activity will not be required to be served by any public facilities services and utilities other than electric service to the property. Applicant suggests that a Special Use Permit allowing it to provide drive-through banking services to its customers at this location contributes to and promotes the convenience of the public.

SPECIAL USE PERMIT PLANS

FOR

OAK VIEW NATIONAL BANK

TOWN OF WARRENTON,
VIRGINIA

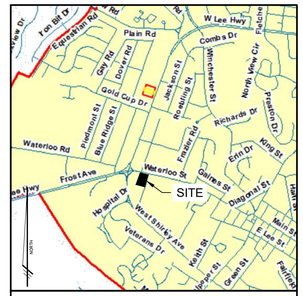
PREPARED BY:

ENGINEERS, PLC
CIVIL - STRUCTURAL - FORENSIC
7190 Brewster Ln., Suite 100; Warrenton, Virginia 2017
540-349-7840 www.drhengineers.com

PREPARED FOR:

4174 OLD STOCKYARD RD,
P.O. BOX 368
MARSHALL VA 20115

MAY 23, 2022
REVISED 07/20/22



VICINITY MAP 1" = 2000'
Source: Town of Warrenton GIS

SHEET INDEX

SHT. NO.	DWG. NO.	SHEET NAME
1.	T-1	COVER SHEET
2.	EC-1	EXISTING CONDITIONS & SITE DEMOLITION
3.	SUP-1	SPECIAL USE PERMIT SITE PLAN
4.	SUP-2	CONCEPTUAL LANDSCAPE PLAN
5.	SUP-3	BUILDING ELEVATIONS
6.	SUP-4	CONCEPTUAL LIGHTING PLAN
7.	SUP-5	MISC. DETAILS

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REVISIONS
07/20/22 REVISIONS PER TOWN COMMENTS

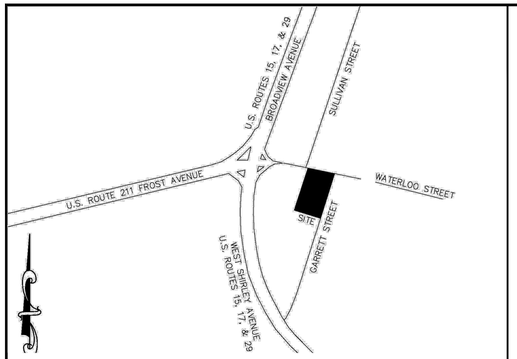
COVER SHEET

SPECIAL USE PERMIT PLAN
FOR
OAKVIEW NATIONAL BANK
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
DEAN R. HALL
Lic. No.15054
07/20/22
PROFESSIONAL ENGINEER

DESIGNED BY: DRH
DRAWN BY: DRH
CHECKED BY: DRH
SCALE: AS INDICATED
DATE: 05/23/22
DRH JOB NO: 2210662.00
DRAWING NO: T-1
SHEET OF

J:\221 PROJECTS\2210662 - Oak View Nat Bank-site plan-new branch-Garrett and Waterloo Streets, Warrenton\dwg\SUP\OAK VIEW SUP PLAN REV01 072022.dwg, T1, 9/11/2022 5:49:59 PM, AutoCAD PDF (High Quality Print).pc3



VICINITY MAP
Scale: 1"=200'

DESCRIPTION OF PARCEL

ALL that certain lot, piece of parcel of land, with all improvements thereon and appurtenances thereunto, belonging, lying and being in the Town of Warrenton Center District, Fauquier County Virginia, known and designated as "MIDDLEBURG BANK", containing 1.23779 acres, more or less, as shown on the plat prepared by William H. Gordon Associates, Inc., Engineers – Land Planners – Landscape Architects – Surveyors, entitled "Plat Showing Street Dedication, Storm Drainage Easement and Sight Distance Easements on the Property of Middleburg Bank, Town of Warrenton Center District, Fauquier County, Virginia," dated February 14, 2006, recorded in the Clerk's Office, Circuit Court, Fauquier County, Virginia, in a Deed Book 1280, page 453, reference to which plat is made for a more particular description of the said property hereby conveyed.

BEING a portion of the same real estate conveyed to Middleburg Bank, a Virginia state chartered financial institution, by Deed from Cheryl Mills Plamer, married, and Peggy Mills Hawkins, married, dated July 12, 2004, in the Clerk's Office, Circuit Court, Fauquier County, Virginia, in Deed Book 1109, 307.

TITLE REPORT:

This survey was prepared in conjunction with title insurance File No. PT17–2102, effective March 2, 2021, issued by American Land Title Association. The property is subject to the following easements and rights of ingress and egress, designated in brackets with the corresponding number in Schedule "B", Section 2 of the above referenced commitment.

[1–3] *not survey related issues*

[4] Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land. The term "encroachment" includes encroachments of existing improvements located on the Land onto adjoining land, and encroachments onto the Land of existing improvements located on adjoining land.
shown on survey if any

[5–8] *not survey related issues*

[9] Plat Notes, Storm Drainage Easement and Sight Distance Easements as shown on plat of survey or record in Deed Book 1280, page 453.
shown on survey.

[10] Easement(s) granted TOWN OF WARRENTON, by instrument(s) recorded in Deed Book 1280, page 453
shown on survey

[11] Easement(s) granted, VIRGINIA ELECTRIC AND POWER COMPANY, by instrument(s) recorded in Deed Book 180, page 70.
does not affect subject property

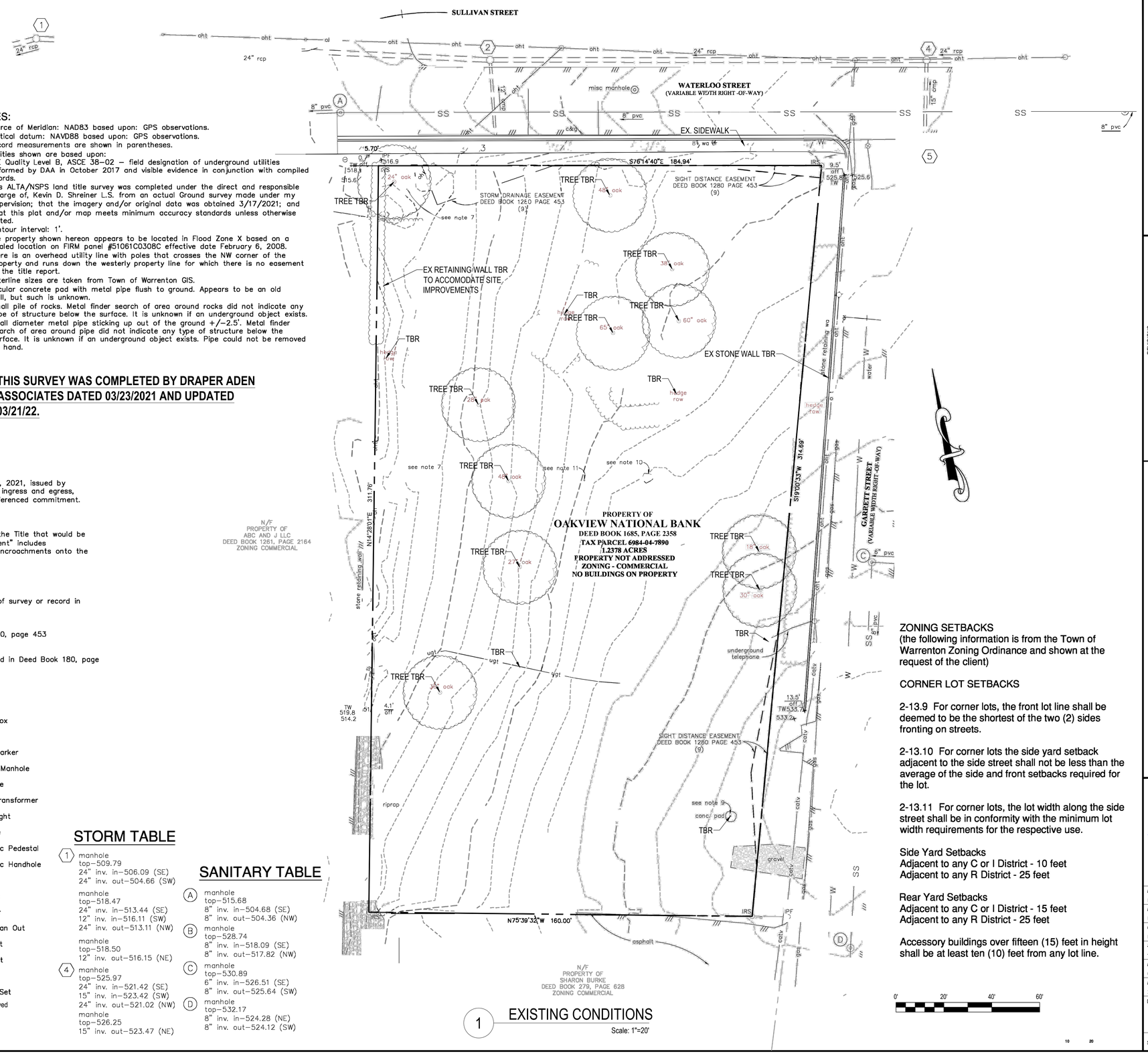
LEGEND

Property Line	Telephone Pedestal	Electric Box
Contour	Telephone Manhole	Guy Pole
Gas Line	Telephone Box	Electric Marker
Overhead Power	Fire Hydrant	Electrical Manhole
Sanitary Sewer and Manhole	Water Valve	Utility Pole
Storm Line and Manhole	Water Meter	Electric Transformer
Storm Line and Inlet	Well	Ground Light
Underground Cable TV	Benchmark	Light Pole
Underground Electric	Bollard	Fiber Optic Pedestal
Underground Telephone	Rod Found	Fiber Optic Handhole
Underground Fiber Optic	Monument Found	Gas Vent
Unknown Utility	Sign (1–post)	Gas Valve
Waterline	Sign (2–post)	Gas Meter
Asphalt	Spot Elevation	Sewer Clean Out
Building	Deciduous Tree	Wood Post
Fence (as noted)	Evergreen Tree	Metal Post
Stream	Shrub	Gravel
Treeline	Concrete	Iron Rod Set
Guy Wire	Top of Wall	To Be Removed
	Iron Pipe Found	

NOTES:

1.) Source of Meridian: NAD83 based upon: GPS observations.
2.) Vertical datum: NAVD88 based upon: GPS observations.
2.) Record measurements are shown in parentheses.
3.) Utilities shown are based upon:
SUE Quality Level B, ASCE 38–02 – field designation of underground utilities performed by DAA in October 2017 and visible evidence in conjunction with compiled records.
4.) This ALTA/NSPS land title survey was completed under the direct and responsible charge of, Kevin D. Shreiner L.S. from an actual Ground survey made under my supervision; that the imagery and/or original data was obtained 3/17/2021; and that this plat and/or map meets minimum accuracy standards unless otherwise noted.
5.) Contour interval: 1'.
6.) The property shown hereon appears to be located in Flood Zone X based on a scaled location on FIRM panel #51061C0308C effective date February 6, 2008.
7.) There is an overhead utility line with poles that crosses the NW corner of the property and runs down the westerly property line for which there is no easement in the title report.
8.) Waterline sizes are taken from Town of Warrenton GIS.
9.) Circular concrete pad with metal pipe flush to ground. Appears to be an old well, but such is unknown.
10) Small pile of rocks. Metal finder search of area around rocks did not indicate any type of structure below the surface. It is unknown if an underground object exists.
11) Small diameter metal pipe sticking up out of the ground +/–2.5'. Metal finder search of area around pipe did not indicate any type of structure below the surface. It is unknown if an underground object exists. Pipe could not be removed by hand.

THIS SURVEY WAS COMPLETED BY DRAPER ADEN ASSOCIATES DATED 03/23/2021 AND UPDATED 03/21/22.



STORM TABLE

1 manhole
top–509.79
24" inv. in–506.09 (SE)
24" inv. out–504.66 (SW)

manhole
top–518.47
24" inv. in–513.44 (SE)
12" inv. in–516.11 (SW)
24" inv. out–513.11 (NW)

manhole
top–518.50
12" inv. out–516.15 (NE)

4 manhole
top–525.97
24" inv. in–521.42 (SE)
15" inv. in–523.42 (SW)
24" inv. out–521.02 (NW)

manhole
top–526.25
15" inv. out–523.47 (NE)

SANITARY TABLE

A manhole
top–515.68
8" inv. in–504.68 (SE)
8" inv. out–504.36 (NW)

B manhole
top–528.74
8" inv. in–518.09 (SE)
8" inv. out–517.82 (NW)

C manhole
top–530.89
6" inv. in–526.51 (SE)
8" inv. out–525.64 (SW)

D manhole
top–532.17
8" inv. in–524.28 (NE)
8" inv. out–524.12 (SW)

1 EXISTING CONDITIONS
Scale: 1"=20'

0' 20' 40' 60'

ZONING SETBACKS

(the following information is from the Town of Warrenton Zoning Ordinance and shown at the request of the client)

CORNER LOT SETBACKS

2-13.9 For corner lots, the front lot line shall be deemed to be the shortest of the two (2) sides fronting on streets.

2-13.10 For corner lots the side yard setback adjacent to the side street shall not be less than the average of the side and front setbacks required for the lot.

2-13.11 For corner lots, the lot width along the side street shall be in conformity with the minimum lot width requirements for the respective use.

Side Yard Setbacks
Adjacent to any C or I District - 10 feet
Adjacent to any R District - 25 feet

Rear Yard Setbacks
Adjacent to any C or I District - 15 feet
Adjacent to any R District - 25 feet

Accessory buildings over fifteen (15) feet in height shall be at least ten (10) feet from any lot line.

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540-349-7840
www.drheng ineers.com

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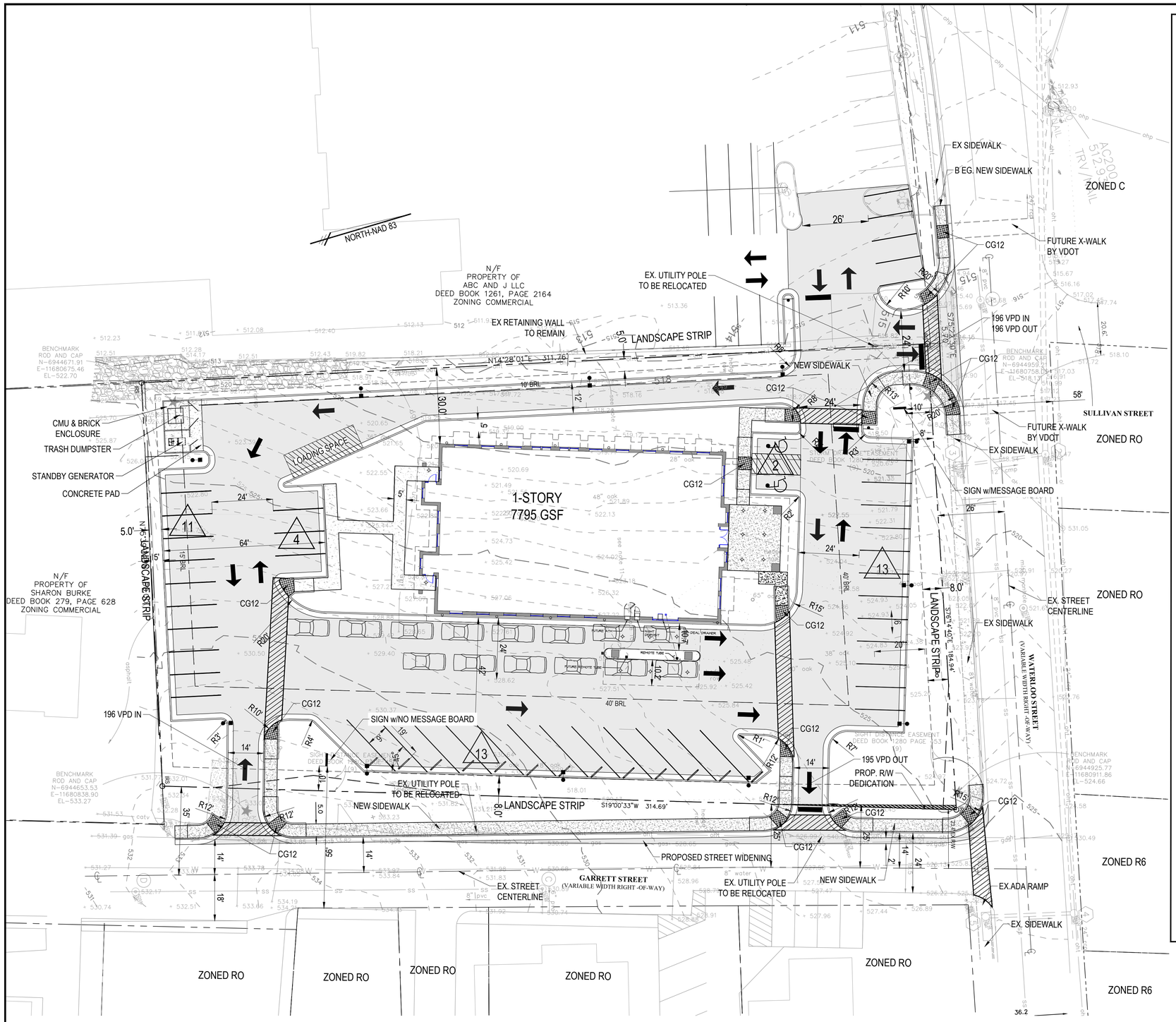
EXISTING CONDITIONS & SITE DEMOLITION

SPECIAL USE PERMIT PLAN
FOR
OAKVIEW NATIONAL BANK
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
DAVID R. HALL
Lic. No.15054
07/20/22
PROFESSIONAL ENGINEER

DESIGNED BY:	DRH
DRAWN BY:	DRH
CHECKED BY:	DRH
SCALE:	AS INDICATED
DATE:	05/23/22
DRH JOB NO:	2210662.00
DRAWING NO:	EC-1
SHEET	OF

J:\221 PROJECTS\2210662 - Oak View Nat Bank-site plan-new branch-Garrett and Waterloo Streets, Warrenton\dwg\SUP\OAK VIEW SUP PLAN REV01 072022.dwg, EC1, 9/11/2022 5:50:00 PM, AutoCAD PDF (High Quality Print).pc3



1 SITE LAYOUT PLAN
Scale: 1"=20'

PROJECT NARRATIVE:

THIS PROJECT CONSISTS OF THE CONSTRUCTION OF A NEW BRANCH BANK WITH DRIVE THRU LANES LOCATED IN THE TOWN OF WARRENTON AT WATERLOO AND GARRETT STREETS . THE PROPERTY IS OWNED BY OAKVIEW NATIONAL BANK AS RECORDED AT DB 1685 PG 2358.

HOURS OF OPERATION:

MONDAY -THURSDAY 8:30 AM UNTIL 4:00 P.M.
FRIDAY 8:30 AM- 6:00 P.M.
SATURDAY 9:00 A.M. - 12:00 P.M.
NO ILLUMINATED SIGNS WILL BE ON BETWEEN THE HOURS OF 12 A.M. AND 7 A.M.

SITE DATA

1. THE IMPROVEMENTS SHOWN ON THESE PLANS ARE FOR THE CONSTRUCTION OF A 7795 S.F. BANK WITH TWO DRIVE-THRU LANES. THE USE OF THE PROPERTY WILL BE BY RIGHT COMMERCIAL (C), HOWEVER THE DRIVE-THRU REQUIRES A SPECIAL PERMIT PER § 3-4-10.3 OF THE TOWN OF WARRENTON ZONING ORDINANCE.
2. THE PROPOSED BUILDING WILL HOUSE APPROXIMATELY 26 EMPLOYEES.
3. THE PROPERTY IS LOCATED AT THE SOUTHWEST CORNER OF THE INTERSECTION OF WATERLOO AND GARRET STREETS IN THE TOWN OF WARRENTON, VIRGINIA AND IS SHOWN ON ASSESSMENT PIN# 6984-04-7890-000 AND IS ZONED C (COMMERCIAL) AND CONTAINS 1.2378 ACRES
4. THE PROPERTY IS CURRENTLY OWNED BY OAKVIEW NATIONAL BANK. AS RECORDED IN DB 1685 PG 235 AMONG THE LAND RECORDS OF FAUQUIER COUNTY, VIRGINIA
5. THIS PARCEL DOES NOT LIE WITHIN ANY KNOWN 100 YEAR FLOOD HAZARD AREA.
6. THIS PROPERTY IS LOCATED IN THE CENTER MAGISTERIAL DISTRICT, TOWN OF WARRENTON ON AT THE CORNER OF WATERLOO AND GARRETT STREETS.
7. ACCESS TO THE SITE WILL BE PROVIDED BY A FULL ENTRANCE AND EXIT ONTO WATERLOO STREET AT THE NORTHWEST CORNER OF THE PROPERTY SHARED WITH THE ADJACENT SHOPPING CENTER AND LINED UP OPPOSITE SULLIVAN STREET. THERE WILL ALSO BE TWO DIRECTIONAL ENTRANCES FROM THE SITE TO GARRETT STREET (ONE INGRESS AND ONE EGRESS).
8. SEE SURVEYOR NOTES AND CERTIFICATION ON SHEET EC1 FOR SURVEY DATUM AND TITLE INFO.
9. THE CONTACT PERSON FOR THIS SITE PLAN IS:
   DAVID R. HALL, P.E.
   DRH ENGINEERS, PLC
   7190 BREWSTER LANE
   WARRENTON, VIRGINIA 20187
   PHONE: (540)349-7840
10. LOT SIZE REQUIREMENTS:
    MINIMUM LOT AREA: 6000 S.F. PROVIDED: 53,918.56 S.F.
    MINIMUM LOT WIDTH: 50 FEET PROVIDED: 150 FEET
11. SETBACK REGULATIONS:
    FRONT YARD: 40 FEET (WATERLOO & GARRETT STREETS)
    SIDE YARD: 10 FEET
    REAR YARD: 15 FEET
12. AREA REGULATIONS:
    MAXIMUM LOT COVERAGE : 85% (1.09 AC.)
    LOT COVERAGE USED: 73% (0.90 AC.; 39,321 SF.)
13. HEIGHT REGULATIONS:
    MAXIMUM ALLOWED: 45 FEET
    PROPOSED BUILDING HEIGHT: 25 FEET
11. PARKING REQUIREMENTS:
    BUILDING AREA: 7,795 S.F.
    REQ. PARKING: 1 PER 400 SF = 20
    PARKING PROVIDED: 43 INCL. 2 HANDICAPPED
    LOADING SPACE REQ.: 1 PER 1000 S.F. : 1 PROVIDED
    STACKING SPACES REQ. 12: 14 PROVIDED
12. SITE VEHICLE TRIP GENERATION PER ITE TRIP GENERATION MANUAL 11TH EDITION.
    AVERAGE TRIPS PER DAY (WEEKDAY) = 100.35 PER 1000 GFA
    TRIPS PER DAY FOR SITE = 100.35 x 7.8 = 782.73 OR 783
    50% ENTERING AND 50% EXITING WITH 50% (392) OF TRIPS AT WATERLOO STREET AND 50% (391) ON GARRETT STREET
13. ALL CONSTRUCTION WORK SHALL CONFORM TO TOWN OF WARRENTON STANDARDS.
14. ALL GRADING SHALL BE PERFORMED TO MAINTAIN POSITIVE DRAINAGE AT ALL TIMES.
15. AT TIME OF SITE PLAN, THE FOLLOWING ITEMS WILL BE INCLUDED AND/OR ADDRESSED:
    a. THE SITE IS TO BE PLANNED AND DESIGNED AS A REDEVELOPED SITE UNDER THE STATE'S RUNOFF REDUCTION REQUIREMENTS FOR STORMWATER MANAGEMENT (SWM) AND IN COMPLIANCE WITH THE TOWN OF WARRENTON'S SWM ORDINANCE.
    b. SITE DRAINAGE WILL BE COLLECTED ON SITE AND DIRECTED TO THE EXISTING INLET ON WATERLOO STREET IN FRONT OF PROPERTY. UNDERGROUND ONSITE DETENTION WILL BE PROVIDED TO MEET THE REQUIREMENTS OF MS-19 AT THE OUTLET TO THE INLET.
    c. NEW CG-12 HANDICAP SIDEWALK CURB CUTS WILL BE INSTALLED AT THE SIDEWALK CROSSING OF THE ENTRANCES AS WELL AS ON-SITE SIDEWALK ACCESS.
    d. DOMESTIC WATER SERVICE WILL BE EXTENDED FROM EX. 8" WATER MAIN ON WATERLOO STREET. METER WILL BE SET IN GRASS AREA OF RIGHT-OF-WAY.
    e. SANITARY SEWER SERVICE WILL TAP INTO THE EXISTING SEWER LINE ON WATERLOO STREET.
    f. OVERHEAD UTILITIES WILL BE RELOCATED AS REQUIRED TO ACCOMODATE THE SITE.

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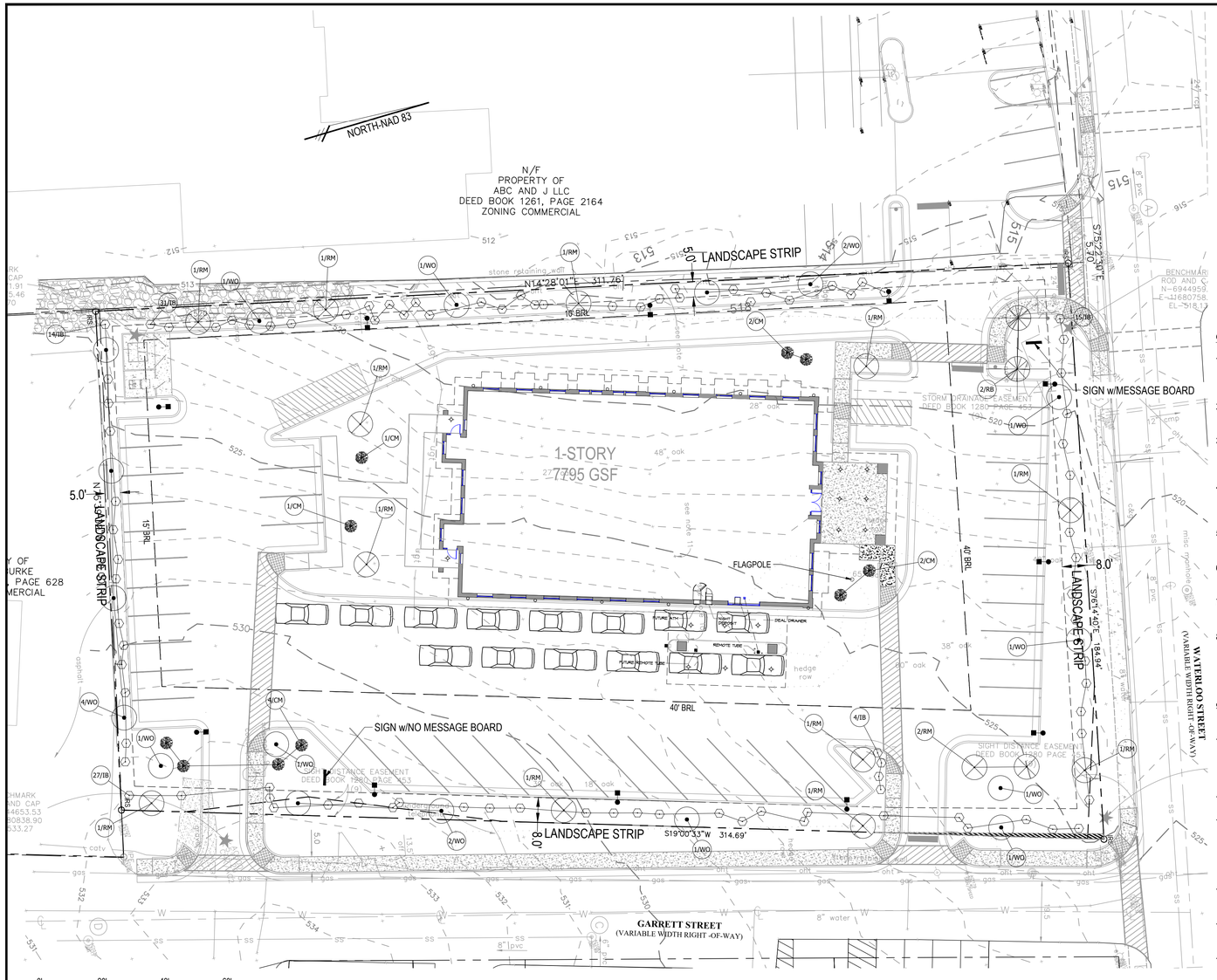
SPECIAL USE PERMIT SITE PLAN

SPECIAL USE PERMIT PLAN
FOR
OAKVIEW NATIONAL BANK
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
DAVID R. HALL
Lic. No.15054
02/18/22
PROFESSIONAL ENGINEER

DESIGNED BY: DRH
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1 LANDSCAPING PLAN
Scale: 1"=20'

NOTE: ALL EXISTING TREES TBR

PLANT SCHEDULE

KEY	Quantity	Botanical Name	Common Name	Size Height	Spread	Cal.	Coverage (SF)	Detail No.#
•	17	QUERCUS PHELLOS	(WO) WILLOW OAK	15'	250	3"	--	B&B
⊗	14	ACER RUBRUM	(RM) RED MAPLE	15'	250	3"	--	B&B
⊕	2	CERCIS CANADENSIS	(RB) REDBUD	12'	200	2"	--	B&B
✱	10	LAGERSTROEMIA INDICA	(CM) CREPE MYRTLE	8'	150	--	--	B&B
◦	87	ILEX GLABRA	(IB) INKBERRY/OR EQUIV.	2'	--	--	--	1 gal
⊙								

NOTE: FINAL PLANT SELECTION SUBJECT TO AVAILABILITY
(PLANT SELECTION SUBJECT TO TOWN OF WARRENTON STDS)

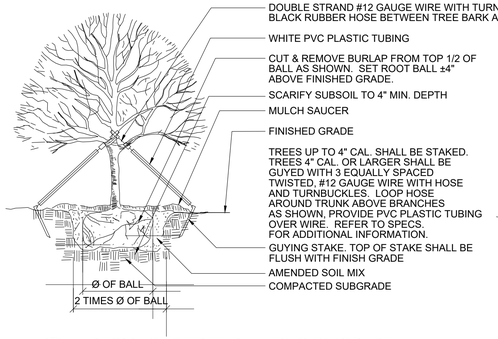
GENERAL PLANTING NOTES

1. ALL PLANT MATERIAL SHALL CONFORM TO THE SIZES GIVEN IN THE PLANT LIST AND SHALL BE NURSERY GROWN IN ACCORDANCE WITH THE "USA STANDARD FOR NURSERY STOCK," LATEST EDITION.
2. ALL PLANTING SHALL BE IN ACCORDANCE WITH STANDARD AMERICAN ASSOCIATION OF NURSERYMEN PROCEDURES AND SPECIFICATIONS.
3. CONTRACTOR AND OWNER'S REPRESENTATIVE SHALL VERIFY THE CORRECT LOCATION OF ALL UNDERGROUND UTILITIES IN THE FIELD PRIOR TO INSTALLATION OF ANY PLANT MATERIALS.
4. ALL PLANT BEDS AND PLANTING AREAS TO BE MULCHED TO A DEPTH OF 3" SHREDDED HARDWOOD BARK UNLESS OTHERWISE NOTED ON DRAWINGS OR SPECIFICATIONS.
5. ALL AREAS DISTURBED BY PLANTING OPERATIONS SHALL BE FINE GRADED AND SEEDED.
6. OBTAIN APPROVAL FROM OWNER'S REPRESENTATIVE BEFORE MAKING ANY SUBSTITUTIONS OR CHANGES.
7. ALL PLANT BEDS SHALL BE CONTAINED WITH A SPADED EDGE UNLESS OTHERWISE NOTED ON DRAWINGS.
8. QUANTITIES SHOWN ON PLANT LIST ARE FOR THE CONTRACTORS CONVENIENCE ONLY AND ARE NOT GUARANTEED TO BE ACCURATE. IN THE EVENT OF A DISCREPANCY BETWEEN QUANTITIES SHOWN ON THE PLAN AND QUANTITIES SHOWN ON THE PLANT LIST, THE QUANTITIES ON THE PLAN SHALL APPLY.
9. THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE TOWN OF WARRENTON LANDSCAPE ORDINANCE.
10. GENERAL CONTRACTOR IS TO PROVIDE ALL MATERIALS AND LABOR, INCLUDING PLANTS, PLANTER FILL MATERIALS, MULCHES, SOIL PREPARATION, DECORATIVE ITEMS, INSPECTION, TRANSPORTATION, WARRANTY, ETC.
11. TOPSOIL TO A DEPTH OF 4" IN ALL AREAS TO BE SEEDED OR SODDED.
12. EACH PLANTING BED AREA IS TO RECEIVE A MINIMUM OF 6" OF PREPARED SOIL CULTIVATED TO A 12" DEPTH. PREPARED SOIL SHALL BE MIXED AS FOLLOWS: 2/3 SANDY LOAM TOPSOIL FREE OF ROOTS, ROCKS, WEEDS, AND OTHER DEBRIS AND 1/3 PEAT MOSS OR APPROVED ORGANIC MULCH.
13. SOIL ADDITIVES TO BE GRANULAR FERTILIZER OF 1:2:1 RATIO. SOIL OUTSIDE RANGE OF 5.0 - 7.0 pH SHALL BE TREATED APPROPRIATELY TO CORRECT FOR HIGH ALKALINITY OR ACIDITY.
14. THE USE OF ON-SITE TOPSOIL MUST BE APPROVED IN ADVANCE BY LANDSCAPE ARCHITECT.
15. ALL BEDS TO BE TREATED WITH GRANULAR PREEMERGENT WEED CONTROL PER MANUFACTURER'S SPECIFICATIONS. LANDSCAPE FABRIC TO BE INSTALLED BENEATH MULCH IN ALL PLANTING BEDS EXCLUDING GROUND-COVER AND PERENNIAL AREAS. USE TREFLAN OR EQUAL AS APPROVED BY LANDSCAPE ARCHITECT.
16. SODDED AND SEEDED AREAS SHALL BE PROPERLY PREPARED, FINISH GRADED AND HAND ROLLED PRIOR TO SOD PLACEMENT OR SEEDING. SEEDED AREAS SHALL BE RE-SEEDED AS NECESSARY TO PROVIDE AN EVEN STAND OF GRASS.

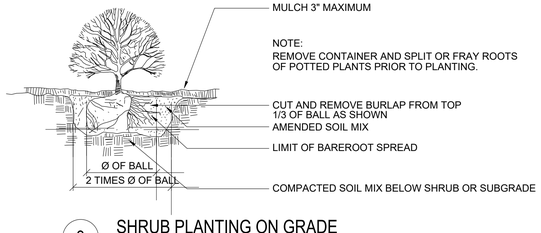
LANDSCAPING REQUIREMENTS PER Z0 8.6

1. REQ. PERIMETER LANDSCAPING - 1 TREE AND 3 SHRUBS/50' OF LENGTH
   (PER Z0 8-6.1.3 EXISTING TREES LOCATED WITHIN 10' OF PROPERTY LINE ON ADJACENT PROPERTY CAN COUNT TOWARDS THIS REQUIREMENT)
   - TREES REQUIRED ON WESTERN OR RIGHT SIDE OF PROPERTY=312'/50'= 6.24
   - TREES PROVIDED ON WESTERN OR RIGHT SIDE OF PROPERTY = 7
   - SHRUBS REQUIRED = 312'/50'x3= 18.72
   - SHRUBS PROVIDED = 31
   - TREES REQUIRED ON SOUTHERN OR REAR SIDE OF PROPERTY =160'/50' = 3.2
   - TREES PROVIDED = 4
   - SHRUBS REQ.= 160'/50'x3= 9.6
   - SHRUBS PROVIDED = 14
2. REQ. STREET TREES - 1 CANOPY TREE/50' OR TWO ORNAMENTAL TREES /50'
   - GARRETT STREET: 315 FT/50 = 7 CANOPY TREES REQ. SHRUBS PROVIDED: 27
   - WATERLOO STREET: 185FT/50 = 4 CANOPY TREES REQ. SHRUBS PROVIDED: 15
3. REQ. INTERIOR PARKING LOT LANDSCAPING 1 TREE AND 3 SHRUBS/8 PARKING SPACES.
   - 43 PARKING SPACES/8= 6 TREES AND 17 SHRUBS
   - PROVIDED 11 CANOPY 10 ORNAMENTAL TREES, AND 40 SHRUBS TBD
4. ALL EXISTING TREES TO REMAIN SHALL BE PROTECTED WITH ORANGE SAFETY FENCE INCLUDING OFFSITE TREES.
5. ALL TREES TO BE PLANTED SHALL MEET THE SPECIFICATIONS OF THE AMERICAN ASSOCIATION OF NURSERYMEN. THE PLANTING OF TREES SHALL BE DONE IN ACCORDANCE WITH THE STANDARDIZED LANDSCAPE SPECIFICATIONS JOINTLY ADOPTED BY THE VIRGINIA NURSERYMEN'S ASSOCIATION, THE VIRGINIA SOCIETY OF LANDSCAPE DESIGNERS AND THE VIRGINIA CHAPTER OF THE AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS. AT A MINIMUM, ALL TREES PLANTED SHALL HAVE ROOTBALLS ADEQUATE TO ENCLOSE THE ENTIRE ROOT SYSTEM, ALL TREES SHALL BE MULCHED AND STAKED, AND ALL PLANTS SHALL BE WATERED AT TIME OF INSTALLATION.
17. PROVIDE A WARRANTY ON ALL WORK FOR A MINIMUM OF ONE YEAR INCLUDING ONE CONTINUOUS GROWING SEASON. COMMENCE WARRANTY ON THE DATE IDENTIFIED IN THE CERTIFICATE OF SUBSTANTIAL COMPLETION. WARRANTY TO INCLUDE COVERAGE OF PLANTS FROM DEATH OR UNHEALTHY CONDITIONS. REPLACEMENT PLANTS SHALL BE THE SAME SIZE AND SPECIES AS SPECIFIED, PLANTED IN THE NEXT GROWING SEASON WITH A NEW WARRANTY COMMENCING WITH THE DATE OF THE REPLACEMENT.
18. MAINTAIN PLANT LIFE IMMEDIATELY AFTER PLACEMENT AND CONTINUE MAINTENANCE UNTIL TERMINATION OF WARRANTY. MAINTENANCE TO INCLUDE WEEDING, APPLICATIONS OF PESTICIDES, WATERING, TRIMMING AND PRUNING, DISEASE CONTROL, AND MAINTENANCE OF PLANT BRACING EQUIPMENT.

AREAS TO BE TOP DRESSED
A. PRIOR TO ALL SOIL PREPARATION WORK, ALL CONSTRUCTION AND PLANTING IN THE AREA SHALL HAVE BEEN COMPLETED.
B. CLEARING: PRIOR TO APPLICATION OF TOP DRESS MATERIAL, THE GROUND SURFACE SHALL BE WELL DRAINED AND CLEAR OF ALL DEBRIS OR ANY OTHER MATERIAL WHICH MAY HINDER THE PROPER APPLICATION OF SUBSEQUENT MAINTENANCE OPERATIONS.
C. PRECAUTIONS: DO NOT WORK SOIL WHILE FROZEN OR WET. DO NOT WORK SOIL IN A DUSTY CONDITION, BUT MOISTEN TO PREVENT A DUST NUISANCE.
D. AERATE ALL THE TOP DRESSED AREAS, USING A CORE REMOVING AERATOR.
E. ANY BARE AREAS LARGER THAN 1 SQ. FT. SHOULD BE RESTORED TO FINISHED GRADE WITH SCREENED COMPOSTED SEWAGE SLUDGE OR FINE GRADE TOPSOIL (SUBMIT SAMPLE FOR APPROVAL). USE EQUIPMENT AND METHODS COMMON TO SUCH WORK AND TILL SOIL TO THOROUGHLY INCORPORATE THE SCREENED COMPOSTED SLUDGE INTO EXISTING SOIL.
F. SCREENED COMPOSTED SLUDGE: UNIFORMLY APPLY SCREENED COMPOSTED SLUDGE OVER AREAS TO BE TOP DRESSED AT THE RATE OF 1.5 CUBIC YARDS PER 1000 SQ. FT. NO COMPOSTED SLUDGE SHALL BE SPREAD WHICH IS SO WET THAT IT WILL CLOD OR CAKE.
G. FERTILIZER: FOLLOWING THE AERATION PROCESS, APPLY A STARTER FERTILIZER EVENLY AT THE RATE OF 1 CY/1000 SQ. FT. INTO THE TOP 2 INCHES OF SOIL BY CROSS DISKING OR OTHER APPROPRIATE METHOD.
H. SOW SEED ONLY AFTER THE SCREENED SOIL AMENDMENT AND FERTILIZER HAVE BEEN APPLIED AND THOROUGHLY SETTLED BY RAINFALL OR WATERING. OVERSEED LAWN AREAS EVENLY AT A RATE OF 2 LBS/1000 SQ. FT. SEED WITH EQUIPMENT THAT PROVIDES A MULTI-DIRECTIONAL SEEDING PATTERN TO ENSURE PROPER SEEDING RATE AND UNIFORMITY OF SEEDING.
I. MULCHING: AFTER SEEDING, COVER BARE AREAS THAT HAVE BEEN REPAIRED WITH CLEAN WHEAT STRAW. A MINIMUM OF 50% OF THE SOIL SURFACE SHALL BE COVERED UNTIL GERMINATION HAS OCCURED.



2 DECIDUOUS TREE PLANTING ON GRADE
N.T.S.



3 SHRUB PLANTING ON GRADE
N.T.S.

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REVISIONS
07/20/22 REVISIONS PER TOWN COMMENTS

CONCEPTUAL LANDSCAPE PLAN

SPECIAL USE PERMIT PLAN
FOR
OAKVIEW NATIONAL BANK
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
DAVID R. HALL
Lic. No.15054
07/20/22
PROFESSIONAL ENGINEER

DESIGNED BY: DRH
DRAWN BY: DRH
CHECKED BY: DRH
SCALE: AS INDICATED
DATE: 05/23/22
DRH JOB NO: 2210662.00
DRAWING NO: C3
SHEET OF

J:\221 PROJECTS\2210662 - Oak View Nat Bank-site plan-new branch-Garrett and Waterloo Streets, Warrenton\dwg\SUP\OAK VIEW SUP PLAN REV01 072022.dwg, SUP-2, 9/11/2022 5:50:11 PM, AutoCAD PDF (High Quality Print).pc3

1 FRONT ENTRY ELEVATION
SCALE: 1/8" = 1'-0"

2 SIDE ELEVATION
SCALE: 1/8" = 1'-0"

oaklinestudio architecture + design
421 PENMAN STREET, SUITE 200 CHARLOTTE, NC 28203 704.373.1900
EDG@EGARCH.COM
OAKLINESTUDIO.COM

OAK VIEW NATIONAL BANK
WARRENTON, VA

DATE: 5-17-22
PROJECT #: 21-124-000
DRAWN BY: JMP
CADD FILE NAME:

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Sheet
A-2.1

NOTE: SHOWN BUILDING SIGNAGE IS ILLUSTRATIVE ONLY AND TO BE PERMITTED SEPARATELY

1 REAR ELEVATION
SCALE: 1/8" = 1'-0"

2 DRIVE-UP SIDE ELEVATION
SCALE: 1/8" = 1'-0"

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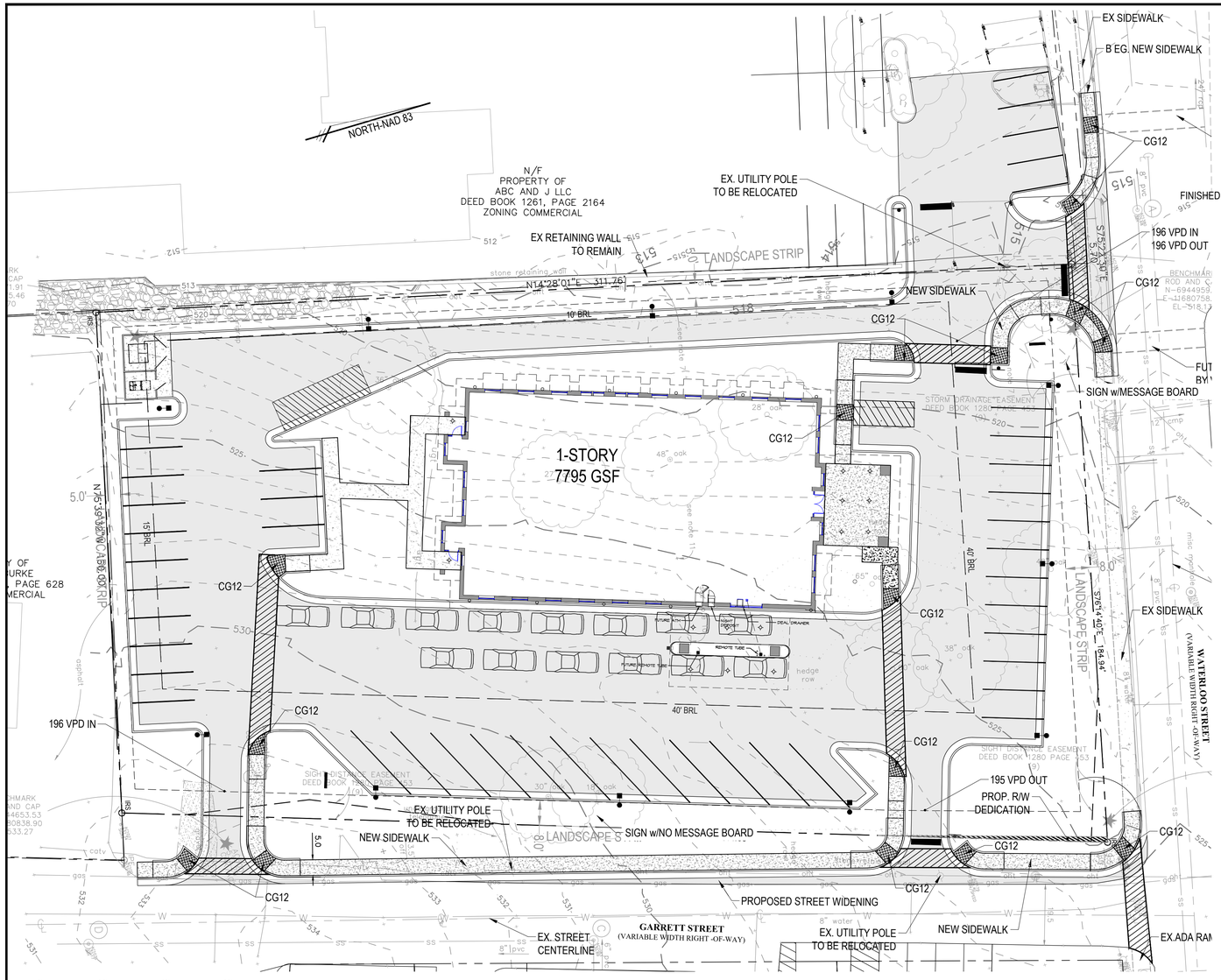
BUILDING ELEVATIONS

SPECIAL USE PERMIT PLAN
FOR
OAKVIEW NATIONAL BANK
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
DAVID R. HALL
Lic. No.15054
07/20/22
PROFESSIONAL ENGINEER

DESIGNED BY: DRH
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DRAWING NO: SUP-3
SHEET OF

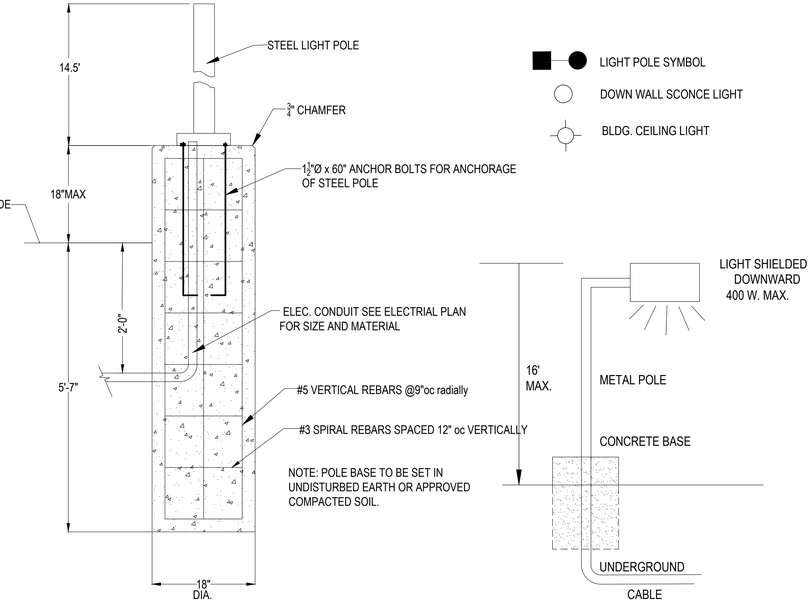
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1 SITE LIGHTING PLAN
Scale: 1"=20'

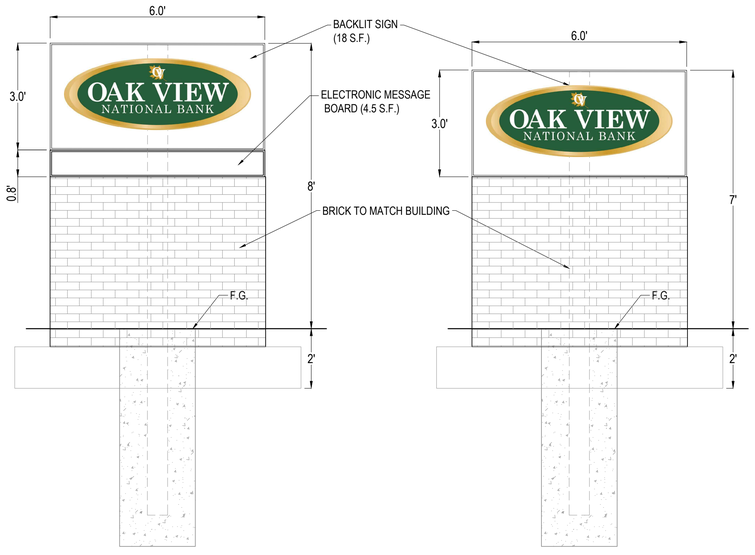
LIGHTING NOTES:

- LIGHTING SHALL BE LED OR OLED WITH A CORRELATED COLOR TEMPERATURE OF BETWEEN 2700 AND 3000 KELVIN.
- AFTER INSTALLATION A NIGHT-TIME LIGHTING STUDY WILL BE DONE TO CHECK ILLUMINATION, UNIFORMITY, AND BRIGHTNESS AND TO ENSURE THE LIGHTS ARE PROPERLY SHIELDED SO GLARE DOESN'T AFFECT TRAFFIC ON WATERLOO DR.,AND GARRETT STREET.
- LIGHTING SHALL BE OF AN UNBREAKABLE MATERIAL AND BE TAMPERPROOF TO PREVENT VANDALISM AND POCKETS OF SHADOWS.
- A PHOTOMETRIC PLAN WILL BE SUBMITTED WITH SDP



LIGHT POLE FOUNDATION DETAIL
NO SCALE

2 LIGHT DETAIL
N.T.S.



WITH MESSAGE BOARD

WITHOUT MESSAGE BOARD

3 SIGN DETAIL
SCALE: 1/2"=1'-0"

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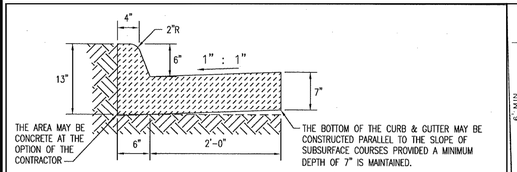
CONCEPTUAL SITE LIGHTING PLAN

SPECIAL USE PERMIT PLAN
FOR
OAKVIEW NATIONAL BANK
TOWN OF WARRENTON
FAUQUIER COUNTY, VIRGINIA

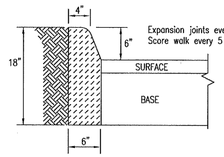
COMMONWEALTH OF VIRGINIA
DAVID R. HALL
Lic. No.15054
07/20/22
PROFESSIONAL ENGINEER

DESIGNED BY:	DRH
DRAWN BY:	DRH
CHECKED BY:	DRH
SCALE:	AS INDICATED
DATE:	05/23/22
DRH JOB NO:	221062.00
DRAWING NO:	SUP-4
SHEET	OF

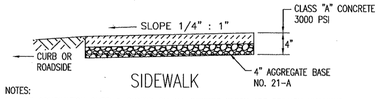
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COMBINATION 6" CURB & GUTTER VDOT (CG-6)



STANDARD 6" CURBING VDOT (CG-2)

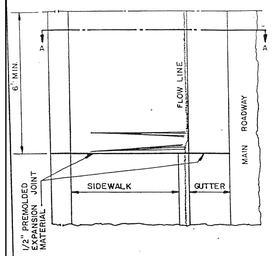


SIDEWALK

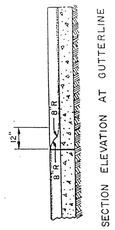
NOTES:
1. USE COMBINATION CURB & GUTTER ON ALL STREETS WHICH ARE PRIMARY HIGHWAYS.
2. ALL CURB, GUTTERS AND SIDEWALKS SHALL BE CLASS "A" CONCRETE (0.A.E).
3. WHERE THE SIDEWALK EXISTS BEHIND THE CURB WITH NO UTILITY STRIP, THE SIDEWALK WILL BE POURED DIRECTLY AGAINST THE BACK OF THE CURB WITH NO EXPANSION JOINT PRESENT.

TOWN OF WARRENTON VIRGINIA	APPROVED: 8/15/08 DIRECTOR OF PUBLIC WORKS / UTILITIES	COMBINATION CURB & GUTTER CURBING SIDEWALK	DRAWING NO: R-4

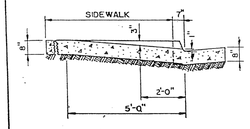
NOTE ENTRANCE SYM ABOUT ℄



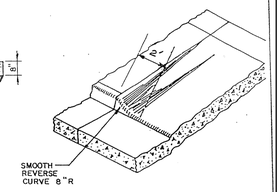
HALF PLAN



SECTION ELEVATION AT GUTTERLINE



SECTION A-A

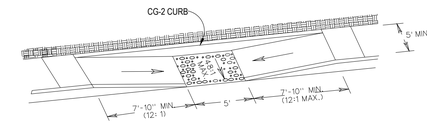


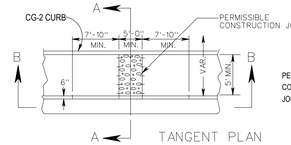
ISOMETRIC VIEW

ALL CONCRETE TO BE CLASS 'A'

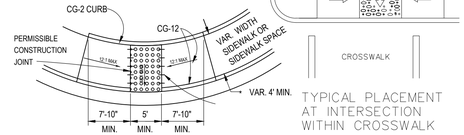
TOWN OF WARRENTON VIRGINIA	APPROVED: 1/20/05 DIRECTOR OF PUBLIC WORKS / UTILITIES	COMMERCIAL ENTRANCE STREETS WITH NO UTILITY STRIP	DRAWING NUMBER R-8

CG-12B

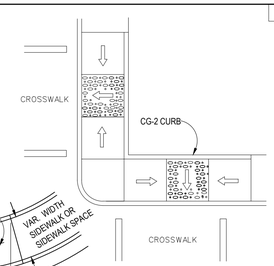




TANGENT PLAN

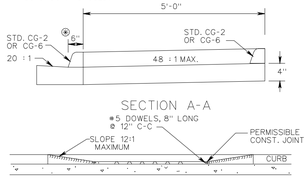


RADIAL PLAN



TYPICAL PLACEMENT AT INTERSECTION WITHIN CROSSWALK

Ⓐ 7" WHERE STD. CG-3 CG-7 IS USED.



SECTION A-A



SECTION B-B

LIMITS OF EXPOSED AGGREGATE SIDEWALK

Ⓐ ACCESSIBLE ROUTE IS DEFINED AS A CONTINUOUS UNOBSTRUCTED, STABLE, FIRM AND SLIP RESISTANT PATH CONNECTING ALL ACCESSIBLE ELEMENTS OF A FACILITY THAT CAN BE APPROACHED, ENTERED AND USED BY PERSONS WITH MOBILITY IMPAIRMENTS.

NOTES :
THIS DESIGN INCORPORATES A RAMP, FLOOR AT BOTTOM OF TWO SLOPING SIDES WITH 60" X 60" MINIMUM DIMENSIONS. PLACEMENT OF DRAINAGE STRUCTURES IS CRITICAL.
CURB RAMP FLOOR TO BE CLASS A-3 CONCRETE (CLASS A-4 IF PRECAST) WITH SLIP RESISTANT INTEGRAL DETECTABLE WARNING SURFACE COVERING THE ENTIRE WIDTH OF THE RAMP FLOOR (RAMP FLOOR MAY BE PRECAST OR CAST IN PLACE). THE DETECTABLE WARNING SHALL BE PROVIDED BY AN EXPOSED AGGREGATE FINISH. RAMP SHALL NOT EXCEED A MAXIMUM SLOPE OF 12:1.
SLOPING SIDES OF CURB RAMP MAY BE POURED MONOLITHICALLY WITH RAMP FLOOR OR BY USING PERMISSIBLE CONSTRUCTION JOINT WITH REQUIRED BARS.
IF RAMP FLOOR IS PRECAST, HOLES MUST BE PROVIDED FOR DOWEL BARS SO THAT ADJOINING FLARED SIDES CAN BE CAST IN PLACE AFTER PLACEMENT OF PRECAST RAMP FLOOR. PRECAST CONCRETE SHALL BE CLASS A-4.
REQUIRED BARS ARE TO BE NO. 5 X 8" PLACED 1' CENTER TO CENTER ALONG BOTH SIDES OF THE RAMP FLOOR, MID-DEPTH OF RAMP FLOOR. MINIMUM CONCRETE COVER 1½".
CURB RAMPS WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICES FOR HYDRAULIC CEMENT CONCRETE SIDEWALK AND EXPOSED AGGREGATE SIDEWALK, COMPLETE-IN-PLACE.
CURB/CURB AND GUTTER SLOPE TRANSITIONS ADJACENT TO TO CURB RAMPS ARE INCLUDED IN PAYMENT FOR CURB/CURB AND GUTTER.
WHEN USED IN CONJUNCTION WITH STANDARD CG-3 OR CG-7, THE CURB FACE ON THIS STANDARD IS TO BE ADJUSTED TO MATCH THE MOUNTABLE CURB AND CONFIGURATION.
CURB RAMPS ARE TO BE LOCATED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THEY ARE TO BE PROVIDED AT INTERSECTIONS WHEREVER AN ACCESSABLE ROUTE Ⓐ WITHIN THE RIGHT OF WAY OF A HIGHWAY FACILITY CROSSES A CURB REGARDLESS OF WHETHER SIDEWALK IS EXISTING, PROPOSED, OR NONEXISTENT. THEY MUST BE LOCATED WITHIN PEDESTRIAN CROSSWALKS AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER, AND SHOULD NOT BE LOCATED BEHIND VEHICLE STOP LINES.
EXISTING LIGHT POLES, FIRE HYDRANTS, DROP INLETS, ETC. WILL ALSO AFFECT PLACEMENT.

SPECIFICATION REFERENCE	PARALLEL CURB RAMP (ACCESS FOR MOBILITY IMPAIRMENTS)	203.06
105 502 REVISED ON 7/05	VIRGINIA DEPARTMENT OF TRANSPORTATION	

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REVISIONS
07/20/22 REVISIONS PER TOWN COMMENTS

MISCELLANEOUS SITE DETAILS

SPECIAL USE PERMIT PLAN FOR OAKVIEW NATIONAL BANK

TOWN OF WARRENTON,
FAUQUIER COUNTY, VIRGINIA

COMMONWEALTH OF VIRGINIA
DAVID R. HALL
Lic. No.15054
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PROFESSIONAL ENGINEER

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DRAWING NO: SUP-5
SHEET OF

J:\221 PROJECTS\221062 - Oak View Nat Bank-site plan-new branch-Garrett and Waterloo Streets, Warrenton\dwg\SUP\OAK VIEW SUP PLAN REV01 072022.dwg, SUP-5, 9/11/2022 5:50:24 PM, AutoCAD PDF (High Quality Print).pc3

Prepared by:
Mark F. Hyson
The Law Office of Mark F. Hyson, PLC
86 E Lee Street
Warrenton, VA 20186
VSB No.: 48406

JOINT ENTRANCE AGREEMENT

THIS JOINT ENTRANCE AGREEMENT ("Agreement") is made as of 31ST MARCH, 2022, by and between Oak View National Bank (the "Bank") and ABC and J LLC, a Virginia limited liability company ("ABC and J").

R E C I T A L S:

R-1. Bank is the owner in fee simple of that parcel containing 1.23779 acres, located in Center Magisterial District, Town of Warrenton, Fauquier County, Virginia, being more particularly described on plat of survey dated June 9, 2006, prepared by Stanley D. Heiser, L.S., entitled "Plat Showing Street Dedication, Storm Drainage Easement and Sight Distance Easements on the Property of Middleburg Bank", which said plat is attached to and recorded with Deed of Dedication and Easement dated September 13, 2006 in the Clerk's Office of the Circuit Court of Fauquier County, Virginia ("Land Records") in Deed Book 1280 at Page 453 (the "Bank Parcel").

R-2. ABC and J is the owner in fee simple of that parcel containing 2.5461 acres, located in Center Magisterial District, Town of Warrenton, Fauquier County, Virginia, being more particularly described on plat of survey dated April 29, 1985, prepared by James H. Harris & Associates, Inc., entitled "Noland Shopping Center", which said plat is attached to and recorded with Deed recorded in the Land Records in Deed Book 490 at Page 86 (the "ABC and J Parcel").

R-3 The Bank Parcel and ABC and J Parcel are adjacent, with both fronting on Waterloo Street.

R-4 Bank intends to improve the Bank Parcel with a building for providing banking services to the public at large.

R-5 The ABC and J Parcel is improved with a shopping center.

R-6 Bank and ABC and J wish to plan and construct a joint entrance to serve both the Bank Parcel and the ABC and J Parcel.

AGREEMENT

NOW, THEREFORE, in consideration of the rights and obligations contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties, on behalf of themselves and their successors and assigns, hereby agree as follows:

1. Joint Entrance. The parties agree to pursue the approval, construction, and maintenance of a joint entrance from Waterloo Street (the "Joint Entrance") providing ingress and egress to both the Bank Parcel and the ABC and J Parcel, as shown on the site plan attached hereto as Exhibit A.

2. Approval Costs. Bank, at Bank's sole expense, will cause all necessary site plans, construction plans, and applications to be prepared to secure all necessary governmental approvals for the construction and use of the Joint Entrance by the Bank Parcel and the ABC and J Parcel.

3. Execution of Applications. ABC and J agrees to promptly sign all applications, plans, and exhibits necessary to secure all governmental approvals for the construction and use of the Joint Entrance by the Bank Parcel and the ABC and J Parcel.

4. Granting of Easements. Upon securing all necessary governmental approvals for the construction and use of the Joint Entrance, the parties agree to grant and convey to the other construction, ingress, egress, and utility easements as may be reasonably necessary for the construction, maintenance and use of the Joint Entrance by the Bank Parcel and the ABC and J Parcel.

5. Construction Costs. Bank will be responsible for all construction costs for of the Joint Entrance. Bank will employ only licensed contractors to construct the Joint Entrance and will promptly pay all such contractors when due. Bank will not allow the ABC and J Parcel to be become subject to any mechanics or materialmen's lien related to the construction of the Joint Entrance.

6. Maintenance Costs. Following completion of construction of the Joint Entrance, which shall be deemed complete upon approval of the final inspection, the parties will equally share in the costs of maintenance and upkeep of the Joint Entrance, including snow removal. Bank and ABC and J will meet at least once a year, or upon the written request of either party, to determine the reasonable maintenance and upkeep to be performed.

7. Insurance. At all times, Bank and ABC and J will keep the Bank Parcel and ABC and J Parcel, respectively, covered by commercially reasonable general liability policies of insurance providing coverage for claims, actions, losses, liabilities, costs and expenses, including reasonable attorneys' fees, resulting from injury (including death) to the person or damage to or loss of property within the Joint Entrance area. Bank and ABC and J will work together in good faith to determine appropriate insurances coverages and whether to name the other as an additional named insured on each party's policy of insurance that provides coverage for the Joint Entrance area.

8. Indemnification. During the period of construction, Bank shall indemnify, defend and hold ABC and J harmless from and against any and all claims, actions, losses, liabilities, costs and expenses, including reasonable attorneys' fees, resulting from injury (including death) to the person or damage to or loss of the property of anyone arising out of or in connection with the construction of the Joint Entrance, however, in any event, Bank shall not indemnify ABC and J from its intentional misconduct or negligence.

9. Run With the Land. Unless otherwise terminated, the easements, rights and obligations set forth herein shall be for the benefit of and shall burden each party, its successors and assigns and all subsequent owners of the Bank Parcel and the ABC and J Parcel.

10. Failure to Enforce is No Waiver. The failure to enforce any requirement, restriction or standard herein contained shall not be deemed a waiver of the right to do so thereafter, or in other cases, nor of the right to enforce any other restriction.

11. Applicable Law. This Agreement shall be construed in accordance with the laws and judicial precedents in effect in the Commonwealth of Virginia.

12. Further Assurances. The parties hereto hereby agree for themselves and their successors and assigns to execute and deliver such documents in recordable form and do such further acts as may be reasonably necessary to effectuate the provisions of this Agreement.

Witness the following signatures this 31 day of March, 2022.

Oak View National Bank

_____ (Seal)
By: Michael Ewing, Chairman and CEO

ABC and J LLC

_____ (Seal)
By: Andrea Ferrero, Manager

RESOLUTION PURSUANT TO SECTION 11-3.10 OF THE ZONING ORDINANCE OF THE TOWN OF WARRENTON FOR APPROVAL OF APPLICATION FOR ISSUANCE OF A SPECIAL USE PERMIT

WHEREAS, DRH Engineers PLC, ("the Applicant"), is the requesting a Special Use Permit approval of a parcel of land containing approximately 1.2378 acres, located on the south side of Waterloo Street, approximately 330 feet east from the intersection of West Shirley Avenue/ Broadview Avenue and Waterloo Street, and hereinafter referred to as the "Property"; and

WHEREAS, the Applicant has applied for a Special Use Permit pursuant to §11-3.10.3 of the Zoning Ordinance, to allow for a drive-thru to be located with a by-right commercial use located within the Town of Warrenton, hereinafter the "Special Use Permit"; and

WHEREAS, pursuant to §11-3 of the Zoning Ordinance upon petition of the Applicant for approval of the Special Use Permit, the Planning Commission held a Public Hearing on September 20, 2022, upon advertisement and notice properly given pursuant to §15.2-2204 of the Virginia Code; and

WHEREAS, the Town Council received and considered the recommendation of the Planning Commission for approval of the Special Use Permit; and

WHEREAS, the Town Council of the Town of Warrenton held a Public Hearing on October 11, 2022, upon notice properly and duly given; and

WHEREAS, the Town Council has considered the impact of the requested use on the Town of Warrenton and on the facilities and systems listed in §11-3.10.3 of the Zoning Ordinance for the Town of Warrenton; and

WHEREAS, the Town Council, in consideration of all of the foregoing, is of the opinion that the application for the issuance of the requested Special Use Permit be approved subject to certain conditions; now, therefore, be it

RESOLVED by the Town of Warrenton Town Council on this 11th day of October 2022, that SUP 2022-04 be, and is hereby, approved, subject to Special Use Permit with Conditions of Approval dated September 20, 2022.

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Resolution to Amend the FY 2023 Budget to receive $4,000 in Internet Crimes Against Children Task Force Funds (ICAC).
Requested Action:	Approve the resolution
Department / Agency Lead:	Michael Kochis, Chief of Police
Staff Lead:	Michael Kochis, Chief of Police

EXECUTIVE SUMMARY

The 2040, Warrenton Comprehensive Plan identified the need to Incorporate security measures designed to be unobtrusive but affording protection for citizens and users alike. Participating in the ICAC Task Force allows the Police to operate in a covert capacity in a way that protect the most vulnerable within our community. Furthermore, partnering with the Fauquier County Sheriff's Office and other stakeholders, such as the Virginia State Police allow the Warrenton Police Department to be more effective, thus meeting the 2040 Comprehensive Plan goals and objectives.

The Internet Crimes Against Children Task Force (ICAC) is overseen by the Virginia State Police and the Virginia Department of Criminal Justice Services (DCJS). DCJS provides annual funds to participant agencies to purchase equipment, attend training, and supplement overtime related to ICAC investigations.

ICAC has approved the Warrenton Police Department to receive $4,000 in reimbursable funds for FY 2023 and does not require matching funds.

BACKGROUND

The Warrenton Police Department currently has one Detective assigned to the Virginia State Police Internet Crimes Against Children (ICAC) Task Force. The Police Department has been a member of the ICAC Task Force since 2008 and conducts numerous ICAC investigations annually.

The assigned Detective investigates child predators using several investigative techniques, particularly in internet investigations. Historically, these funds have been used for software, hardware, and training associated with these investigations.

Staff Recommendation

To approve the budget amendment

Service Level / Policy Impact

These funds will allow the police department to enhance the investigative capability of the assigned detective by providing resources such as training, software, hardware, and overtime.

Furthermore, they will assist with investigations involving the exploitation of children within the Town of Warrenton and the subsequent prosecution thereof.

Fiscal Impact

The addition of $4,000 of reimbursable funds to the FY 2023 budget.

Legal Impact

The Town Council will need to amend the adopted FY 2023 General Fund budget to accept and appropriate these funds.

ATTACHMENTS

1. Resolution amending the FY 2023 budget
2. Letter from the Virginia State Police
3.

RESOLUTION

A RESOLUTION TO AMEND THE FISCAL YEAR 2023 ADOPTED BUDGET BY $4,000

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

WHERAS, on June 16, 2022 the Town Council adopted the Town of Warrenton Fiscal Year 2023 Budget; and

WHERAS, during the course of the fiscal year certain events occur that necessitate amending the budget; and

WHEREAS, the Virginia State Police have notified the Town of an allocation from the Virginia Department of Criminal Justice Services in the amount of $4,000 to be used for programming and equipment in support of the Northern Virginia / District of Columbia Internet Crimes Against Children Task Force; and

WHEREAS, no match of local finds is required; and

WHEREAS, the Town Council has reviewed and approved the acceptance of the funds; now therefore be it

RESOLVED, by the Warrenton Town Council this 11th day of October 2022, that the Fiscal Year 2023 Budget be, and is hereby, amended in the amount of $4,000.

_____

Christopher E, Martino, Town Clerk

Town of Warrenton

October 11, 2022

Budget Amendment Summary

Action	G/L Account Number	Description	Amount
Credit	3-100-024040-0004	State Grant PD	$4,000
Debit	4-100-31100-8221	Grant expenditures	$4,000

Colonel Gary T. Settle
Superintendent

(804) 674-2000

COMMONWEALTH OF VIRGINIA

Lt. Colonel Kirk S. Marlowe
Deputy Superintendent

DEPARTMENT OF STATE POLICE

P.O. Box 27472 Richmond, VA 23261

(804) 674-2000

September 12, 2022

Michael P. Kochis, Chief of Police
Town of Warrenton Police Department
333 Carriage House Ln
Warrenton, VA 20216

Dear Chief Kochis:

We sincerely appreciate your continued partnership as an affiliate of the Northern Virginia/District of Columbia Internet Crimes Against Children (NOVA/DC ICAC) Task Force. Fortunately, we have received Fiscal Year 2023 funding from the Virginia Department of Criminal Justice Services (DCJS) that enables us to further allocate monies to our task force affiliates who are in good standing. As stated in our Inter-Agency Agreement dated July 30, 2013:

> Should additional funds become available during the agreed upon period, this agreement may be amended by written correspondence from the NOVA/DC ICAC Commander to permit the Town of Warrenton Police Department to expend the additional funds in accordance with this established IA.

As such, we are able to allocate additional funds to your agency in the amount of **$4,000.00**. It should be noted that this funding is NOT grant-related. These are NOVA/DC ICAC funds that have been identified to support your ICAC work. Your allocation may be used towards expenses that include: salary, overtime, equipment, software, and for training that is specifically and exclusively related to the NOVA/DC ICAC Task Force's overall mission of combating Internet crimes against children. Please see the attachment to this letter for examples of in-scope and out of scope expenses. *All expenditures, except payroll expenses, require prior approval via email to SSA Michael J. Brown (**michael.brown@vsp.virginia.gov**) or First Sergeant Robert Brown (**rob.brown@vsp.virginia.gov**) and must be made in accordance with your agency's financial procedures and regulations. Reimbursement requests may also include ICAC expenses incurred between July 1, 2022 and the date of this letter.*

In order for reimbursement to be made to your locality, your staff will be asked to complete a reimbursement invoice, to provide proof of payment for the expense, and include the email granting approval of the expense. Proof of payment may be copies of checks, credit card receipts or statements, or accounting ledger reports showing the obligation of funds. Proof of payment is also copies of payroll records and timesheets if the reimbursement request is for salary or overtime. Please send your reimbursement requests via email with scanned attachments to Jackie Casey (**jackie.casey@vsp.virginia.gov**).

To allow sufficient time for processing, we ask that all reimbursement requests be received in our office by **May 1, 2023 unless** the request involves payroll reimbursement. Payroll reimbursement requests should be submitted no later than June 10, 2023.

Your continued partnership with the NOVA/DC ICAC Task Force is vital to the task force's overall success and we hope you find this additional funding beneficial to your efforts to combat child sexual predators and child pornography.

Note: Please respond to us no later than November 1, 2022 via *postal or electronic mail* to verify that you will take receipt of the funds. Should we not receive verification, the respective funds must be reallocated to another affiliate to permit timely expenditures.

Again, I thank you for all you do in support of the NOVA/DC ICAC Task Force. Should you have any questions please do not hesitate to contact me at (804) 674-2767.

Sincerely,

Captain Alan C. Worsham
Division Commander
Bureau of Criminal Investigation
High Tech Crimes Division

ACW/jbc

Attachment

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Resolution to Amend the FY 2023 General Fund Budget to accept, budget and appropriate $2,500 in PATH Foundation Grant Funds to host a community barbeque within the Haiti St. Community.
Requested Action:	Approve the resolution
Department / Agency Lead:	Michael Kochis, Chief of Police
Staff Lead:	Michael Kochis, Chief of Police

EXECUTIVE SUMMARY

The 2040, Warrenton Comprehensive Plan identified the need to Protect the rich histories of existing neighborhoods within the Town of Warrenton to Include the Haiti St. Community, which is a historically black community. Furthermore, under community services goals, the comprehensive plan identifies community trust as a priority within Plan Warrenton 2040.

Over the last twelve months, The Warrenton Police Department has responded to approximately 159 calls for service on Haiti St. Most of these incidents are categorized as “quality of life” incidents. The department has also attended several community meetings hosted by the Fauquier County Habitat for Humanity, where residents who attended expressed frustration over open-air narcotics distribution, fights in the middle of the street, people passed out in the road, and threats to residents. As a result of these issues the department has logged over 800, documented focused patrols on this block. And conducted a targeted enforcement action which logged multiple arrests and interventions of bad actors, most of whom do dot reside within the Haiti Community.

As part of a whole of community approach to address the quality-of-life issues, the PATH Foundation has issued a grant in the amount of $2,500 to the Police Department to host a community barbeque in order to continue fostering trust between public safety and those who live within the Haiti Community.

BACKGROUND

On August 12, 2022, Police Department Staff met with key stakeholders, including The CEO of Fauquier Habitat for Humanity, the Virginia State Police Bureau of Criminal Investigations Commander, and a member of the Blue Ridge Narcotics Task Force. Members of the Warrenton Police Department Community Action Team were also in attendance to discuss the issues residents on Haiti Street are facing and possible actions the department may take to address them.

Along with enforcement actions, significant community outreach, including a community meeting between residents, law enforcement, and key stakeholders, including representatives from the NAACP, were held.

As a result of this outreach, the community expressed a need for increased, targeted enforcement followed up with community outreach.

Staff Recommendation

To approve the Resolution to Amend the FY 2023 General Fund Budget to accept, budget and appropr
$2,500 in PATH Foundation Grant Funds to host a community barbeque within the Haiti St. Community.

Service Level / Policy Impact

These funds will allow the police department to facilitate a community event, specifically a barbeque involving police officers and members of the Haiti community. This is covered under the Plan Warrenton 2040 goals: HR-5 Protect the rich histories of existing neighborhoods, CF-2 Public safety services and policies are view as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness. H-3 Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.

Fiscal Impact

The Adopted FY 2023 General fund, Police department budget will increase by $2,500 to cover the cost of the community event.

Legal Impact

The Town Council will need to amend the adopted FY 2023 General Fund budget to accept, budget, and appropriate these funds.

ATTACHMENTS

1. Grant award letter from the PATH Foundation

DocuSign Envelope ID: E53101B9-0218-4AED-AB79-C4752FF63976

PATH FOUNDATION

Better Together Fund
Contribution Agreement

Grantee	Town of Warrenton on behalf of Warrenton Police Department
Project Name	Haiti Community BBQ
Date Granted	September 16, 2022
Amount Awarded	$2,500.00

Terms and Conditions

EXPENDITURE OF CONTRIBUTION FUNDS

This grant is solely for the purpose(s) as described, including any subsequent approved revisions and agreed upon outcomes, and this Contribution Agreement. Contribution funds may not be expended for any other purpose without prior written approval by the PATH Foundation.

Permission to make significant changes to the approved budget (no reallocations between budget categories or reallocations within budget categories that are greater than 5% of the total category), *must be requested in writing, and the PATH Foundation's written approval obtained before any changes are implemented.*

Contribution funds may not be used to influence or participate in public elections or lobby public officials as outlined within the Internal Revenue Code.

The Grantee agrees to indemnify and hold harmless the PATH Foundation for any expenses, costs or damages it may incur as a result of the implementation of the Contribution Agreement.

Grantee shall not use any portion of the funds granted to impermissibly benefit Disqualified Persons as defined under IRC §§ 4941 and 4946.

CANCELLATION OF AGREEMENT

The PATH Foundation, at its sole discretion, may terminate this Agreement at any time if:

a) The Grantee loses nonprofit or public charity status, dissolves or fails to operate.

LIMITATION

This Agreement contains the entire agreement between the parties with respect to the grant and supersedes any previous oral or written understandings or agreements. It is expressly understood that by making this grant, the PATH Foundation has no obligation to provide other or additional support to the Grantee for purposes of this project or any other purposes.

By (authorized signature) Town of Warrenton/WPD	By (authorized signature) PATH Foundation
DocuSigned by: 8678E2089A66456...	DocuSigned by: Christine M. Connolly FB0F25FDC6894CB...
Date Signed: 9/26/2022	Date Signed: 9/26/2022

RESOLUTION
AFFIRMING COMMITMENT FOR PROJECTS
UNDER AGREEMENT WITH THE VIRGNIA DEPARTMENT OF TRANSPORATION
AND PROVIDE SIGNATURE AUTHORITY

WHEREAS, Plan Warrenton 2040 calls for enhancing the traveling experience by creating great streets (T-2) as goals for Transportation and Circulation; and

WHEREAS, the Town of Warrenton is a recipient of Virginia Department of Transportation funds under various grant programs for transportation-related projects; and

WHEREAS, the Virginia Department of Transportation requires each locality, by resolution, to provide assurance of its commitment to funding its local share; and

WHEREAS, the agreement with the Virginia Department of Transportation includes no local funding requirement; and

NOW THEREFORE BE IT RESOLVED that the Town of Warrenton Town Council commits to the project(s) under agreement with the Virginia Department of Transportation in accordance with the project financial document(s); and

BE IT FURTHER RESOLVED that the Warrenton Town Council authorizes the Town Manager and/or his designees is authorized to execute all agreements and/or addendums for any approved projects with the Virginia Department of Transportation.

Voting For:

Voting Against:

Adopted: October 11, 2022

_____
Town Clerk

RESOLUTION

A RESOLUTION TO AMEND THE FISCAL YEAR 2023 ADOPTED BUDGET TO DE-APPROPRIATE CORONAVIRUS STATE AND LOCAL FISCAL RECOVERY FUNDS IN THE AMOUNT OF $134,994

WHEREAS, the U.S. Congress passed and the President signed the *American Rescue Plan (ARP) Act of 2021* which established the Coronavirus State and Local Fiscal Recovery Fund (CSLFRF); and

WHEREAS, the United States Treasury distributed funding under the CSLFRF to the Commonwealth of Virginia and mandated that Non-Entitlement Unit funds be distributed according to a formula based on population; and

WHEREAS, the Town of Warrenton is considered a Non-Entitlement Unit and has received a total allocation of $10,403,180 according to the prescribed formula; and

WHEREAS, staff reviewed the United States Treasury guidance and provided information to Town Council during a work session on March 8, 2022 regarding projects that are eligible for the CSLFRF funding; and

WHEREAS, qualifying expenditures in the amount of $2,101,642 were appropriated in the Fiscal Year 2023 Adopted Budget on June 16, 2022; and

WHEREAS, staff has reviewed four projects with Council that can be absorbed into the FY 2023 Adopted General Fund Operating Budget or are no longer necessary, thereby freeing up CSLFRF funds for other purposes. These projects are Fitness Class Live Streaming, T-23-003: Sidewalk Construction, T-23-005: Pedestrian Crossing at Blackwell & Moorhead, and T-23-007: Pedestrian Crossing Improvements; and

NOW THEREFORE BE IT RESOLVED by the Town Council of the Town of Warrenton, Virginia on this 11th day of October 2022, that $134,994 in CSLFRF funding is hereby de-appropriated.

_____
Town Clerk

A RESOLUTION TO AMEND THE FISCAL YEAR 2023
ADOPTED BUDGET BY $62,995 TO FUND AN ACCOUNTING POSITION

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 16, 2022, the Town Council adopted the Town of Warrenton Fiscal Year 2023 Budget; and

WHEREAS, during the fiscal year certain events occur that necessitate amending the budget; and

WHEREAS, the Finance Department has identified a need for an accounting position to assist with daily processes, coordinating the annual external audit, and to strengthen internal controls; and

WHEREAS, the Town Council conducted a work session to review the need for such a position at the October 11, 2022 meeting, has reviewed similar staffing in benchmark jurisdictions, and is in support of adding an accounting position to the Finance Department; and

WHEREAS, Meals Tax revenues are expected to exceed the amount estimated in the Fiscal Year 2023 adopted budget and can be used to fund the mid-year addition of the position; and

NOW THEREFORE BE IT RESOLVED, by the Town Council of the Town of Warrenton this 11th day of October 2022, that the Fiscal Year 2023 Budget be, and is hereby, amended to appropriate $62,995 in Meals Tax revenue and $62,995 in salaries and benefits in the Finance Department in the general fund.

_____

Town Clerk

TOWN OF WARRENTON
Parks & Recreation

EXPERIENCE WARRENTON VIRGINIA

WARF
Warrenton Aquatic & Recreation Facility

Town of Warrenton
Department of Parks and Recreation
Monthly Report - August/September 2022

Revenue Summary	August 2021	August 2022	September 2021	September 2022	FY 2022 Year-to-date	FY 2023 Year-to-date
Memberships	$26,463.70	$19,298.10	$30,125.68	$47,494.96	$81,807.85	$88,400.29
MVPasses	$4,222.12	$2,940.00	$4,142.00	$1,536.00	$13,426.12	$7,930.50
Daily Admissions	$20,204.89	$15,673.50	$8,989.00	$8,631.00	$55,409.39	$55,859.05
Programs (Aquatics, Fitness, Recreation)	$13,896.40	$11,782.00	$12,612.88	$6,745.87	$34,638.94	$21,779.87
Rentals	$21,885.50	$10,709.00	$22,662.00	$16,162.50	$47,084.50	$30,606.50
Individual Instruction	$11,494.00	$6,825.00	$9,790.00	$10,341.37	$37,945.00	$21,847.37
Merchandise	$531.36	$205.39	$365.29	$283.69	$1,452.16	$831.98
Sponsorship/Grant/ Ad Sales	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Park Rentals and Events	$2,117.50	$1,125.00	$565.00	$725.00	$3,597.50	$2,600.00
Childcare	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Miscellaneous	$0.00	$74.37	$0.00	$154.20	$124.47	$384.47
End of period	***$100,815.47***	***$68,632.36***	***$89,251.85***	***$92,074.59***	**$275,485.93**	**$230,240.03**

Monthly Memberships/25 Visit Passes/Admissions Sales Summary	August 2021	August 2022	September 2021	September 2022
Total Number of Active Members	1646	2706	1676	2722
New Annual Memberships	74	31	74	94
Renewal Rate	1%	1%	1%	2%
Monthly Memberships	82	37	58	67
25 Visit Passes	31	22	28	11
Daily Admissions	3196	2301	1410	1337
Total Number of Check-ins	7177	6131	7190	6612

Monthly Programming Summary	August 2021	August 2022	September 2021	September 2022
Aquatic Classes Offered	22	18	56	32
Number of Participants in Aquatic Classes	82	84	187	142
Fitness Classes Offered	154	269	193	252
Number of Participants in Fitness Classes	NA	NA	1281	1440
Specialty Classes Offered	1	2	3	2
Number of Participants in Specialty Classes	2	7	11	6
Recreation Programs/Events Offered	0	0	0	0
Number of Participants in Recreation Programs/Events	0	0	0	0

Rentals	August 2021	August 2022	September 2021	September 2022
Swim Lanes	4	0	163	167
Birthday Parties	9	14	8	15
Facility Rentals	0	0	10	6
Pavilion Rentals	10	11	10	15
Field Rentals	21	0	35	0

TOWN OF WARRENTON
Parks & Recreation

Monthly Report

August 2022-September 2022

Maintenance

CIP

Whitecoat Replacement: August 5, 2022, began our month-long shutdown of the competition pool for the whitecoat replacement project. This project was long overdue and much needed to ensure not only the health and safety of our patrons, but the ability to properly maintain and implement a preventative maintenance schedule to extend the life of the whitecoat. The whitecoat replacement of the leisure pool was conducted and completed in May 2022.

Roof: On September 9, 2022, the roof IFB was sent out for bid, with a closing date of October 4, 2022. The scope of work in the IFB referenced the leak investigation report we had done in the Spring of 2022 that identified the areas of the roof where there were leaks and repair recommendations.

ARPA

Fitness and Studio Floor Replacement: Measurements of both the fitness room and the multipurpose room have been taken and we've identified the type of flooring we want in both locations. We are currently obtaining quotes so we can choose a vendor to complete this project.

Fitness Equipment Replacement: We are in the process of evaluating our current fitness equipment, as well as the maintenance records to determine what pieces of equipment need to be replaced based on how often they have needed maintenance from the time of purchase, as well as the recommended replacement schedule for each piece of equipment.

ADA Playground: Our building engineer will be getting his Certified Playground Safety Inspection certification within the next month and will conduct a full evaluation of the Claude Moore Fun for All Playground. Based on the results of the inspection, we will use the funds to make updates and repairs to the Fun for All Playground. Over the next several months, he will do an assessment on all our playgrounds to determine necessary updates and repairs.

Other Maintenance Updates

In addition to the whitecoat replacement during August the following maintenance work was also conducted for the pools: UV piping replacement for competition pool, filter media replacement from sand to glass for the leisure pool, drain grates were replaced and installed in the competition pool and a full evaluation of the competition pool pump room to include pumps, valves and surge tank to ensure that the pool would properly refill and drain. Caulking around the pool was redone, as well as power

washing the deck and deep cleaning of the stainless steel in the competition pool and stadium seating areas. Additionally, tile work was done to include replace broken tiles, regrouting and recaulking.

In August and September all lights in the guard office, as well as down the hallway on the aquatics level were replaced with LED lights which are more energy efficient, environmentally friendly and have a longer lifespan. As lights in the WARF need replacement, we will continue to replace with the LED standard.

In August we also worked closely with the Fleet and Facilities department in preparation of the WARF being a polling place for Election Day in November to determine short term improvements to our parking lot and front walkway area.

At the end of September, we had new chemical controllers installed for the leisure and competition pools and spa. This automated system will help us to measure and control the chemicals for our pools more efficiently and effectively. In addition to viewing the readings on site, this system allows our staff to remotely check the chemical readings of each pool.

Memberships

While our total number of active members in August 2022, was a 39% increase from our total number of active members in August 2021, we saw a decrease in new/renewed annual memberships, monthly memberships, 25 visit passes and daily admissions in August 2022 compared to August 2021. We believe this decrease is due to the competition pool being closed for a month.

Our "Fall into Savings" pass sale ran from September 3-September 17. During that time, we gained 67 new members, which is a 9.5% decrease from new members gained last year during our fall pass sale. This decrease could be in part due to the competition pool closure, as well as the reduced pool hours that began on September 6, 2022. However, overall, we saw an increase in total number of new memberships during the month of September compared to September last year.

Programs

Aquatics

The first week of August completed our last summer session of swim lessons. We offered no group swim lessons for the rest of the month and private swim lessons were limited due to the competition pool closure.

The fall group swim lesson session kicked off on Thursday, September 15 with a total number of 32 classes offered and 142 participants, both a decrease from last fall. This decrease is due to lack of water safety instructors, as well as the impact of having reduced hours for the leisure and competition pool.

We have scheduled a Lifeguarding class for September 30-October 2, which will add 2 new lifeguards and 1 new head guard to our team in October. We have also scheduled a Water Safety Instructor class for October 7-9 and are currently still taking registrations.

Fitness

Even though the competition pool was closed for the month of August, we were still able to offer most of the aqua fitness classes on our regular schedule in the lazy river and tank in the leisure pool.

In September we offered three opportunities to participate in a demonstration of the new Step and Sculpt class we will be adding to the October schedule.

Additionally, we began filming for our October Monthly Health and Wellness Initiative: "Squatober"-31 squats in 31 days. All squat exercises will include modifications and challenges for all fitness levels.

Seasonal Programs/Special Events

We began planning our Halloween events which will all take place on the same day this year, October 29, 2022. In collaboration with EOTW, we will start the morning off with the Halloween Parade down Main St and trick or treating at the Farmer's Market and participating businesses along Main St, from 10am-12pm. In the afternoon, the lower parking lot of the WARF will be taken over by decorated trunks for the Trunk or Treat event from 3pm-5pm. Children ages 4-10 can enjoy the Flashlight Candy Hunt at Rady Park, with our co-hosts, the Warrenton Police Department, from 6:30pm-8:30pm with candy hunts kicking off as soon as the sun sets!

Rentals

In August and September, we hosted 19 birthday parties at the WARF and 26 pavilion rentals at Rady and Eva Walker Parks combined, compared to the 17 birthday parties hosted and 20 pavilion rentals during the same time frame last year.

September 10-11, we hosted the Fitter and Faster Swim Clinic in our competition pool.

On September 12, we welcomed back the USA Swim Teams, NCAP and OCCS, that utilize our facility for swim practices 7 days a week.

Staffing

6 of our head guards became Certified Pool Operators at an all-day training held in August.

Due to lifeguard shortages, we had to reduce our pool hours effective September 6, 2022. On September 15, we were able to have the leisure pool, spa and competition pool back open for regular hours, with continued reduced hours on Mondays, Tuesdays and Wednesdays. The weekend pool hours were not affected by our staffing situation.

On September 18, 2022, we welcomed three new full-time members to our team. Kathy Harju, joined us as our Facility Services Coordinator, overseeing front desk staff and operations. This position had been vacant since August 11, 2022. As part of the approved FY 23 Budget, we had two full time vacancies beginning July 1, 2022. Beth Douglas is our Recreation Programmer, overseeing the fitness staff and programs, as well as our current seasonal/special events, with the goal of growing and expanding our recreation program offerings for the community. Joshua Cywinski is our Aquatic Supervisor, with his primary focus on aquatic programming to include group and private swim lessons. He will also be assisting with oversight of the aquatic staff and operations.

In addition to these full-time positions, we have the added the following number of part time employees to our team in August and September:

Customer Service Specialists: 6 bringing our total number of active employees to 18

Fitness Instructors: 3 bringing our total number of active employees to 14

Head Guards: 3 bringing our total number of active employees to 9

Lifeguards: 3 bringing our total number of active employees to 30

Managers on Duty: 2 bringing our total of active employees to 7

Water Safety Instructors: 0, total number of active employees is 9

Active employees include staff that are on the current schedule on a regular basis. Staff not included are seasonal aquatic and front desk staff, as well as substitutes for instructor-led land and aquatic classes

On September 18, we held our quarterly all staff meeting, as well as separate meetings for individual departments (Fitness Instructors, Water Safety Instructors, Customer Service Specialists and Managers on Duty and Head Guards/Lifeguards). We introduced our new full-time staff at these meetings, as well and discussed the importance of participating in the Classification and Compensation Study this Fall. Staff were made aware of Plan Warrenton 2040 and its location on our website for further review and we discussed the overall vision of the plan and how that will help drive our future planning for the department. Additionally, we provided facility and program information and updates and allowed time for questions from the staff. The next quarterly meeting is set for November 20, where we will go through several Emergency Action Plan drills.

TOWN OF WARRENTON
POLICE DEPARTMENT
333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

Police Department Monthly Report

August 2022-September 2022

Calls for service:

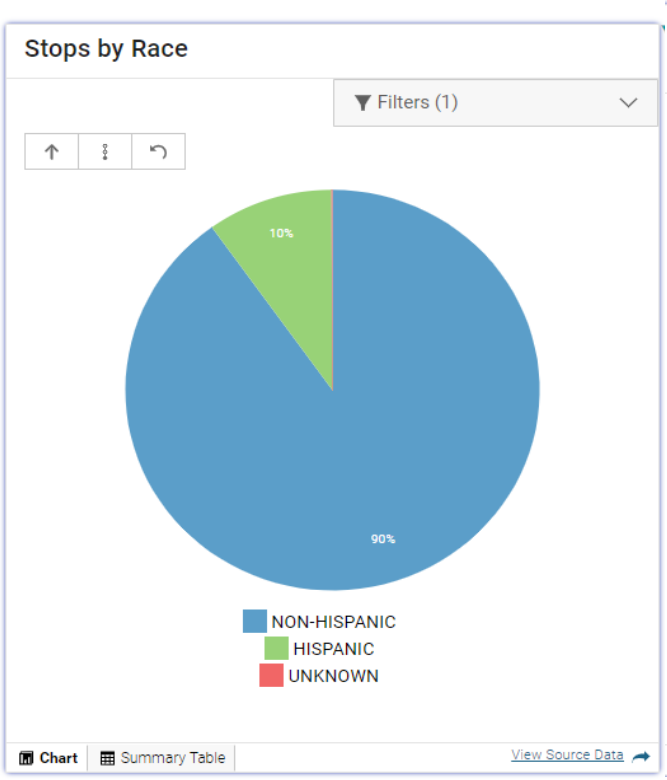
As of August 31, 2022, the Warrenton Police Department has responded 10,627 calls for service year to date (YTD). In comparison, during the same period of time in 2021 the police department responded to 10,953 calls for service. The biggest decrease in calls for service are in the areas of quality-of-life crimes such as drunk in public, driving under the influence, and driving while suspended. A concerted effort in July was made to address these types of crimes by identifying individuals who regularly encounter law enforcement and trespass them from the area at the property owner's request. This strategy has caused a marked decrease in these types of calls for service.

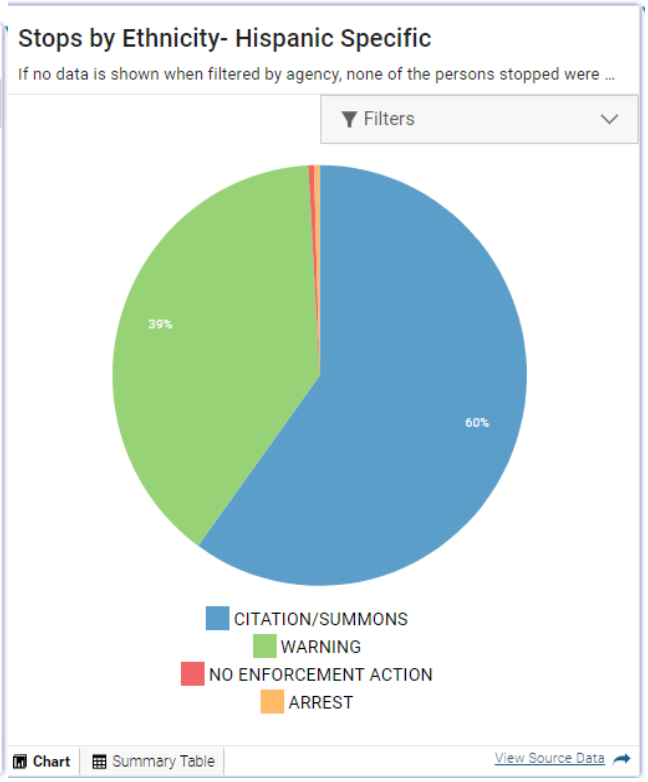
Reference: *2040 Comprehensive Plan CF-2: "Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.*

Traffic stop data:

The following traffic stop data is compiled by the Virginia State Police at:

https://data.virginia.gov/stories/s/Virginia-Community-Policing-Act-Data-Collection/rden-cz3h/ :





Reference: *2040 Comprehensive Plan T-1: Improve multi-modal capacity and safety that encourages trips by walking bicycling, and transit.*

TOWN OF WARRENTON
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333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190

Special Events:

The following special events are scheduled through December 31, 2022:

Date	Event	Sponsor
10/7/22	First Friday	Allegro
10/9/22	Latino Festival	One Vision
10/15/22	Wizard Walk	EOTW
10/19/22	Candlelight Vigil of Remembrance	Spirit Works Foundation
10/22/22	Great Pumpkin Ride	Fauquier County Trails Coalition
10/22/22	Better Together festival	Fauquier County Boys and Girls Club
10/29/22	Boys and Girls Club 5K	Fauquier County Boys and Girls Club
10/29/22	Gathering Place Fall Festival	Warrenton Baptist Church
10/29/22	Halloween Parade	Town of Warrenton
10/29/22	Flashlight Candy Hunt	Town of Warrenton
11/12/22	Big Foot Little Foot 5K	Warrenton Pregnancy Center
11/19/22	Gobble Gobble, Wobble, Wobble 5K	Learning starts early
12/2/22	Christmas Parade	Hero's Bridge

Reference: *2040 Comprehensive Plan E-3: Promote Warrenton as a cultural, entertainment, and arts center.*

Community Development

Monthly Report

September 2022

Please accept this as the monthly activity report for Community Development:

Zoning Applications/Permitting:

- 12 Business Licenses
- 8 Sign Permits
- 5 Zoning Permits
- 4 Zoning Inspections
- 4 Zoning Violations/Complaints
  - Garret Street Lighting
  - Winchester Street Permits
  - Waterloo Street Disturbance
  - Window Signs on Lee Highway and Broadview Avenue
- 7 Land Development Projects
  - The Oaks Minor Site Plan Amendment
  - Monroe Estates Minor Site Plan Amendment
  - 236 E Lee Street Administrative Subdivision Approved
  - 394 Broadview Boundary Line Adjustment Received
  - Jiffy Lube Site Plan Amendment Received
  - 197-211 Broadview (O'Reilly Auto Parts) Signature Set Received
  - Strickland Brothers Oil Change Signature Set Received
- 2 Town Council/Planning Commission Items
  - Article 3 Maintenance Text Amendment Approved
  - Lindsay GMC Bond Released
- 2 Other Reviews
  - Noise Ordinance Questions/Review
  - Harris Teeter SUP/ZMA Conditions Review
- 7 Pre-Application/Speculative Project Meetings
  - Warrenton Boulevard Subdivision
  - Cobb Hill Subdivision
  - Pear Tree Day Care
  - Spring Lane
  - Church Street
  - Waterloo Road Subdivision
  - Alwington Manor ZMA
- 6 Special Projects
  - Assist IT with digital file organization/retention
  - FOIA Requests
  - VAZO Conference
  - VAZO Testing
    - Zoning Official passed Certified Zoning Official Examination (CZO)
  - Basement Organization/Clean-up

- OpenGov Legacy/Addressing Review

Planning Operations:

- Planning Commission Public Hearing:
  - ZMA 2021-01/SUP 2021-01 Harris Teeter Fuel Station
  - SUP 2022-04 Oak View Bank
- Architectual Review Board (2 Preliminary COA approvals) and Administrative COAs (7)
- Management of Legislative Land Use Applications:
  - SUP 2022-01 Waterloo Junction
  - SUP 2022-03 Amazon Data Center
  - SUP 2022-05 Warrenton Village Center
  - SUP 2022-06 Chick Fil A
- Referral Reviews:
  - Fauquier County Arrington Rezoning
  - Fauquier County Warrenton Shopping Center
- Pre-Application Mettings: Alwynton Manor Rezoning
- VDOT Smartscale Applications – Update Applications Request from Central Office
- Smartscale Broadview Avenue Safety Improvement Project Meetings and Updates
- Comp/Class Study
- Archaeology Month Activities Preparation with Fauquier County
- Open Space VOF Grant Meetings
- APA Policy Conference
- RFP Development

Building Review:

- Issued 48 Building Permits

Administrative:

- Special Events weekly meetings.
- Strategic Retreat interview.
- Fee Schedule update with Chief Kochis.
- Court hearing on 92 Winchester Street related to NOVs – Postponed.
- Tree Board meeting.
- Balloon test – Data Center site.
- Discussion with Public Works/Public Utilities regarding right-of-way permits.
- Introduction to Councilman Heroux.
- County comment review – Arrington project.
- Water and Sewer discussion – Town Projects.

Smartscale Broadview Avenue Safety Improvement Project Update

The Virginia Department of Transportation (VDOT) is managing the Smartscale Broadview Avenue Safety Improvement Project for the Town of Warrenton. The project is currently in the Right-of-Way phase anticipated to last approximately 15 months. The process includes:

• Prepare valuation for acquisition

• Contact landowner

• Present offer to landowner (Plan sheets, offer letter, acquisition documents, valuation), explaining project and acquisition

• Negotiate – Address concerns and discuss settlement

• Reach settlement – Process and go to closing, record documents, provide settlement check

or

• Reach Impasse – Exercise eminent domain, record certificate, deposit money with Clerk of the Court, continue to work toward agreement after certificate.

Confidential VDOT communications with property owners are underway with 18 properties under negotiation, eight offers have been made, and four agreements are completed for temporary and/or permanent easements as of September 30, 2022. One property owner has met twice with VDOT and Town staff in the last month to request if there are opportunities for design adjustments. It has been communicated that to adjust the project now would require time delays, additional funding, VDOT Central Office rescoring the project, and the potential loss of the project. However, it has also been communicated that Town staff is willing to explore opportunities outside of the project parameters that would not result in delaying the project.

After the Right-of-Way Phase, the project will be advertised for construction. According to VDOT, the current ad date is September 12, 2023, with a 30-day bid let. If an acceptable bid is received, work will begin January 2024. Preliminary construction duration is anticipated to be a duration of 18-24 months. A more refined construction duration will be reviewed before advertisement to allow for additional knowns such as the amount of night work and other market influences. Final costs will be known at time of bid contract.

Public Works and Utilities
Monthly Report
August 2022

Please accept this as the monthly report for the Public Works and Utilities Departments.

Public Works:

- Town crews continued to provide maintenance to the roads, grounds, and facilities inthe Town. To maintain the safety and an appealing appearance for our citizens and visitors.
- Number of burials performed. 2

Public Utilities:

- 4 Customers concerns were responded to/resolved.
- 0 New water service lines installed. 0 Service line repaired.
- 1 Main line repaired.
- 14 Fire hydrants flushed. 0 Repaired
- 280 Miss Utility Locate tickets.
- 2 Sanitary sewer lines flushed. Total of 350 Feet.
- 1 Videoed sewer lines. Total of 800 Feet.
- 0 Sanitary sewer lines Installed. 1 Repaired.
- 0 Sewer connections issued.
- 0 Sewer connections installed. (Primarily new subdivisions, installed by contractors).

Meter Dept:

- 0 Cross connections inspected. 0 Irrigation inspected.
- 0 Water connections inspected. 1 Water connections issued.
- 0 Meter installed. 5 Meters replaced. 1 Meter rebuilt 17 Check for leaks.
- 5080 Meters read. 6 Reread. 49 Read & transfer.
- 12 Water cut-ons/offs.
- 41 Meter registers replaced.

Engineering & Project Status:

Site Plans/Permits reviewed:

- Amazon Data Center
- Country Chevrolet
- Walmart Pick-up Modification
- Piedmont Urgent Care
- Farrish Properties, Waterloo Junction-ZMA2022-1

Project Review Update:

- VDOT Broadview Avenue Improvements: Staff team continues to coordinate with VDOT and Dominion Power for the Street light improvements, to include the conversion of the 33 existing light heads to LED lights and 16 new poles. Dominion provided a budget estimate of $150,000 for the new poles and $5,000 for the light-head conversions. VDOT continues in the process of Right of Way acquisition from property owners where additional ROW or easements for construction are needed for the proposed improvements.
- Inflow and Infiltration Reduction into the Sanitary Sewer System: We have asked our Rehabilitation Contractor, Tri-State, for an update on their proposal to continue work on the rehabilitation services. The future plan will be to initiate a new Flow Monitoring program to better focus on priority areas for sewer rehabilitation. With the success that our I&I reduction program has netted over the last two years, the peak response of flows at the WWTP has been dampened. The plan is to start up again in mid-2022 to further reduce I&I. The table below shows the flow history at the WWTP since 2015 through last year.

Year	Rainfall (in.)	Ave Flow (MGD)	High Peak Flow (MGD)	Number of Times over 6.0	Ave Flow/ Inch Rain
2015	41.80	1.86	6.10	2.00	44398
2016	37.30	1.73	6.00	3.00	46403
2017	34.09	1.84	6.00	3.00	53975
2018	77.10	2.17	6.00	6.00	28124
2019	58.90	2.08	6.00	4.00	35257
2020	61.60	1.88	6.00	4.00	30519
2021	45.55	1.72	6.00	2.00	37688
2022*	33.2	1.7	5.50	1.00	NA

* Year to date

- Garrett Street Stormwater Pond Retrofit: The project was successfully bid and award was made to the low bidder. Construction should start in September. The selected contractor is KBS Earthworks, and the bid price was $132,655.02.

- 5th Street Parking Lot BioSwale Project: The PO has been issued to Bright Construction Group to construct this project. The Preconstruction meeting was held on Sept. 7th. We

anticipate construction starting sometime the week of Sept. 19th, and being completed before mid-October.

- The Stream Restoration Project from the Dog Park to Washington Street: The Environmental Consultant, RES, completed the assessment of the stream to determine if it is a good candidate for a Stream Restoration Project. They have determined that it is a strong candidate. The next step is to work with the Culpeper Farmer's Cooperative, to get a Memo of Understanding for the project to support the granting of an easement across their property. At the same time, the Stormwater Staff will submit an application to the Department of Environmental Quality for a SLAF grant for the project. This will follow the same process as the Hampton Inn project and will be a multiyear prospective project.
- Automated Water Filling Station, Corral Farms: The PO has been issued to the Contractor, DeBorn Construction. The Pre-Construction meeting was held on Sept. 21st at 10:00. VDOT entrance permit has been issued. The County is currently reviewing Land Disturbance Permit Agreement.
- Timber Fence Trail, Segment 2: The PO was recently issued for the completion of the final design of the trail alignment and the easement from the Fauquier County School Board. These items are well underway and should be finished by the end of this month. A meeting has been scheduled with the School Board Building Committee on Sept. 22nd, when we will reintroduce the easement alignment and needs.
- WWTP: WWTP Staff is planning to re-bid the improvements to the Gravity Sludge Thickener that was put off due to insufficient funds. The UV Disinfection light system is installed and functioning well. Secondary Clarifier #1 continues to operate, and the contractor is awaiting delivery of the repair equipment, which is anticipated after the first of the year. Rainfall in August totaled 2.00 inches and average flows at the WWTP were 1.44 MGD for the month, a decrease from last month.
- Water/Sewer Capacity Analysis Update: The PO for this has been issued, and Whitman Requardt & Associates is to begin this update process.

Storm Water Management:

Outreach:

- -

Applications/Permitting/Inspections:

- x64 ESC & SWM inspections completed (including drainage issues & outfall inspections).
- x7 SPD under review (ESC & SWM).
- x7 LDP under review (ESC & SWM).
- x2 SUP under review (ESC & SWM).
- x1 LDP approved (ESC & SWM).
- x1 Final CO.

Operations:

- Construction General Permit (CGP) August Monthly Report submitted to DEQ.
- Agreement in Lieu/LDP/CGP approved: 620 Evans Dr. SFD.
- Agreement in Lieu/LDP/CGP in progress (missing information) or under review: Warrenton Crossing, Strickland Brothers Oil Change, 105 W Shirley Ave, Piedmont Urgent Care, 5th St Parking Lot Bio Swale, Garrett Street Facility, North Rock Lot C.
- SDP / Plat / Dees in progress (missing information) or under review: Piedmont Urgent Care, Strickland Brothers Oil Change, Harris Teeter Service Station, Country Chevrolet 11 E Lee Hwy, Retail Auto Parts, North Hill - Lot C.
- SUP under review: Waterloo Junction / Farrish Properties, Warrenton Village Mixed-Use Center.
- SDP / Plat / Dees approved: Subdivision- 50 Oak Street.
- Continued preparing Hampton Inn Memo of Understanding.
- Continued answering emails from clarification needed to citizens regarding the SW Utility Fee bill.
- Elaborate necessary configuration for land disturbance applications on OpenGov with Community Development.
- Continued answering emails from clarification needed to citizens regarding the Annual BMP / Stormwater Annual Inspections.
- Continued working on the MS4 Annual Report (DEQ) to submit all the documentation on October 1, 2022.

Professional Development:

- -

Wastewater Treatment Plant:

Total water pumped during August 2022

Well No. 3	376,275	**Gallons**
Well No. 5	0	**Gallons**
Well No. 6	460,189	**Gallons**
Filter Plant	36,303,000	**Gallons**
Total pumped (All Sources):	37,139,464	**Gallons**
Average gallons per day:	1,198,047	
Total pumped during the same month last year:	36,224,104	**Gallons**
Average gallons per day:	1,168,519	
Total flow through the sewage plant:	44,620,000	**Gallons**
Average gallons per day:	1,439,355	
Total flow during the same month last year:	45,060,000	**Gallons**
Average gallons per day:	1,453,548	**Gallons**
Total rainfall:	2	**Inches**
Warrenton Reservoir overflow elevation:	445.3	**Feet**
Warrenton Reservoir current elevation:	444.0	**Feet**

Refuse & Recycling Report for:

August 2022

DATE	REFUSE	BLUE BAG REFUSE	HOUSE DEBRIS	TIRES	FREON	CLEAN UP METAL	CHIPPED BRUSH	LEAVES	CARD BOARD	NEWS PAPER	OFFICE PAPER	COLLECTED IN BLUE BAGS GLASS	ALUMIN.	STEEL CANS	PLASTIC	BLUE BAG TOTALS	TONS LANDFILL	TONS RECYCLE	TONS LANDFILL RECYCLE	RECYCLE %
Mon. 1	23.39																23.39	0.00	23.39	0%
Tues. 2	21.62										0.03						21.62	0.03	21.65	0%
Wed. 3	2.46	0.12							3.67	0.12		1.27	0.09	0.14	0.10	1.72	2.58	5.39	7.97	68%
Thurs. 4	13.95						2.23										13.95	2.23	16.18	14%
Fri. 5	13.94																13.94	0.00	13.94	0%
Mon. 8	22.49																22.49	0.00	22.49	0%
Tues. 9	21.67																21.67	0.00	21.67	0%
Wed. 10	0.25	0.12							3.69	0.32		1.25	0.08	0.14	0.10	1.69	0.37	5.58	5.95	94%
Thurs. 11	12.86																12.86	0.00	12.86	0%
Fri. 12	14.93																14.93	0.00	14.93	0%
Mon. 15	23.11																23.11	0.00	23.11	0%
Tues. 16	21.16																21.16	0.00	21.16	0%
Wed. 17	1.81	0.11							4.16	0.31		1.19	0.08	0.13	0.10	1.61	1.92	5.97	7.89	76%
Thurs. 18	14.18						3.66										14.18	3.66	17.84	21%
Fri. 19	15.34						5.56										15.34	5.56	20.90	27%
Mon. 22	20.40																20.40	0.00	20.40	0%
Tues. 23	20.27										0.03						20.27	0.03	20.30	0%
Wed. 24	1.55	0.12							3.21	0.13		1.25	0.08	0.14	0.10	1.69	1.67	4.91	6.58	75%
Thurs. 25	13.86						3.31										13.86	3.31	17.17	19%
Fri. 26	13.92																13.92	0.00	13.92	0%
Mon. 29	21.52																21.52	0.00	21.52	0%
Tues. 30	21.93																21.93	0.00	21.93	0%
Wed. 31	0.87	0.09				0.06			3.18	0.23		0.95	0.06	0.10	0.08	1.28	0.96	4.66	5.62	83%
TOTAL	337.48	0.56	0.00	0.00	0.00	0.06	14.76	0.00	17.91	1.11	0.06	5.91	0.40	0.64	0.48	7.99	338.04	41.33	379.37	11%

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	**October 11, 2022**
Agenda Title:	**Meeting Minutes**
Requested Action:	**Approval of Minutes**
Department / Agency Lead:	**Town Clerk**
Staff Lead:	**Stephen Clough**

EXECUTIVE SUMMARY

This submission is the meeting minutes from the Town Council Meeting on August 9th, 2021, for review and approval by Council.

BACKGROUND

Minutes are created by the Town Clerk after every 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)

STAFF RECOMMENDATION

Review and approve the submitted minutes.

Service Level / Policy Impact

Facilitating Transparency in Government with records management and availability.

Fiscal Impact

None

Legal Impact

Creation of the legal records of the proceedings.

ATTACHMENTS

1. Minutes- August 9th, 2022
2.
3.

TOWN COUNCIL OF THE TOWN OF WARRENTON
TOWN HALL
21 MAIN STREET
WARRENTON, VIRGINIA 20186

MINUTES

A MEETING OF THE COUNCIL OF THE TOWN OF WARRENTON WAS HELD ON August 9, 2022, AT 6:30 P.M. IN WARRENTON, VIRGINIA

WORK SESSION

PRESENT — Mr. Carter Nevill, Mayor; James Hartman, Vice Mayor; Mr. Sean Polster; Mr. Kevin Carter; Mr. Brett Hamby; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Tommy Cureton, Acting Town Manager; Mr. Olaun Simmons, Town Attorney

Present Virtually

ABSENT

REGULAR MEETING

PRESENT — Mr. Carter Nevill, Mayor; James Hartman, Vice Mayor; Mr. Sean Polster; Mr. Kevin Carter; Mr. Brett Hamby; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Tommy Cureton, Acting Town Manager; Mr. Olaun Simmons, Town Attorney

Present Virtually

ABSENT

CALL TO ORDER

The meeting was called to order at 9:00 A.M.

Strategic Retreat Discussion

Mayor Nevill updated Council on the Strategic retreat. He informed them that the Path Foundation was unavailable on the selected date and that the preferred facilitator was also unavailable for the 24th. He asked Council if they wished to change the retreat date or the facilitator and location.

Tommy Cureton, Acting Town Manager, added that Staff had been trying unsuccessfully to reach out to the Hospital to schedule a conference room but would continue attempting to schedule if Council desired.

Council discussed possible alternative dates. None were identified.

Mayor Nevill confirmed the 24th and instructed Staff to continue working on a location. He explained that the facilitator would contact Council and Staff to interview them separately to create the agenda and direction of the meeting.

RollOutWarrenton!

Frank Cassidy, Director of Public Works, gave a presentation to Council on the initiative's history. He presented information from Experience Old Town Warrenton (EOTW) about the initiative's impact on local businesses. He noted that Staff had been receiving negative feedback from citizens and businesses and presented Council with multiple options to modify the program.

Councilman Semple asked clarifying questions about the data and the impact that it was showing.

Mr. Cassidy responded that the data showed a negative impact on the businesses for the street closures on Saturday.

Councilman Semple discussed the impact on the Farmer's Market with the closures and the metered approach to moving the market to Main Street. He mentioned that the Hobby Shop was counting on the continued street closures for their business plans.

Councilman Carlos inquired about the possibility of a Hybrid approach to the closures.

Mr. Cureton responded to Councilman Carlos and spoke about the upcoming events scheduled for Main Street and the impact they would have on the closures. He mentioned that the majority of the feedback Staff has gotten has been around the daytime closures on Saturdays.

Councilman Carlos suggested a hybrid approach that would open the street for Saturday during the day.

Councilman Carter inquired about the impact of parking during the open morning on Saturday for the officers that would handle the closures.

Chief Kochis responded to the councilman that it would have a negatable impact on the officers.

Mayor Nevill summarized the discussions and suggested a compromise of closing the street Friday

afternoon, opening them back up at midnight, then reclosure of the streets at 4 pm on Saturday.

Vice Mayor Hartman agreed with the idea.

Councilman Hamby supported the hybrid approach and allowing the Farmer's Market to return to the parking lot.

Councilman Carter agreed with Councilman Hamby.

Council discussed the impact on various businesses and merchants and their needs based on the proposed changes.

Mayor Nevill reminded Council of a suggestion from EOTW about an associated per square foot fee for the parklets that would help offset the costs that the Town encores sponsoring the street closure. He suggested further discussion for future implementation.

Councilman Carlos asked about the timeframe for the implementation of the hybrid approach suggesting beginning the new approach this upcoming Saturday.

Mr. Cureton said that he would discuss with staff and have an answer on the implementation timeline before this evening.

Councilman Polster asked to reach out to the chair of EOTW to have them discuss the proposed time changes with the businesses and bring back data to Council for the final decision.

Vice Mayor Hartman agreed with this suggestion.

Councilman Polster spoke on the good that has come out of the program, highlighting the Hobby shop's success and their use of the space. He reminded the Council of the 1.4 million dollar investment in Main Street from VDOT in the pipeline. He suggested continuing to work through these hurdles with more permanent changes in mind.

Mayor Nevill suggested leaving the final decision on the closure time to Staff with the collaboration of EOTW under the proposed hybrid model.

Partial Vacation of Right-of-Way and Boundary Line adjustment at 187 Linden Street

Rob Walton, Director of Community Development, introduced the topic to Council.

Councilman Hamby stated that he had no objections to the transfer. He asked clarifying questions about the layout of the utility right of way.

Mr. Schaeffer, the applicant, explained the layout of the parcel and the right of way to the Council.

Councilman Semple inquired if there was any historical reason that the parcel had originally been divided this way.

Mr. Walton gave a brief history of the parcel divisions and development.

Council had no further questions.

Water Dispensing System at Fauquier Landfill

Frank Cassidy introduced the topic to Council with a brief history of the Council's actions on the item. He spoke about the benefits of the facility to the water and sewer system for the Town. The presentation included a breakdown of bid tabulations and the bid increase over the budgeted amount. He then laid out a timeline for the implementation of the project if approved.

Councilman Hamby spoke in favor of the project and elaborated on its impact on the residents.

Councilman Carter shared his support for the project and the savings of both water and costs for the Town. He confirmed that there would not be an impact on the new State Police barracks with the proposed location.

Councilman Hamby explained the traffic flow and that it would not impact the barracks.

Councilman Semple inquired about the revenue this location would generate and asked how Staff had planned to appropriate the funding for this project.

Mr. Cassidy explained that this was an attempt by staff to find savings in currently appropriated projects and use those funds for this project.

Councilman Carlos asked if there were any individual cost savings for the residents.

Mr. Cassidy said that the savings would be in staff time and the reduction of wasted treated water.

Councilman Polster spoke about his support of the project and asked if there were additional information that could be found about this site during this project's creation.

Mr. Cassidy explained that it would have the benefit of additional research for this location. He added that this site was where the proposed facility's location was as well.

Councilman Carlos inquired what projects the funding would come from.

Ms. Miller explained that staff was going through the FY22 projects and the carry-over process where Staff has identified the funds for this project. She noted that the Interim Town Manager would approve the carryover in September.

Councilman Polster asked if this required an action item for this evening's meeting.

Ms. Miller explained that as long as Council was ok with it, no action was needed until the carryover amount was brought forward to the Interim Town Manager.

Agenda Review

Mr. Cureton reviewed the agenda with Council.

Additional information for the Public Hearings can be found further down in the minutes under the Public Hearing Topic.

Mayor Nevill asked to hear from Staff on the Public Hearing topic and the Consent Agenda items.

271 Winchester St. Demolition Request

Millie Latack introduced the Consent Agenda item for the request for the demolition of the Parish Hall at 271 Winchester Street. She explained that this item had gone before the Architectural review board twice at work sessions and was before Council as it was considered a noncontributing building. She explained that the hall had reached the end of its useful life and was not a candidate for renovation. She laid out the steps staff had taken to make their assessments and determinations for their recommendation.

Mayor Nevill inquired about who would keep the records of historical building preservation and documentation to show future generations what could have been there.

Ms. Latack said that while that was a requirement for historic buildings it was not a requirement for demolition of noncontributing buildings though it was highly encouraged.

Councilman Hamby asked if there had been any discussion with the residents around the property.

Ms. Latack said that she believed that the Church was reaching out to the neighbors.

Councilman Hamby confirmed that the only thing before Council currently was the demolition of the building.

Councilman Semple spoke in favor of the demolition.

Councilman Carter spoke in favor of the demolition and asked about the plans for the foundation.

Ms. Latack said preliminary uses were proposed, but nothing had been finalized.

Councilwoman Sutphin congratulated the Parish on how long they had been able to utilize that building and discussed the design layout that she had been briefed on.

Mayor Nevill applauded the Church for their work in trying to prolong the life of this building. Having seen and known this building and how unadaptable it was to the Churches' uses, he stated that he was in favor of granting the demolition.

Budget Amendment- State Historic Preservation Grant

Ms. Latack introduced the grant. She stated that it was the same grant that was received in 2018. This Grant would help resurvey the properties in the local historic district within the national boundaries. This would help amend our nomination form for the Virginia Department of Historical Resources and the National Registrar to help match the local boundaries and the national

boundaries.

Mr. Cureton expanded on Ms. Latack's explanation and added that the Grant total was $35,000 with a financial impact of $15,000 for the local match. Staff has brought forward a budget amendment for the FY23 Budget in the amount of $50,000 inclusive of those amounts.

Councilman Carlos asked about the process of how one adds their house to the local historic district.

Ms. Latack explained that you would typically not amend the boundary on a property-by-property basis but rather the historical significance of neighborhoods as a whole. She gave a brief overview of the process and how it would work.

Mayor Nevill spoke in favor of the grant and noted the tangible benefits of these surveys and the impact of the tax credits for residents if they wished to apply for them.

Water and Sewer Financing Presentation

Ms. Miller introduced the topic to Council. She explained that the Water and Sewer rate study had included taking on additional debt to fund projects. Davenport, the Town's financial advisors have recommended that the Town explore financing options now with the increasing interest rates. Kyle Luxe will be at the evening session to explore options with Council, including projected interest rates. She explained that the Virginia Resources Authority has a fall financing pool that Davenport had submitted an application for on behalf of the Town. The application would not obligate the Town in any way. Council would have to provide local authorization by September 16th, which could be done on the September 13th meeting.

Council had no further questions for Ms. Miller.

Mayor Nevill asked if Council had any further questions or discussions for the evening's agenda.

Councilman Carter suggested moving Councilmember's time to the end of the meeting given the likely hood of a large turnout for Citizen's time this evening.

Councilman Hamby agreed.

Council did not have any objection to the suggestion.

Closed Session under Va. Code §2.2-3711 (A)(1) to discuss the Interim Town Manager's appointment

Vice Mayor Hartman moved to convene a closed session pursuant to Code of Virginia Section 2.2-3711(A)(1) and 15.2-2907(D) to discuss the acquisition of real property for a public purpose or of the disposition of publicly held real property, where discussion in an open meeting would adversely affect the bargaining position or negotiating strategy of the public body. Councilman Polster seconded. The vote for the motion was unanimous, as follows:

Ayes: ***Mr. James Hartman; Mr. Sean Polster; Mr. Brett Hamby; Mr. Kevin Carter; Mr. Renard Carlos; Ms. Heather Sutphin; Mr. William Semple;***

Nays:
Abstention:
Absent:

Upon reconvening from the closed session, Town Council adopted the following Certification of Closed meeting:

CERTIFICATION OF CLOSED MEETING

WHEREAS, the Town Council of the Town of Warrenton has convened a closed meeting on this date pursuant to an affirmative recorded vote in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3172 E of the Code of Virginia requires a certification by the Town Council that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Town Council hereby certifies that, to the best of each members knowledge, (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (ii) only such public business matters as were identified in the motion convening the closed meeting were heard, discussed or considered by the Town Council

Councilman Carter seconded, the vote for the motion was unanimous, as follows:

Ayes: ***Mr. James Hartman; Mr. Sean Polster; Mr. Brett Hamby; Mr. Kevin Carter; Mr. Renard Carlos; Ms. Heather Sutphin; Mr. William Semple;***
Nays:
Abstention:
Absent:

Mayor Nevill suggested an informal attire for this evening's meeting based on the predicted high temperatures.

Recess at 11:22 p.m.

The Town Council reconvened in regular session at 6:30 p.m.

INVOCATION

Pastor Bob Kologner, Pastor of the Warrenton Church of Christ, gave the invocation.

PLEDGE OF ALLEGIANCE

Mayor Nevill led the Pledge of Allegiance.

CITIZENS TIME

Albert Mudrion, 6312 High Meadow Place, addressed the Council regarding the Amazon SUP.

Sally Lahm, 7035 Low Court, addressed the Council regarding the Amazon data center.

Josephine Gilbert, Scott District, addressed the Council regarding public gatherings.

Cindy Burbank, 6347 Barn Owl Court, addressed the Council regarding Amazon.

Amy Trotto, 5314 View Drive, addressed the Council regarding the Amazon SUP.

Ken Alm, 194 Culpeper Street, addressed the Council regarding BLA.

Anne Ziegler, 5577 Old Bust Head Road, addressed the Council regarding data center.

Lori Gibson, 134 East Lee Street, addressed the Council regarding RollOutWarrenton!.

Noelle Bacon, 615 Galina Way, addressed the Council regarding Amazon's data center.

Dale McCraw, 7007 Settlers Ridge Road, addressed the Council regarding Amazon data center.

APPROVAL OF THE AGENDA

Vice Mayor Hartman motioned to approve the agenda as presented. Mr. Carter seconded the motion.

The vote on the approval of the agenda was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Mr. Renard Carlos; Ms. Heather Sutphin; Mr. William Semple; Mr. Sean Polster***
Nays:
Abstention:
Absent:

PUBLIC HEARINGS

Ordinance 2022-12 – Lot C North Rock- Easement Vacation

Work session- Kelly Machen introduced the topic and explained the need for the Easement Vacation. She noted that during construction, the waterline had been shifted and the easement was not likewise shifted.

Mayor Nevill stated that he was pleased to address this prior to construction , noting that some easements had been through the middle of buildings in the past.

Evening Session- Kelly Machen reminded Council of the presentation from the Work Session.

The applicant was available for questions if Council Desired; no questions were asked.

Mayor Nevill opened the public hearing at 7:03 P.M.

Mayor Nevill closed the public hearing at 7:05 P.M.

Councilman Carter moved to approve Ordinance 2022-12 – Lot C North Rock- Easement Vacation; Councilman Carlos seconded. There was no discussion;

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Mr. Renard Carlos; Ms. Heather Sutphin; Mr. William Semple; Mr. Sean Polster***
Nays:
Abstention:
Absent:

CONSENT AGENDA

Councilman Hamby moved to approve the Consent Agenda. Seconded by Vice Mayor Hartman. There was no discussion of the motion.

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Sean Polster***
Nays:
Abstention:
Absent:

271 Winchester St. Demolition Request
Approved as Presented

Resolution to Amend the Fiscal Year 2022 Budget to Accept Funds by $1,700

Approved as Presented

Staff Reports

Approved as Presented

Minutes

Approved as Presented

NEW BUSINESS

Water and Sewer Financing Presentation

Kyle Luxe from Davenport presented financing options to Council for the Water and Sewer

System. He explained the process and timelines of seeking loans independently and through the Virginia Resource Authority.

Councilman Semple asked for further explanation on how the banks evaluate the debt and financing options available to the Town.

Mr. Luxe explained the process and what the banks would look for within options to offer financing.

Councilman Semple inquired about the debt ceiling and how to avoid taking on too much debt to impact the ability to seek additional debt, especially with the impact of inflation.

Mr. Luxe explained that the recent rate study and other work that the Town had done would play into the numbers and affect the model Davenport had created to bring forward their recommendations.

Councilman Carlos asked to have Staff bring forward all the items that the Town currently has loans on and the schedule/timeframe for the loans. He also requested a list of the properties the Town owns for evaluation.

Council Directed Staff and Davenport to proceed with the direct bank loan RFP process.

Budget Amendment- State Historic Preservation Grant

Stephanie Miller introduced the topic to Council. She explained that the Grant would be used to resurvey the properties in the local historic district within the national boundaries to update the registrar.

The mayor called for a brief recess before the vote.

Vice Mayor Hartman moved to adopt the Budget Amendment- State Historic Preservation Grant. Seconded by Councilwoman Sutphin.
The mayor commented that the first Historic Preservation Grant was a success and that he was excited to see the continuation of this to bring the local historic district and extend the national lines to meet our local, which will preserve and extend tremendous opportunities for the homeowners within that district. This is a continuation of an already well-proven program that will benefit our residents.

There was no discussion of the motion.

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Sean Polster***
Nays:
Abstention:
Absent:

The motion to accept the Budget Amendment- State Historic Preservation Grant was approved.

Appointment of Interim Town Manager

Mayor Nevill stated that Council had the opportunity to interview multiple candidates and that they would have to also extend the term of the Acting Town Manager to bridge the starting date of the Interim Town Manager.

Councilman Hamby motioned to appoint Christopher E. Martino as the Interim Town Manager. Seconded by Councilman Carlos.

Mayor Nevill added that both candidates interviewed were very talented and competent, and he appreciated both of their time and willingness to serve the Town of Warrenton. He Thanked Mr. Martino for submitting his name and lending his expertise.

There was no further discussion of the motion.

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Sean Polster***
Nays:
Abstention:
Absent:

Christopher E. Martino was appointed as the Interim Town Manager for the Town of Warrenton; his effective start date will be August 22nd.

Extension of the Term of the Acting Town Manager

Councilman Hamby moved to extend the term of Tommy Cureton as the Acting Town Manager through August 22, 2022, to bridge the gap of the start date of the Interim Town Manager. Seconded by Councilman Carter. There was no discussion of the motion.

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Sean Polster***
Nays:
Abstention:
Absent:

Tommy Cureton's Term as the Acting Town Manager was extended through August 22nd, 2022.

Appointment of Interim Town Recorder

Councilman Hamby moved to appoint Christopher E. Martino as the Interim Town Recorder, effective August 22nd, 2022. Seconded by Vice Mayor Hartman. There was no discussion of the motion.

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Sean Polster***
Nays:
Abstention:
Absent:

Christopher E. Martino was appointed as the Interim Town Recorder effective August 22nd, 2022.

RollOutWarrenton!

Frank Cassidy reviewed the options before Council for modifications to RollOutWarrenton!
He added that EOTW had provided the requested data to Council from the morning work session. The data showed that closing at 4:30 on Friday and reopening at midnight, closing the street at 4:30 pm Saturday, reopening at midnight, and moving the Farmers market vendors off Main Street was the preferred option.

Councilman Carlos asked how many businesses had been contacted about the change in time for the street closures.

Joelle Fryman, the Director of Experience Old Town Warrenton, stated that she spoke with almost every business up and down Main Street aside from ABC and the restaurants. She added that most assured her that no earlier than 4:30 would be acceptable. She offered data from the last two years to Council to show the program's impact. She encouraged the Town Council to reach out and interact directly with the local business.

Mayor Nevill shared his appreciation of the data collection and encouraged EOTO to continue to collect the data to give the best picture to Council to make decisions. He encouraged the businesses to provide that data to EOTW to help Council make the best, most impactful decisions. He spoke on Old Town's impact on the entirety of Warrenton and how supporting the local businesses affects the Town overall. He highlighted the growth opportunities with tourism and how bringing in shoppers from other communities could positively impact the Town and help raise the tax dollars spent on our community.

Councilman Carter moved to adopt the proposed changes to the RollOutWarrenton! Program. Seconded by Councilman Hamby.

Councilman Carlos had asked if the street closure could be extended further down the street to the Great Harvest area.

Mr. Cassidy responded that the area for the closure was based on the interest in participation of the businesses at the time of the program launch this year. He encouraged discussion with affected businesses before any changes were made. He spoke about the unused space from last year's setup and complaints from citizens about the extended area. He noted that the proposed change could be further discussed with businesses and EOTW.

Councilman Carlos thanked Mr. Cassidy and encouraged EOTW And staff to engage with the merchants further down the street about the extension of the closures. He noted he would like to help create a family environment to support the businesses.

Councilwoman Sutphin added that she remembers multiple businesses at that end of the street not in favor of the program and road closures due to the impact on their programs.

Councilman Hamby reminded Council that the decision was made due to feedback about closing to 5th street. He noted that Council had stopped where the feedback was to stop.

Mayor Nevill spoke on the restaurant density impacting the closure areas and how events like first Fridays would be an excellent way to entice shoppers and citizens down towards 5th street. He described the creation of the hybrid model that Councill adopted as based on the feedback Council had received.

Councilman Carlos thanked his colleagues for their opinions; he reminded Councill that Main Street was not solely comprised of restaurants and as they continue to evolve this program its best to explore all opportunities and keep them in mind.

Mayor Nevill said that there has always been an opening to expand the program if requests and interest were brought forth.

Councilman Polster said that the speed of Government had played a role here as the Council has gone through this journey. He said that he appreciates the feedback from the community and is grateful for the opportunity to pivot the program to adapt to the community's needs.

There was no further discussion of the motion.

The vote was as follows:

Ayes: ***Mr. James Hartman; Mr. Brett Hamby; Mr. Kevin Carter; Ms. Heather Sutphin; Mr. William Semple; Mr. Renard Carlos; Mr. Sean Polster***
Nays:
Abstention:
Absent:

The modifications to the RollOutWarrenton! program was adopted.

TOWN MANAGER'S REPORT

No Report.

TOWN ATTORNEY'S REPORT

No Report.

COUNCILMEMBERS TIME

Councilman Carlos- Started off his time by thanking the Citizens that spoke at Citizen's time. He reminded them that they are the reason Council is sitting up on the dais as their representative. He added a shout-out to the Warrenton Police Department for a successful National Night Out event thanking them for their community engagement. He stated that he shared some of the concerns brought forward in Citizens' time stating that it was not the Council's job to twist the resident's arms into what they wanted but to listen and respond to what the citizens want. He advocated for transparency and thanked the residents for bringing concerns to Council. He noted that the issues before Council like the Boundary Line Adjustment and the Amazon Data Center were big deals that deserved answers to the residents from Council.

Councilman Carter- Thanked the merchants of Old Town for continuing the process on the RollOutWarrenton! program and reminded them of the commitment that we all have to make this program work. He said that he looks forward to collecting more data and discussing this program at the Strategic retreat.

Vice Mayor Hartman- No report.

Councilman Hamby- Thanked Staff and EOTW for the responsiveness between the morning session and the evening session. He expressed hope after hearing from the businesses that the modifications to the RollOutWarrenton! program would be beneficial to all.

Councilman Semple- Thanked the Citizens that showed up to express their views on a very important matter. He spoke about the challenges that the Council will face as the current applications proceed through the process noting that they will make the appropriate decisions. He acknowledges the anguish about the data centers and thanked the citizens for not continuing to brow beat the Council with their opinions, but to give them the space they need to make their decisions. He hopes to embark on the process to restore the trust that has been lost in Council.

Councilwoman Sutphin- Reminded the audience that all of Council was up on the dais because of the passion for their community. She noted that she loves her community and makes decisions on what her granddaughter will need in this community looking out for all of the children as well. She respects each of her colleagues and reminds them that they're all in here together. She wished that Citizens would stay because they're leaving before Council even gets a chance to speak with them. She reminded all that Council listens to everyone that speaks and when they leave the opinions expressed are every bit as important as those who have left. She encouraged all who leave to take the discussions further down the street to be mindful of the others that are speaking to the Council. She thanked the Staff and the Police department for the implementation of the changes to RollOutWarrenton!.

Councilman Polster- Stated he has spoken multiple times on transparency. He addressed an IT issue that affected the Dais and the work that staff had done to be able to maintain the live stream and not affect the meeting. He thanked the staff for their diligence and work to correct the issue. He reminded all that school starts tomorrow and that one of the things that was discussed was bullying. He said that bullying was a learned behavior and encouraged all to be a part of the solution and be a role model to the kids. He praised a program at the school called "Dude Be Nice" and encouraged everyone to take their advice and pass it on.

Mayor Nevill- Thanked Ms. Harris and the planning department for the excellent work put into the Eva Walker Memorial Garden that was created this last month. He thanked everyone for coming out and reminded them that Council takes every word to heart. He offered pushback on some accusations levied among the staff and the implications of corruption. He said that every single one of Council would not stand for any corruption amongst the staff. Working with these people and the amount of personal sacrifice these individuals put forth in the public realm when their talents would be so greatly rewarded in the private sector. He added that Staff puts so much of their self aside to care for this Town. He spoke against the cherry-picking of data points and finding fault where with another view could be seen as staff doing its' job. He asked that those listening understand that facts can be twisted and the conclusion you are being led to reach helps support a predetermined position. He is not against others' positions and concerns noting that this was why transparency and the process laid before Council was written as such. He will not stand for these accusations against staff. He added that every one of Council was pushing back and asking the tough questions and that the notion of the Council kneeling before amazon was patently false. He assured all that only under the highest level of scrutiny would any special use permit be approved. He apologized to staff and reminded them that they had his full support.

ADJOURN

With no further business, this meeting was adjourned at 8:13 p.m.

I hereby certify that this is a true and exact record of actions taken by the Town Council of the Town of Warrenton on August 9th, 2022.

_____

Christopher E. Martino
Interim Town Recorder

Stephen Clough

From: Luis Albisu [redacted]
Sent: Tuesday, July 12, 2022 11:38 AM
To: citizencomment
Cc: Staci Albisu; David Roddy; Ibrahim Donderici; Baffour Anim
Subject: SUP

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please do not approve the SUP. As others have pointed out it's not in the interest of the town and the larger community. This opens the door to many more data-centers that will impact our quality of life and the value of homes.

If the SUP is approved the power lines required will most likely not be buried. The Virginia State Corporation Commission (SCC) will likely rule to avoid the cost. Even if they agreed to bury the lines the rates we all pay will go up. It's a lose lose proposition that can be nipped in the bud by denying the SUP.

Thank you,

Luis and Staci Albisu
[redacted]

Sent from my iPhone

Stephen Clough

From: LuLu Baer [redacted]
Sent: Tuesday, July 12, 2022 12:24 PM
To: citizencomment
Subject: we object to all aspects of the amazon data center and dominion blackwell project

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

dear town of warrenton administration and council members,

our family lives on the border of the town of warrenton limits. our address is in the county, but within a vote or two, we may be annexed to the town. we are that close.

we moved here to warrenton 25 years ago to enjoy its proximity to work, culture, and shopping, while maintaining its small town/rural flavor.

with that in mind, we vehemently object to all the proposed aspects of the amazon data center, its location, and the associated dominion power plans to plant 150 foot power lines in my next door neighbor's yard.

we live at the top of meetze road, and the huge towers that amazon needs to power its data center will go directly in my 2 neighbors' yards, literally a couple hundred feet from my back door.

objection #1: the data center proposed by amazon will not benefit our community. it's a noisy eyesore, and no amount of trees and cement buffers will dispel the bad effects. if mt bozos wants a data center he should build it in an appropriate location!

objection #2: the only reason dominion power needs permission from the town of warrenton and fauquier county to dump power

lines in our communities is singularly for this customer, mr bozos, and his data center. the power lines are not urgently needed by your constituents, or this community you were elected to serve.

objection #3: IF --a big IF--- the town and county are so blind to the needs and wishes of their constituents and approve the data center, and IF---that project gets underway, amazon and mr bozos should cover the cost of burying the disfiguring power lines underground. amazon is the only beneficiary of the project and should cover the costs of its construction.

i pray that your ears will be open to the cry of your community and vote against all aspects of this boondoggle.

with great respect to you and the service to our community,

as ever,
Lorraine "LuLu" Baer
Leon R Baer
[redacted]

--

"When the people fear the government there is tyranny, when the government fears the people there is liberty."~John Basil Barnhill

Virus-free. www.avg.com

Stephen Clough

From: Tom Daily [redacted]
Sent: Tuesday, July 12, 2022 3:57 PM
To: citizencomment
Cc: Carter Nevill; Renard Carlos; Sean Polster; Heather Sutphin; William Semple; Brett Hamby; James Hartman; Kevin Carter
Subject: Town Council Meeting - Amazon SUP
Attachments: Amazon SUP Consideration - Jul 22.docx

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Town Council Members:
My name is Tom Daily and I am a resident of Vint Hill in Fauquier County. I am the President of the HOA for Vint Hill Manor, which is a 100 home 55+ development. Having gone through a somewhat similar experience a couple of years ago, as concerns the threat of overhead power lines, I feel confident that I speak on behalf of our members and trust my comments in the attached will be included with others, on the subject concerning the Amazon SUP, for this evening's Town Council Meeting.

I had planned to attend; but, my concerns about the relatively close quarters and the increasing infection rates resulting from the latest omicron offshoot, i.e., the BA.5 variant, have caused me to reconsider even though I am totally vaxxed and boosted. Thus, the last minute need to put my comments in writing.
Respectfully submitted,
Tom Daily

Stephen Clough

From: KATHY DOVE [redacted]
Sent: Tuesday, July 12, 2022 9:53 AM
To: citizencomment
Subject: Amazon SUP

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning,

My name is Kathleen Dove and I have been a homeowner in Fauquier County, specifically New Baltimore, since June 1992. I am writing to you concerning the Amazon Data Center and subsequently the Dominion Transmission Lines.

If approved, those of us that live here will see our property values decline, in turn being less tax revenue for the county. There was new legislation passed this year that would decrease the amount of tax revenue you would receive from these centers. There are two industrial zones in our county for these types of things. Why is the WTC even considering this since the data center will not be in the correct space nor will it bring in tax revenue as expected? We haven't approached the subject of environmental impacts or health impacts.

We, the citizens of Fauquier, pride ourselves on being small town America – people buy homes here for that reason. Please do not destroy this by allowing data centers and the awful towers to dot our beautiful, rural landscape. We do not want tech giants in our county. We see the cancer this becomes in our neighboring counties.

Please deny the Amazon SUP.

Thank you.

Kathleen Dove
[redacted]

Sent from my iPhone

Stephen Clough

From: Jim Fortune [redacted]
Sent: Tuesday, July 12, 2022 4:20 PM
To: citizencomment
Subject: Comment for Town Council - Blackwell Project

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

As a resident of New Baltimore, I was surprised to learn of plans to construct high tension powerlines through our area to support an upcoming data center. This would have power lines coming from either the south or east mostly above ground on 130' towers. Imagine towers twice as tall as the larger trees in the area coming down 29, Vint Hill Rd, Meetze, Rd. and across seemingly random farms and neighborhoods. One of the routes would clear cut 100-200' wide to or maybe across my property line.

Dominion claims overhead lines do not significantly reduce land values. They also met with Van Metre privately and chose to reject a route due to property values and sell-ability of that new housing. I'm with Van Metre, power towers lower land value – I don't want a house next to a power line, either.

Let's look at what the stated benefits are for the Amazon site. As Amazon has stated, this will add 50 jobs to Warrenton. According to the Fauquier Times, Warrenton has calculated $4.6 million of revenue over 5 years and Fauquier County $10.6 million over 5 years. The town should ponder the cost of ruining the beautiful landscape we have vs the extra (less than) $1M yearly revenues. I guess the other benefit is bragging rights that we have Amazon.

Make no mistake. This is just the beginning. There are other landowners who will sell out and make a windfall profit if data centers are to be allowed in Warrenton and Fauquier. Dominion is just putting in the infrastructure for now but it has a large capacity; and if the current routes cannot provide the capacity, alternate routes will likely be filed with SCC now to grease the skids for later.

How long will the data centers be viable? Some say 10-15 years, some say longer. It depends a lot of the size of buildings needed to do computing. Compute power has required smaller and smaller space since the 60's. Analog computing is on the horizon and may drastically reduce space requirements. In the future, data centers may consolidate far from populated areas with their own renewable energy. As more functions are automated, the requirement for staff will decrease. The point is that it is very uncertain how long data centers as we know them will be viable. Computing has always meant rapid change.

Warrenton Town Council: please weigh the small benefits against the permanent desecration of many acres of Fauquier and Warrenton. If you want to see your future with a data center, take a spin down Glouster Parkway in Ashburn to view the large, monolithic concrete buildings with fences and no windows. Or take a tour of Manassas to the east of 234 Bypass. Then ask yourself if this is what you want Warrenton and Fauquier to look like.

Remember, if we go forward with this this data center -- we can't go back. Please keep Warrenton and Fauquier County rural – it's the right decision.

Respectfully,

James Fortune

Stephen Clough

From: Sean [redacted]
Sent: Tuesday, July 12, 2022 8:38 AM
To: citizencomment
Subject: Concerns for Warrenton DATA center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Greetings,

This is Sean and Kali Hagerty of:

[redacted]

I would like the email to be an official letter of concern. Our concern is the Data center that is proposed to be built in Warrenton, VA.

On a personal note. I just moved from Loudoun County to the historic town of the Warrenton for the beautiful landscape and rural community feel. South Riding, Ashburn and the surrounding communities have been destroyed by the eye soars that are Data Centers. You have the power to stop this before it ever happens. Please act on the best interest of the community you represent and that's not big tech.

- WTC (Warrenton Town Council) amended the Zoning Ordinance on short notice last summer to allow Data Centers to be within town limits. It was done quickly and with minimal community input. This is a serious breach of trust between the community and the elected Town Council, and the WTC should prioritize restoring trust with their citizens, not accommodating tech giants.
- Remington & Vint Hill are Planned Commercial Industrial Districts, and Data Centers should be kept there to protect our natural landscape and habitats.
- The newly signed HB791 legislation in Richmond will tie data center tax revenue for the community to property/asset depreciation, NOT commercial income. This likely means a significant reduction in expected tax revenue for our community from this initiative.
- WTC (Warrenton Town Council) does not get to decide where the high tension power lines will be placed to service the Amazon Data Center. The SCC (State Corporation Commission) will determine that. Approval of Amazon's SUP would place a great burden and battle on your constituents to contend with Dominion about the power line routing location, and above ground vs. below ground lines.
- Amazon's SUP is lacking significant required information and detail per the established Special Use Permit Requirements. WTC should not even entertain this application until a complete and detailed application has been submitted for approval.

- The SUP cites that "significant tax revenue" will be generated for the community, but provides absolutely details or specifics on amounts
- It does not include a Load Letter, and therefore we cannot verify power need of the Data Center and are unwilling to accept Dominion's calculations (as that is a conflict of interest, given they are the sole source provider of the electricity). The Load Letter should be provided from an independent party.
- Includes a height precedent, which if approved, gives Amazon an open door to build vertically--is that truly acceptable to our community?
- The SUP states that "the applicant [Amazon] will bear the cost of new infrastructure that will be needed and any upgrades to existing facilities" and yet, there is absolutely no analysis provided to determine what those infrastructure costs might be.

Please see our list of concerns, these are not all inclusive.

Sincerely,

Sean and Kali Hagerty

Note: This email was drafted on a hand held device, please disregard any spelling errors.

Stephen Clough

From: Elisia Milrod [redacted]
Sent: Tuesday, July 12, 2022 11:53 AM
To: citizencomment
Subject: Amazon data centers

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Morning,

As a Fauquier county resident, for many years now, the proposed data center is very concerning and something I would like to not see come to our community. I do understand that growth and additional tax revenue can be good, but would like to see that come to the county in different ways and not through data centers.

- The proposed HB791 legislation in Richmond will tie data center tax revenue for the community to property/asset depreciation, NOT commercial income. This likely means a significant reduction in expected tax revenue for our community from this initiative.

- Approval of Amazon's SUP would place a great burden and battle on your constituents to contend with Dominion about the power line routing location, and above ground vs. below ground lines.

- Amazon's SUP is lacking significant required information and detail per the established Special Use Permit Requirements. WTC should not even entertain this application until a complete and detailed application has been submitted for approval.

- The SUP cites that "significant tax revenue" will be generated for the community, but provides absolutely no details or specifics on amounts.

- No details have been given on the environmental impacts, and no Environmental Impact Assessment has been completed as part of the application (to include the source and usage of water for cooling needs, as well as the disposal plan for the water).

- It does not include a Load Letter, and therefore we cannot verify power need of the Data Center and are unwilling to accept Dominion's calculations (as that is a conflict of interest, given they are the sole source provider of the electricity). The Load Letter should be provided from an independent party. Also, are there other lower sleepy impact options like solar that could be looked at?

- Noise calculations are lacking in the document

- Includes a height precedent, which if approved, gives Amazon an open door to build vertically--is that truly acceptable to our community?

- The SUP states that "the applicant [Amazon] will bear the cost of new infrastructure that will be needed and any upgrades to existing facilities" and yet, there is absolutely no analysis provided to determine what those infrastructure costs might be.

Thank you,
Elisia Tindle

Sent from my iPhone

Stephen Clough

From: [redacted]
Sent: Tuesday, July 12, 2022 11:58 AM
To: citizencomment
Subject: Data centers and High Tention Wires

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello,
I'm the owner of a house at Settlers Ridge Rd in Warrenton, and I strongly oppose this plan of putting Data Centers and High Power Lines in my neighborhood. It's bad for the environment and bad for people who live in the area. Please, do not vote for it.
Sincerely,
Helena Skotowska

Sent from the all new AOL app for Android

Stephen Clough

From: [redacted]
Sent: Tuesday, July 12, 2022 10:47 AM
To: citizencomment
Subject: PLEASE DO NOT APPROVE DATA CENTERS OR WIRES

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Warrenton Town Council,

I am a resident of Settlers Ridge Road writing to plead with you NOT to approve the proposed data centers, high tension wires, and other tech industry development. I moved to this beautiful area fleeing the rampant crime and congestion of Tyson's Corner Virginia. If you allow these data centers to be built in Warrenton you will be doing catastrophic and irreparable damage to both the community and the environment. The natural resources of Warrenton Virginia have already been pushed to their limits with local wildlife having no place to raise their young and coexist in a functional ecosystem. The proposed data centers will only magnify this problem exponentially. In addition to this the community will surely suffer irreparable damage of quality of life. Warrenton is a vibrant economical investment because of its picturesque landscape in comparison to surrounding areas. Property values and taxable assets would plummet with implementation of these data centers and wires.Crime and congestion would skyrocket with the added infrastructure required to support these developments as it has in nearby areas. As a resident and taxpayer I move that Warrenton should impose a tax on residents to fulfill their budget needs rather than accepting a pittance from tech giants in exchange for destroying our community. I believe even your standing as council members would be threatened as the people brought to this area by the centers would vote very differently than the people who currently live here. I implore you once more. PLEASE DO NOT APPROVE THESE DATA CENTERS OR WIRES. The future of this beautiful community is at your mercy. Please, make the right decision.

Sincerely your fellow citizen,

John

Stephen Clough

From: Susan Whiteis [redacted]
Sent: Tuesday, July 12, 2022 11:17 AM
To: citizencomment
Subject: Opposed to Amazon Data Center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please preserve Warrenton from so much infrastructure!
Thank you.

-Susan Whiteis
Concerned Citizin

Stephen Clough

From: Ellen Zagrobelny [redacted]
Sent: Tuesday, July 12, 2022 10:18 AM
To: citizencomment
Subject: Oppose approval of Amazon Data Center SUP

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear WTC, I oppose approval of the SUP for the proposed Amazon Data Center. Data centers are not big job providers, they are resource-depleting structures (the cooling water, electricity, space, property value). We all see what happened in Loudoun County with the data centers allowed... Poor planning at best. I am a resident in Fauquier County, just outside Town of Warrenton. The county has two Planned Commercial Industrial Districts, and any data centers should only be allowed there, if permitted at all. It's hard to see any direct or long-term benefit to our town and county by providing special use for the Amazon tech giant site, especially with HB791 on the horizon in Richmond.

Ellen Zagrobelny

Brittany Latack

From: Roy Francis [redacted]
Sent: Wednesday, July 13, 2022 2:38 PM
To: citizencomment
Subject: HARRIS TEETER FUEL STATION
Attachments: 20220713135732518.pdf

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Attention: Planning Commission,

For Public Record, attached please find a petition from the residents of the Northrock Residential Association in opposition to the proposed fuel station in the Northrock Shopping Center. At this time there are 12 houses we were not able to reach, so this opposition number could rise before the Public Hearing. By looking at the number of folks who were asked you can see the overwhelming majority in the Northrock Residential Association are adamantly opposed to this proposal. This proposal is viewed as having a major impact on our neighborhood through air quality, light intrusion on many homes, increased traffic congestion in an already congested area. There are already too many fuel stations in the Rt. 29 corridor. It simply isn't necessary and does nothing for the betterment of our community or the Town of Warrenton

Thank you in advance for your attention to this very important proposal.

Regards,

Roy M. Francis
President, Northrock Residential Association
Warrenton, VA
Cell: 540-222-5368

North Rock - Opposition to Harris Teeter Gas Station

North View Circle Address	Name	Signature
82	LaBombard, Edward & Louise	Edward LaBombard
86	Saffer, Robert & Carolyn	
90	Beran, Marge	M m Beran
94	Volpe, Joseph	Joseph Volpe
98	Brown, Peggy	Margaret H Brown
102	FOR SALE	
110	Haddon, Roxanne	Roxanne Haddon
116	Schneider, Rosemary	Rosemary Schneider
122	Farragher, Joan	
130	Morison, Lucy ~~& Kocher, Earl~~	Lucy C Morison
134	Vacant	
137	Vacant (Inside of Circle)	
140	Vacant	
146	Joy Herndon	Joy J Herndon
147	Francis, Roy & Norma	Norma Francis
152	Billak, Marlene	Marlene E Billak
155	Burke, Ed	Edward H Burke
158	Romano, Pete	
162	Alexander, Lane	
163	Shifflett, Stacie	
168	168 NORTH VIEW CIRCLE LLC	
171	Green, Fred FOR SALE	
172	Hitchcock, John & Jackie	
174	McCoy, Vincent and Polly	Polly Ann McCoy
176	Higginbotham, Doug & Fran	Doug + Fran Higginbotham
180	Glenn, Charles & Penny	
183	Hickey, Cal & Kathy	
184	Hertz, Carole	
185	Martin, Jeffrey and Jennifer	
186	Kidwell, Jeanne	
187	Massey, Stacy	
188	Namie, Paul	Paul R. Namie
189	Barylski, Douglas	Douglas Barylski
190	Merchant, Edith & Bill	William O Merchant
191	Nold, Sherry & Steven	Sherry Nold
192	Dietz, Polly	
193	Black, Paula	
194	Penatzer, Brian	
195	Matteson, Mary	Mary Matteson
196	Simerman, Christine & Dave	

Second Signature

197	Mitchell, Jim	
198	Supp, Andrea	
199	Stephens, Ronald	
200	Barthelman, Jeffery	
202	Benner, Amy Lou	
204	Lobstein, George & Marion	
206	Sieber, Kim	
208	~~Renter~~ M. BACHER	
209	Pierce, Carolyn	
210	Collins, Nancy	(Can't come to the door)
211	Sabol, Carolyn	
212	Poll, Gene & Cherie	
213	Pickett, Regan	
214	Recker, Peggy	
215	Smith, Pat & Vernon	
216	~~Schmidt, Mark & Sandra~~	wait till tomorrow not ready to sign
218	Story, Diana	
220	Turner, Michael & Kathy	
222	Mitchell, Donna	
224	Wilbur, Ellen	
226	~~Hawes, Rita~~ FREEMAN	MARVIN
228	Turner, Carolyn	
230	Nevarez, Nicholas & Mary	
231	Shimp, Paul & Kim	
232	Smith, Mark	
233	Walker, Joyce	
234	Zinser, Margaret	
235	Perkins, Anna Marie	
236	Best, Stephen & Diana	
237	Locust Shade LLC	
238	Taylor, Beatrice	
239	Renter	
240	Pawlak, Jill	
241	Richards, Martha	
242	Nichols, Jennie	
243	Green, Judy	-#6
244	Courrege, Rebecca	
245	Joynes, Darryl & Diane	
246	Heflin, Richard & Judith	
West Ridge		
216	Cook, Al & Janice	
218	~~Miller, Catherine~~ Thompson	Pat + Rebecca
220	~~Renter~~ Nilmd, Charlie	
222	Allen, Barbara	
224	Holleran, Michael	
226	Howell, David	

228	Ruskin, Brant	
230	~~Marco, Reggy~~ CARILYN KAYE	Carolyn Kaye
231	Barbara Crierie	
233	Jolicoeur, Jean & Neadie	
235	Dechen, Albert & Mary	Mary Dechen
not opposed 237	McCormack, Don & Michelle	
239	Cox, Doris	Doris B. Cox
241	Croushore, Wanda	
243	Gilbert, Mark	
245	Roche, Pamela	

Stephen Clough

From: Robin D [redacted]
Sent: Thursday, July 14, 2022 11:14 AM
To: citizencomment; Land Development; Planning Department
Subject: Your legacy

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear representatives:

As a Warrenton homeowner since 2001, I implore you to DENY any zoning changes that would allow data centers in our beautiful, rural community.

There are many more appropriate NoVA locations in areas already established for these types of enterprises.

Please make your legacy one that PROTECTED rather than ELIMINATED what makes Warrenton and Fauquier County so special.

Sincerely,
Robin DeMattia
[redacted]

Planning Commission Members,

My name is Jeff Barthelnam and I live at [redacted] I am an original owner in the Northrock PUD. Saul Brothers and Harris Teeter have been good neighbors. I support the local businesses that lease space in the Northrock Shopping Center. I help out by picking up trash scattered around the area and return shopping carts from Harris Teeter that find their way to distant parts of our PUD.

Staff reports for the proposed Harris Teeter gas station highlight issues with ingress and egress. The original intersections were not designed for the level of foot and vehicular traffic that a gas station will create. Pedestrian safety issues already exist. Increasing traffic at this bottleneck will create new concerns, even after the proposed attempts to mitigate with paint on the asphalt. Please see the attached pictures for a normal weekend taken on July 16th, 2022 at 1pm. I encourage you to drive the area and see for yourself.

A new business with environmental and safety concerns does not warrant a Zoning Amendment. The abundance of gas stations along Broadview does not merit a Special Use Permit for an additional one. This is not a By-Right process. Legislative action is required to modify the PUD and Proffers that have governed this community for 20+ years . There is a higher threshold. The applicant has not met that burden.

I ask you to support the homeowners in the Northrock PUD and deny this application. Thank you.







Brittany Latack

From: Mo Bakheit [redacted]
Sent: Monday, July 18, 2022 12:49 PM
To: Planning Department
Subject: Fwd: Comment from 208 N.View Circle re: Gas Station

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

A very good afternoon to all at the Planning Commision; I am a Retired/then recently Un-retired Critical Infrastructure ("CI/KR") Security and Safe Smart Cities/Smart Communities - SME and Executive.

Considering that SUSTAINABILITY and Safety are amongst the most urgent priorities - due to the Climate Change and Mass Shootings disasters respectively; the proposal for a GAS STATION smack dab in the middle of an actual 50+ community is a potential catalyst for disasters - on both the Sustainability and Safety levels.

In my 30 years in the Security/ Infrastructure industry - I have conducted numerous Security/Risk Assessments, teamed the leaders in this field, such as Kroll, et al.

I could list at least 30 - Risks, Threats and Vulnerabilities - to having this Gas Station in the North Rock Shopping Center, and literally in breach of any established - Set Back and Stand Off areas.

So - with respect - a few more comments:

1. Justification for having a BP Station at the Shopping Center when there is ALREADY a BP station right below the Shopping Center; AND - another next to the OUTBACK Steak House??
2. Would like to see your Security/Risk Assessment Proposal - for potential Threats/Risks such as - an Explosion, Active Shooter gun shots hitting gas pumps; and LIGHTNING from the ever increasing bad weather?
3. The impact of the gas fumes on pollution increase - especially with the staggering Heat - and so close to the North Rock Community houses right above. We are already smelling cooking fumes from below - not to mention the NOISE pollution from the garbage trucks at 6am every morning?

Thank you very much; and respectfully;

Mo Mekky-Bakheit
540-270-1807

Brittany Latack

From: Andrea Supp [redacted]
Sent: Monday, July 18, 2022 8:15 PM
To: citizencomment
Cc: Planning Department
Subject: SUP 2021-01 Harris Teeter Fuel Station

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

As a resident of North Rock, I'm writing to express my opposition of the proposed above referenced fuel station.

- The Town of Warrenton is currently inundated with fuel stations
- The location of the pad site will negatively impact an existing busy parking lot
- The ingress and egress to the shopping center at the 4 way stop at Fletcher is a hazard as it is without additional traffic.

The number of drivers who fail to stop at that 4 way stop and the stop sign at Fletcher and North Hill is outrageous. Residents of North Rock deal with this disregard of traffic signs daily whether walking or driving. I don't understand why the Town Police do not monitor these two intersections but I have never seen an officer at either in the seven years I've lived in North Rock.

Using the road behind the smaller shopping center would only cause further congestion as cars try to enter the main access after weaving through the parking lot next to Ledo Pizza.

I implore you to avoid causing a bigger problem and reject the SUP.

Andrea Supp
[redacted]
Sent from my iPad

SUP 2021 01 Harris Teeter Fuel Station

Andrea Supp [redacted]

Tue 7/19/2022 12:14 AM

To: citizencomment citizencomment@warrentonva.gov

Cc: **Planning Department <Planning@warrentonva.gov>**

EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the ontent is safe.

As a resident of North Rock, I m writing to e press my opposition of the proposed above referenced fuel station.

The Town of Warrenton is currently inundated with fuel stations
The location of the pad site will negatively impact an e isting busy parking lot
The ingress and egress to the shopping center at the 4 way stop at Fletcher is a hazard as it is without additional traffic.

The number of drivers who fail to stop at that 4 way stop and the stop sign at Fletcher and North Hill is outrageous. Residents of North Rock deal with this disregard of traffic signs daily whether walking or driving. I don t understand why the Town Police do not monitor these two intersections but I have never seen an officer at either in the seven years I ve lived in North Rock.

Using the road behind the smaller shopping center would only cause further congestion as cars try to enter the main access after weaving through the parking lot ne t to Ledo Pizza.

I implore you to avoid causing a bigger problem and reject the SUP.

Andrea Supp
[redacted]

Sent from my iPad

IN THE TOWN OF WARRENTON, VIRGINIA
PLANNING COMMISSION: PUBLIC MEETING 19 JULY 2022

COMMENTS ON HARRIS TEETER'S APPLICATIONS FOR REZONING AND FOR A SPECIAL USE PERMIT

1. I am Joseph Volpe III and I own my home at 94 North View Circle in the residential community known as Northrock, part of the same PUD as the shopping center next door in which Harris Teeter proposes to add a gas station. Harris Teeter has failed to establish that a Zoning Map Amendment and a Special Use Permit to put a gas station next door to my neighborhood would in any way serve the public interest.

2. Harris Teeter's applications are the wrong answer to a question only Harris Teeter would think to ask: Is it in the public interest to modify a PUD Master Plan labored over down to the smallest detail by the developer and the Town less than 25 years ago and relied upon since by homeowners like me so Harris Teeter can put a gas station in the midst of shoppers in cars and on foot negotiating their way through a busy parking lot when there are already eight gas stations on 29/211 within 1 and 1/2 miles of the proposed station, the closest of which is just around the corner, a mere one-tenth of a mile away and which already participates in Harris Teeter's own gas rewards program?

3. Not only are there already more than enough gas stations in close proximity to Harris Teeter, reliance on gasoline to power cars is declining and will continue to decline as more and more vehicles are powered by electricity. Within the lifetime of the current Comprehensive Plan, the number of gas stations now in business in Warrenton will almost certainly exceed demand for their product. By seeking to change the Master Plan to add a gas station to its parking lot, Harris Teeter is asking the Town to thumb its nose at the past, turn a blind eye to the present and ignore the future.

4. Harris Teeter has failed to satisfy many of the criteria to be considered by the Planning Commission in its evaluation of a proposed zoning map amendment.

5. **Is the proposed rezoning justified by changed or changing circumstances?** What has changed since formulation of the PUD Master Plan? One pertinent change is

the addition of at least one gas station (Wawa) along 29/211 less than a mile and a half from the proposed site. And between Wawa and Blackwell Road, there are seven additional gas stations, three of which (BP, Sheetz and Exxon) are within one-half mile of the proposed site, with BP, the participant in Harris Teeter's gas rewards program, a mere one-tenth of a mile from the proposed site.

6. A second change is the advent of the electric vehicle (EV) which will over time turn gas stations into relics. Admittedly, gas stations will not become obsolete overnight, but by the time the Town is working on its next Comprehensive Plan, what to do with abandoned underground gasoline storage tanks will need to be taken into account.

7. In the more immediate future, Harris Teeter's claim that the presence of its station will be a welcome convenience to its customers ignores the possibility that those customers who currently get discounts at BP stations thanks to Harris Teeter gas rewards do not realize that buying gas directly from Harris Teeter instead of from its current gas rewards partner will likely deprive them of Top Tier gasoline, a diminution of quality that may more than offset the per gallon savings they would get from Harris Teeter gasoline. https://www.autolist.com/guides/top-tier-gas

8. **Will the proposed rezoning have an adverse impact on properties in the vicinity and their values?** The answer is yes, both as to the Northrock residential community where I live and the gas stations already in place along 29/211.

9. First as to Northrock, if you imagine a football field with one end zone at the edge of the proposed gas station and the other in the direction of Northrock, standing under the goal post in the gas station, you would not be able to see the other goal post because it would be inside the nearest home in Northrock. It does not take an expert to realize that anyone putting their home up for sale in Northrock would not include in their listing that an all-night gas station is right next door. (The proximity of the shopping center as now composed is a convenience for some of us in Northrock who take advantage of walking instead of driving to a store. Obviously, adding a gas station does not add to that convenience; in fact, it may deter walkers who will be forced to negotiate new and riskier traffic patterns resulting from the presence of the gas station.)

10. There are days when the aromas wafting up from Longhorn Steakhouse are welcomed in Northrock; none of us looks forward to the prospect of odors – and dangers – from gasoline fumes, especially when gasoline is being dispensed from tanker trucks into storage tanks.

11. Have you ever heard music or the voice of a talk-radio host coming from a car being filled with gas? Often the volume has been turned up so the driver can hear his/her radio while outside of the car. Imagine being on your patio or deck and hearing that sound or being awakened by that sound at 2:30 in the morning.

12. Adverse impact may also be felt by the existing gas stations along 29/211, which typically are locally-owned. A nationally-owned enterprise like Harris Teeter can buy gas at lower prices and thus sell at prices lower than the locally-owned stations can afford. Harris Teeter touts the addition of its proposed station as a benefit to the extent that added competition can lead to lower prices, but the risk is that its pricing leverage would impair the value of locally-owned gas stations and even result in putting one or more of them out of business.

13. **Are there adequate sites available elsewhere in the Town for the proposed use in districts where such uses are already allowed?** Warrenton has just within its town limits more than enough gasoline stations, and there are more just beyond the boundaries of the town. Except during those rare areawide or nationwide gasoline shortages, when was the last time you saw a line form at a local gas station?

14. **What is the impact on the volume of vehicular and pedestrian traffic and traffic safety and does the proposed rezoning provide sufficient measures to mitigate such impacts?** Harris Teeter primarily relies upon a traffic study done in 2019, three years ago. While traffic diminished in the interim due to the pandemic, now that traffic is returning to “normal,” many of us in Northrock are seeing more vehicular traffic than ever on Fletcher Drive and on North Hill Drive leading to Fletcher Drive, thus putting the reliability of a traffic study dating back to 2019 in doubt. Harris Teeter would not be proposing this gas station if it did not believe that its presence would attract new customers, which in turn would cause a further increase in vehicular traffic on North Hill Drive and Fletcher Drive. Currently, all the gas stations in the town can easily be

entered and exited from and to 29/211. Having drivers in search of bargain gas via Fletcher Drive and North Hill Drive brings to mind the ill-conceived idea that one way to reduce congestion on 29/211 would be to divert traffic on to neighborhood streets – bypass the bypass. Encouraging drivers to get off of 29/211 and on to Fletcher Drive and North Hill Drive to fill up will result in a burden on those streets they were never intended to bear. Moreover, that additional vehicular traffic will encounter increased pedestrian traffic on those streets, a by-product of the pandemic, thus increasing risk.

15. Pedestrian and auto traffic safety will also be at added risk in the shopping center parking lot. The location of the proposed station is not a short distance from Harris Teeter – the proposed station will be closer to most or all the other tenants in the center than to the supermarket. And yet it is not set apart from the traffic flow to and from the supermarket and the other businesses in the center. Instead, it is right in the midst of shoppers in cars and shoppers on foot.

16. Town staff and the applicant have spent considerable time working on ways to mitigate traffic safety concerns arising out of the proposed location of this station. That in itself is a red flag. Painting the boundaries of walkways on pavement along routes that allegedly will make the area around the station safe for pedestrians overlooks the reality of human nature: the route taken by folks walking through parking lots is often the shortest distance between two points, not the walkway painted on pavement.

17. Harris Teeter has provided photographs of its gas station at the Broadlands shopping center in Ashburn. What you may not appreciate from the photos is that the station is set apart from the main parking area in front of the supermarket and is accessible on two sides directly from adjacent streets so that a driver can access and leave the station without his/her tires ever touching the surface of the main parking lot. Here, no separate entrance is available or proposed. Thus, the purported added convenience for customers would be accompanied by added risk to their safety.

18. **Does a reasonable and viable economic use of the subject property exist under current zoning.** As this shopping center is one part of a Master Plan for the PUD reviewed and approved by the Town, the burden ought to be on Harris Teeter to establish that no other reasonable and viable economic use of the property exists under

the Master Plan as it it was adopted. That the owner of the center chose to lease space to a bank (Capital One) at a different location within the PUD is not a justification for rezoning. Plus, the center currently has several storefronts that are "available" – that is, unoccupied. No claim or showing has been made that such vacancies are due to some fault in the Master Plan design of the center. That the owner of the center is unable currently to rent all the space in the center does not in itself justify rezoning to permit a use that is inconsistent with and never contemplated by the Master Plan.

19. **Will the proposed rezoning encourage economic development in areas designated by the Comprehensive Plan, provide desirable employment and enlarge the tax base?** The obvious fact is that by adding another gas station to the town, Harris Teeter is not going to encourage economic development or enlarge the tax base. Harris Teeter will be chasing the same dollars it now chases along with Giant, Safeway and Food Lion, and it will be a new – a perhaps destructive – entry in the dollar chase now engaged in by the existing gas stations in town. In other words, it is unlikely that the proposed gas station will attract new customers who do not already shop in Warrenton or new drivers who do not already buy gas in Warrenton. As for employment, the impact is minimal – two kiosk attendants from 6:00 am to 10:00 pm.

20. **In sum**, not only is the proposed gas station unneeded in the town, it is unwanted by its nearest neighbors and fellow members of the same PUD, its presence will create safety hazards to its own customers and those of other businesses in the Northrock Shopping Center, and while Harris Teeter's revenues and profits may increase, it will only be at the expense of its local competitors without any net gain to the town or the local economy. Yes, being able to shop for groceries and buy gas in the same shopping center is on its face a convenience, but a modest one at best, and more than out-weighed by the harm that would result from putting this proposed gas station into this shopping center.

Joseph Volpe III
[redacted]

Brittany Latack

From: Jeff B [redacted]
Sent: Monday, July 25, 2022 8:35 AM
To: Planning Department
Subject: Planning Commission Meeting - ZMA/SUP 2021-01

Follow Up Flag: Follow up
Flag Status: Flagged

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Morning Ms. Helander,

My name is Jeff Barthelman and I live in the Northrock Community. Thank you for accommodating all the speakers during the public hearing for ZMA/SUP 2021-01 on July 19th. The Commission was patient in allowing everyone to express their thoughts and responsive to resident concerns, even though it meant a meeting that extended late into the evening.

After closing the Public Hearing, you mentioned that you would leave comments open. Does that mean there will be an opportunity for members of this community to speak again on August 16th or does it only for written comments to CitizenComment@warrentonva.gov? Can residents submit a second round of written comments to address specific concerns and questions raised by Commissioners after the public hearing closed to this email address (Planning@warrentonva.gov)?

I would also like to thank you for making the video recording available to the public. Many here were unable to attend. Also, those in the room said acoustics made it difficult to understand what was being said and that the recording helped. Live streams are expensive. Freely available recordings of the meetings allow citizens to stay aware and informed.

Thank you again,

Jeff Barthelman

Stephen Clough

From: Denise Harris
Sent: Tuesday, July 26, 2022 8:20 AM
To: Stephen Clough
Cc: Rob Walton
Subject: Fwd: amazon

A couple more....

Denise M. Harris, AICP
Planning Manager
Town of Warrenton
(540) 935-6791

Begin forwarded message:

From: Louise Stowe-Johns [redacted]
Date: July 25, 2022 at 11:40:34 PM EDT
To: Planning Department <Planning@warrentonva.gov>
Subject: amazon

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I am opposed to Amazon's data center in Warrenton.
We don't need them and I am sure there are plenty of other places they can go.

I would be surprised if there were not perks being handed out. Is it worth the bargain?

Please respect the charm of this town we call home. I am not a NIMBY, but this is too much! This will affect our town for decades and I don't think that effect will be positive now or in the future. Once the "bell" has been rung, you can stop the sound.

Isn't this a contradiction of the Comprehensive Plan for the community passed in 2021?

Thank you for your consideration of such a momentous decision.

Louise Stowe-Johns, Rev. Dr.
[redacted]

Stephen Clough

From: Denise Harris
Sent: Tuesday, July 26, 2022 8:21 AM
To: Stephen Clough
Cc: Rob Walton
Subject: Fwd: Amazon SUP Application - Electricity Demand - In Conflict with Dominion Statements

Denise M. Harris, AICP
Planning Manager
Town of Warrenton
(540) 935-6791

Begin forwarded message:

From: Cindy Burbank [redacted]
Date: July 26, 2022 at 7:58:15 AM EDT
To: Planning Department <Planning@warrentonva.gov>
Cc: Peter Cary [redacted]net>, Amy Trotto [redacted], Spencer Snakard [redacted] Carter Nevill <cnevill@warrentonva.gov>, William Semple <wsemple@warrentonva.gov>, Brett Hamby <bhamby@warrentonva.gov>, Renard Carlos <rcarlos@warrentonva.gov>, Kevin Carter <kcarter@warrentonva.gov>, Sean Polster <spolster@warrentonva.gov>, Heather Sutphin <hsutphin@warrentonva.gov>, James Hartman <jhartman@warrentonva.gov>, [redacted] Julie Bolthouse [redacted]
Subject: Amazon SUP Application - Electricity Demand - In Conflict with Dominion Statements

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To: The Warrenton Planning Commission

In its public involvement process for new Transmission lines in Fauquier County, Dominion Energy has repeatedly stated that (a) the only reason for new Transmission lines is to support the proposed Amazon data center on Blackwell, (b) that if the Amazon proposal is denied then the transmission lines will "go away," and (c) Dominion will not release Amazon's load letter or any information on the data center's electricity demand because it is proprietary information to Amazon.

Yet, in Town email records released under FOIA, the then-Town Manager, Brandie Schaeffer, repeatedly tells Town Council members, Town staff, and the Planning Commission in emails that (highlighting added by me):

"Amazon does not need anything [with respect to electricity] for the initial phase, but maybe for the future. Have left space on the site to accommodate further power projections to include a substation. The substation will service regional needs not just Amazon so we are waiting on Dominion on this." -- 7/15/21 email from Brandie Schaeffer to Kevin Carter and Rob Walton.

"Amazon does not need power for start-up. Dominion needs this because of the site and future growth. It is not generated by Amazon at this location." -- 7/15/21 email from Brandie Schaeffer to Bill Semple.

Amazon and Dominion are telling us different stories about electricity demand, stories that are directly in conflict. These statements, as reported by Brandie Schaeffer to members of the Town Council and others, **lend credence to the widespread suspicion among citizens that the Blackwell Road site is just the opening wedge in a plan to place multiple data centers in the Town of Warrenton.**

These statements also discredit the veracity of Dominion during its public involvement process to date -- unless Amazon deliberately deceived Dominion. Is the latter likely? Or is it more likely that Amazon and Dominion both are deliberately misleading the public and potentially the Town Council and the Planning Commission?.

Please do not proceed with Amazon's SUP application, for a whole host of reasons, including the conflicting stories of Dominion and Amazon as to the electricity requirements for the Blackwell site, and the lack of any specific quantitative information on the load requirements for Blackwell viz a viz the additional capacity Dominion proposes to provide via new Transmission lines throughout the Town and County.

Cynthia J. Burbank
[redacted]

Stephen Clough

From: Rob Walton
Sent: Tuesday, July 26, 2022 8:17 AM
To: Stephen Clough
Cc: Denise Harris
Subject: FW: Comments to PC RE: Amazon's Data Center Application (SUP 2022-03)
Attachments: Planning Commision Letter_ CFFC.pdf

From: Citizens for Fauquier County [redacted]
Sent: Monday, July 25, 2022 3:13 PM
To: Susan Helander <shelander@warrentonva.gov>; James Lawrence <jlawrence@warrentonva.gov>; Steve Ainsworth <sainsworth@warrentonva.gov>; Gerald Johnston <gjohnston@warrentonva.gov>; Ali Zarabi <AZarabi@warrentonva.gov>; Ryan Stewart <rstewart@warrentonva.gov>; Denise Harris <dharris@warrentonva.gov>; Rob Walton <rwalton@warrentonva.gov>
Subject: Comments to PC RE: Amazon's Data Center Application (SUP 2022-03)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Attached please find Citizens for Fauquier County's initial comments to Amazon's Application for your review prior to the work session on this Application tomorrow. Thank you for your consideration. Kevin Ramundo, President.

Stephen Clough

From: Rob Walton
Sent: Tuesday, July 26, 2022 8:17 AM
To: Stephen Clough
Cc: Denise Harris
Subject: FW: For 7/26 Work Session: Citizen Concerns for Amazon SUP
Attachments: Amazon SUP App Issues_ProtectFauquier.pdf

From: Spencer Snakard [redacted]
Sent: Monday, July 25, 2022 5:25 PM
To: Susan Helander <shelander@warrentonva.gov>; James Lawrence <jlawrence@warrentonva.gov>; Steve Ainsworth <sainsworth@warrentonva.gov>; gjohnston@warretonva.gov; Ali Zarabi <AZarabi@warrentonva.gov>; Ryan Stewart <rstewart@warrentonva.gov>
Cc: Denise Harris <dharris@warrentonva.gov>; Rob Walton <rwalton@warrentonva.gov>
Subject: For 7/26 Work Session: Citizen Concerns for Amazon SUP

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission,

We represent "Protect Fauquier," a newly formed coalition of over 650 citizens of the Town and County, a number which continues to grow daily. We are united in our opposition to the Amazon Data Center proposed for Blackwell Road, the required electric substation on that site, and the many miles of associated high-voltage transmission lines with 110' tall steel power towers along a 100' wide fully cleared path.

Protect Fauquier appreciates the work you are about to undertake in reviewing and discussing the Amazon Data Center application for Blackwell Road. Several in the Protect Fauquier group have studied in detail the town's Special Use Permit (SUP) submission requirements, Amazon's application and site plan, the town agencies' thoughtful and detailed comments, and Amazon's responses.

As you conduct your Work Session(s) to consider the Amazon SUP application, we kindly request that your review carefully considers the combined insights shared with you in the attached matrix, which highlights our concerns with the current SUP application.

We also want to draw your attention to the following issues that are worthy of serious consideration and scrutiny but are not addressed by the current SUP application.

1. **The Amazon Data Center is inconsistent with the Town's Comprehensive Plan**: The Town and its citizens devoted significant time and effort to a comprehensive planning process in 2020-2021. The Comprehensive Plan was adopted in April 2021, describing the Blackwell Road site as "New Town" and ideal for mixed use, residential and commercial, including opportunities for affordable housing. We agree. We support these intended uses. Yet on the same day the Town approved the Comprehensive

Plan, the Town initiated a process to amend the Zoning Ordinance to allow the Amazon data ce the Blackwell Road site, contrary to the Comprehensive Plan's specified use for this site. We affirm and support the Town's Comprehensive Plan to maintain the Blackwell Road site for mixed use, residential and commercial, with opportunities for affordable housing – even if it takes time and effort to achieve it – and we do not concur with the dismissal of your and our recently approved Comprehensive Plan.

2. **The Data Center Tax Revenue Estimates are vague, static and questionable**:
We understand Town staff provided tax revenue estimates to include an additional $1 million in annual tax revenue to the Town and $2 million to the County. Who is the source of those estimates – and what is the basis for the estimates?

If Amazon is the source, how can their estimates be point estimates when Amazon will likely be aggressive in depreciating its equipment over time in order to minimize its future tax bills?

Do the provided estimates and the tax revenues mirror the experience of other local jurisdictions with data centers of similar size? (Loudon County had a $60 million budget deficit due to miscalculations in tax revenue from data centers).

Will Amazon contractually guarantee to the Town that all equipment in the data center will be owned by Amazon and not leased, in whole or in part, for US Government use (making it tax exempt)?

These questions are of utmost importance, as tax revenue expectations are the sole rationale given thus far for approving the Amazon Data Center on Blackwell Road.

3. **The Required Dominion Substation at the Blackwell Road Site and Accompanying Transmission Lines in the County and Town Should Be Part of the Town's Evaluation**: It seems short-sighted and problematic to analyze the Data Center's impact on the community in isolation from the impacts associated with the substation and transmission lines that are required to serve it. If you are of the belief that the Town can require Amazon or Dominion to bury the lines, that is not the case due to current laws that prohibit the Town from doing so. The SCC will make the final decision, which will surely be for above-ground lines at lower cost to Dominion's rate-payers throughout the Commonwealth.

As the Planning Commission, you are best positioned and most experienced to evaluate the many parts of this project within the context of the whole project. We implore you to consider the entire package of reciprocal impacts to the Town and to the County. The Town is part of the County. County residents support the Town and Town businesses. Town and County residents alike take great pride in the historic small town of Warrenton and treasure the rural, beautiful, agricultural County in which the Town is centered. We urge you to prioritize evaluating this project in its totality, and to preserve the symbiotic relationship between the Town and County residents.

It seems short-sighted and pointless to spend Commission time on details of building fenestration and parking lot shrubbery (as specified in the Town's data center SUP requirements) while ignoring the impacts of an electric substation on the entrance to Town and 110' tall steel power towers with a 100' wide fully cleared path through miles of our rural landscape and personal properties.

4. **The Blackwell Road Site is Ill-Suited for a Data Center**: This site, with an elevation of 500 feet, sits at the gateway entrance to Warrenton from the north. The data center will require 110' tall steel power towers to crisscross the highway, perhaps at multiple points. It will require a large and unseemly electric substation on Blackwell Road. Visitors and residents alike will be confronted by a dominating

industrial look as they enter Historic Old Town Warrenton, which we do not believe is what was int by the invitation to "Experience Old Town Warrenton."

Additionally, The Journey Through Hallowed Ground (TJTHG), a National Scenic Byway screened and approved by the Federal Government, passes right by this site, and there is a historical marker near this site. The TJTHG is managed by a multi-state non-profit and governed by a Comprehensive Management Plan, and there is no evidence that this aspect of the historic character of Warrenton has been considered in this SUP application process. A data center in this location does not foster a welcoming environment at the entrance to Old Town Warrenton; it does not support the historical character of TJTHG; and it is contrary to the Town's Comprehensive Plan. Therefore, the Blackwell Road site is deemed ill-suited for a data center location.

Large, industrial looking data centers should be placed in locations that are close to existing substations as are already identified in the Comprehensive Plan; they should not be occupying prominent locations in Town.

5. **A Flurry of Data Center Proposals is Awaiting – We Need a Strategic Vision and Plan to Deal with that, not a swift approval process that sets a poor precedent:** Data center demand for land is metastasizing and is posed to descend on Fauquier County. Our neighbors in Prince William County and Culpeper County are already dealing with many data center proposals, while Loudoun County is dealing with the fallout of opening their floodgates. We need the Town and County to think beyond this specific proposal and develop a plan to deal with the demand.

Where is it appropriate to put data centers? How many are we willing to accommodate and under what conditions? How can we ensure the benefits of firm, reliable and sufficient tax revenues will offset the costs of decreased land values, environmental impacts, and more? What happens when, as computing power inevitably continues to increase and computer servers become smaller, the hulking data centers are consolidated, with many no longer required, leaving us with empty, ugly, unused, and unmaintained warehouses and miles of transmission lines?

These are the kind of forward-looking questions we expect the Town, the County, and the Planning Commission to ask for themselves and to address. We highly encourage and support your endeavors in this type of visionary, strategic planning.

Attached are Protect Fauquier's more detailed comments, addressing specific SUP issues raised earlier by Town staff. We trust you have noticed that in response to Town staff requests for specific information, most of Amazon's responses are vague, incomplete, unquantified, and unsubstantiated. We cannot help but wonder if Amazon expects a "pass" from the Town, so as to rapidly go to construction. We hope and expect that you will not give Amazon that "pass."

We look forward to participating in the journey ahead by adding value to the discussions as they evolve.

Sincerely,
The "Protect Fauquier" Leadership Team
(a group of 20+ leaders within our 650 and growing coalition)

Stephen Clough

From: Rob Walton
Sent: Tuesday, July 26, 2022 8:17 AM
To: Stephen Clough
Cc: Denise Harris
Subject: FW: Petition of Local Citizens Opposed to Amazon SUP
Attachments: Amazon SUP App Issues_ProtectFauquier.pdf; Petition_1st Online_2022_07.pdf

Hi Stephen,

For the citizen comments file. I have another one that I will forward from the same person.

Thanks,
Rob

From: Spencer Snakard [redacted]
Sent: Monday, July 25, 2022 10:48 PM
To: Susan Helander <shelander@warrentonva.gov>; James Lawrence <jlawrence@warrentonva.gov>; Steve Ainsworth <sainsworth@warrentonva.gov>; gjohnston@warretonva.gov; Ali Zarabi <AZarabi@warrentonva.gov>; Ryan Stewart <rstewart@warrentonva.gov>
Cc: Denise Harris <dharris@warrentonva.gov>; Rob Walton <rwalton@warrentonva.gov>; Fauquier Co Board of Supervisors <bos@fauquiercunty.gov>; Jeanine Lawson <jlawson@pwcgov.org>; Trenum, Michelle <mtrenum@pwcgov.org>; Trumbo,Holder <holder.trumbo@fauquiercounty.gov>
Subject: Petition of Local Citizens Opposed to Amazon SUP

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

As you review Amazon's SUP application, particularly in relation to the 3rd point raised in our earlier email with the heading, "The Required Dominion Substation at the Blackwell Road Site and Accompanying Transmission Lines in the County and Town Should Be Part of the Town's Evaluation" we wanted to share the following:

A Protect Fauquier member drafted this petition early in our awareness of the proposed Data Center and associated power lines, which now has more than 850 local signatures and counting. Over 735 are from Warrenton residents.

Please see the attached Petition file with local resident's names listed individually, sorted by town.

Thank you,
The Coalition to Protect Fauquier

---------- Forwarded message ---------
From: **Spencer Snakard** [redacted]
Date: Mon, Jul 25, 2022 at 5:24 PM
Subject: For 7/26 Work Session: Citizen Concerns for Amazon SUP

To: <shelander@warrentonva.gov>, <jlawrence@warrentonva.gov>, <sainsworth@warrentonva.gov>, <gjohnston@warretonva.gov>, <AZarabi@warrentonva.gov>, <Rstewart@warrentonva.gov>
Cc: <dharris@warrentonva.gov>, <Rwalton@warrentonva.gov>

Dear Planning Commission,

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Protect Fauquier appreciates the work you are about to undertake in reviewing and discussing the Amazon Data Center application for Blackwell Road. Several in the Protect Fauquier group have studied in detail the town's Special Use Permit (SUP) submission requirements, Amazon's application and site plan, the town agencies' thoughtful and detailed comments, and Amazon's responses.

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We look forward to participating in the journey ahead by adding value to the discussions as they evolve.

Sincerely,
The "Protect Fauquier" Leadership Team
(a group of 20+ leaders within our 650 and growing coalition)

Stephen Clough

From: Stephen Clough
Sent: Wednesday, July 27, 2022 3:51 PM
To: Brittany Latack
Subject: FW: Email - Part 2

Stephen Clough
Town Clerk
Town of Warrenton, VA

21 Main Street
Warrenton, VA 20186
M: (540)-714-9270
warrentonva.gov

CONFIDENTIALITY NOTICE: This electronic message is intended to be viewed only by the individual or entity to whom it is addressed. It may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any dissemination, distribution or copying of this communication is strictly prohibited without the permission of the sender. If the reader of this message is not the intended recipient, or if you have received this communication in error, please notify the sender immediately by return e-mail and delete the original message and any copies of it from your computer system.

From: Rob Walton <rwalton@warrentonva.gov>
Sent: Wednesday, July 27, 2022 10:52 AM
To: Stephen Clough <sclough@warrentonva.gov>
Cc: Denise Harris <dharris@warrentonva.gov>
Subject: FW: Email - Part 2

FYI.

From: Meade, Holly [redacted]
Sent: Wednesday, July 27, 2022 10:36 AM
To: denise.schefer@gmail.com
Cc: Denise Harris <dharris@warrentonva.gov>; Rob Walton <rwalton@warrentonva.gov>
Subject: FW: Email - Part 2

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning – Thank you for your e-mail, it has been shared with the Fauquier County Planning Commissioners requested. Please be aware that the application you are referencing is an application with the Town of Warrenton, not Fauquier County Government. I suggest reaching out to the Department of Community Development for the Town of Warrenton with your concerns. I believe the project manager for the case is Denise Harris. If she is not the appropriate person, I'm sure she can direct your comments appropriately.

Holly Meade, Director
Fauquier County Community Development

From: Fauquier County Government <webmaster@fauquiercounty.gov>
Sent: Tuesday, July 26, 2022 12:45 PM
To: Meade, Holly <Holly.Meade@fauquiercounty.gov>
Subject: Email - Part 2

CAUTION: This email originated from outside of the organization. Do not follow instructions, click links, or open attachments unless you know the content is safe.

Message submitted from the <Fauquier County, VA> website.

Site Visitor Name: Denise Schefer
Site Visitor Email: denise.schefer@gmail.com

You have already received emails outlining concerns about the Amazon application from individuals and groups throughout the county, and how much information it is lacking. I hope you will take those seriously and send the application back for those gaps to be filled in:

Environment impact studies
Noise studies
Water requirement documentation
Electric requirement documentation
Physical documentation
where would the air conditioning units be located?
where would the generators be located?
where would the air chillers be located?
where would the diesel tanks be located? How can those be stored safely?
what is the added height of the equipment on the roof and how would that be screened?
where would the power lines connect?

Stephen Clough

From: Azmir Kabilovic [redacted]
Sent: Thursday, July 28, 2022 10:48 AM
To: Planning Department
Subject: Amazon Data Center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good morning,

I'm resident of town of Warrenton and I would like to express my support for Amazon data center project. I believe this project will bring tax revenue needed to improve town' outlook.
The town needs a lot of updates.

Thanks.

Sent from my iPhone

Stephen Clough

From: Denise Schefer [redacted]
Sent: Friday, July 29, 2022 2:47 PM
To: Carter Nevill; Sean Polster; Renard Carlos; Heather Sutphin; William Semple; Brett Hamby; James Hartman; Kevin Carter; James Lawrence; Steve Ainsworth; Ali Zarabi; Ryan Stewart; Susan Helander; Gerald Johnston; BOS@fauquiercounty.gov
Cc: Denise Harris; Rob Walton
Subject: Joint Protect Fauquier, PEC and CFFC Press Release
Attachments: CFFC-PEC-Protect Fauquier joint release.pdf

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Warrenton Planning Commission, Warrenton Town Council and the Fauquier County Board of Supervisors -

We wanted to let you know about a press release issued jointly yesterday by Protect Fauquier, the Piedmont Environmental Council and Citizens for Fauquier County (included below and attached).

The press release concerns our united opposition to the proposed Amazon data center on Blackwell Road, a new electric substation on Blackwell Road, and miles of transmission lines in the town and county. We would like to highlight the three artist's renditions of what 110' tall steel transmission towers would look like at the gateway to Warrenton. These are included within the photo options below. Feel free to contact me or any of those cited in the press release if you have any questions.

Denise Schefer
703.217.7232
Protect Fauquier Leadership Team

For Immediate Release

Contact:
Spencer Snakard, Protect Fauquier
spencer.snakard@gmail.com; 703-850-7818

Kevin Ramundo, President, Citizens for Fauquier County
ramundok@gmail.com; 704-965-2424

Kevin Kask, Field Representation, Piedmont Environmental Council
kkask@pecva.org; 540-347-2334, x7046

Three local groups unite against proposed Amazon data center and associated transmission line

Community members urged to attend Town Hall meeting on Aug 10, 2022

WARRENTON, VA. (July 28, 2022) - The local citizen group Protect Fauquier and nonprofit organizations Citizens For Fauquier County (CFFC) and The Piedmont Environmental Council (PEC) are united against Amazon's proposed data center project near Blackwell Road. The data center would sit at the

northern gateway into Warrenton, along with a new Dominion electric substation, and would require miles of new high voltage transmission lines supported by 110-feet-tall steel towers, according to Dominion Energy.

The three organizations are jointly holding a Town Hall meeting at 7 p.m. on Wednesday, Aug. 10, at the PATH Foundation, 321 Walker Dr #301, Warrenton. They urge all community members concerned about the Amazon data center, substation, and associated transmission lines to attend to learn more about the proposal and efforts they can take to stand against it.

In September 2021, Amazon Web Services purchased a 41.8-acre parcel at Blackwell Road in Warrenton, behind Country Chevrolet. Since that time, the $1.5 trillion company has submitted a special use permit application to the Town of Warrenton to build a data center at that location, reserving eight acres for a new electric substation. In 2022, Dominion Energy released maps showing miles of potential new transmission lines in the Town and County and held widely-attended public events with limited input opportunities. Under current policies in Virginia, Dominion Energy ratepayers, not Amazon, would be required to pay the costs of new transmission capacity.

One set of routes would start at Dominion's Wheeler Road substation, cross Vint Hill and New Baltimore neighborhoods, then snake down Route 29—part of the National Scenic Byway Journey Through Hallowed Ground—to Blackwell Road, or connect to Blackwell through the back of neighborhoods. Another set of routes would start on Meetze Road near the Fairgrounds and come up Route 29 to Blackwell Road, or through neighborhoods between Meetze and Blackwell roads. Protect Fauquier, CFFC, and PEC have numerous concerns about the project, including its degradation of gateway entrances to historic Warrenton, as well as negative impacts on the area's environment and rural landscape, private properties and public health.

To help citizens visualize the proposed substation on Blackwell Road and the high-voltage transmission lines along Route 29, the three groups are releasing a photo of Dominion's existing 5.44-acre substation on Meetze Road and three photos showing an artist's rendering of 110-foot tall transmission lines superimposed on the landscape just outside Warrenton.

Spencer Snakard, a key Protect Fauquier organizer, says this battle is about preserving the heart and soul of a small historic town and a beautiful rural county that we call home. "We chose to live here for the natural surroundings that Fauquier was known for protecting, and have no desire to be an extension of the world's 'data center capital' with transmission lines littering our landscape," she said. Protect Fauquier has created a website, www.protectfauquier.com, and Facebook group page, and in just a few weeks has gained more than 1,500 supporters. In the coming weeks, the group will circulate a petition in Warrenton and the County both online and in person, calling for the project to be stopped. "Your voice counts! By joining together, we can change the course of this proposed project and protect the future of our countryside," Snakard said.

Fauquier County resident Juan Archilla said he joined Protect Fauquier "because I believe the County and the Town of Warrenton should preserve their natural rural beauty and small town feel that most of us citizens cherish. I don't want Fauquier to become unnecessarily industrialized with giant transmission power lines and towers, especially to accommodate data centers in locations not originally intended for such use."

CFFC President Kevin Ramundo says his organization is very concerned that the Amazon data center project appears to be on a fast track for approval by the town of Warrenton without regard to required and necessary information, proper project reviews, the town's own zoning process and comprehensive plan. "It will visually impact the gateway into historic Warrenton affecting the town's small-town character; mar the countryside; require miles of high-voltage electrical transmission lines; and, lead to a proliferation of data centers. CFFC believes any decision about something that could fundamentally change the town and the county needs to be made with more information, more planning, more public input, and more transparency," he said.

PEC is concerned that any one of the transmission line routes to the proposed Amazon data center would have a detrimental impact on the gateway(s) into the Town of Warrenton, on historic and cultural resources along the route, and to the residential neighborhoods of New Baltimore, Vint Hill or the historic African American community of Frytown. "With an average height of around 110 feet, an overhead 230-kV transmission line to Amazon's Blackwell Road site would have the effect of industrializing any corridor it runs through. Even an underground route, depending on the location, could have the significant impacts of tree removal, loss of topsoil, limitations on
development within the utility right of way, cumbersome construction easements, and potential loss of property value," said PEC Land Use Director Julie Bolthouse.

PEC has pointed out, in emails to local residents, that the Amazon data center application lacks essential details about how it will address town zoning requirements. "The application fails to include a viewshed analysis to evaluate proposed screening of buildings and mechanical equipment; it fails to consider the impact

of new transmission lines and the substation proposed to serve the facility; it gives no consideration to p impacts of light intrusion and glare from the facility on nearby roadways, the adjacent Oak Springs neighborhood, the Poet's Walk senior living facility, and businesses; and there is little information on preventing groundwater contamination and air pollution from multiple 50,000 gallon containers of diesel fuel to be permanently stored on the site," Bolthouse said.

All three groups also have serious concerns about how these projects are being pursued. "In this particular case, the entities involved are pursuing local approval and new transmission line extensions in tandem, rather than sequentially, putting the cost of transmission line extensions onto Dominion rate payers. If this project is approved, it will set a precedent for more ill-conceived data center proposals and more transmission line extensions within the Town of Warrenton and the County.

Organizers from all three groups are urging citizens against the project to attend and speak at upcoming government meetings, write the Warrenton Town Council and sign the Protect Fauquier petition. The three groups invite community members to attend their Town Hall Mtg on Aug 10, at 7 p.m. at the Path Foundation Building in Warrenton to learn more about the proposal and actions those opposed to the project can take.

#####

Founded in 1968, Citizens for Fauquier County (CFFC) is the oldest non-profit organization dedicated to preserving the natural, historic and agricultural resources of the county. CFFC has hundreds of members who share our mission and who support us through their annual dues and donations. The organization is a major reason why Fauquier remains a unique place in northern Virginia that has successfully avoided the congestion and over-development in neighboring counties while maintaining its rural traditions. https://www.citizensforfauquier.org

Since 1972, The Piedmont Environmental Council has proudly promoted and protected the natural resources, rural economy, history and beauty of the Virginia Piedmont. PEC empowers residents to protect what makes the Piedmont a wonderful place, and works with citizens to conserve land, improve air and water quality and build thriving communities. PEC is a 501(c)(3) non-profit and accredited land trust. Learn more at www.pecva.org

Photo Options:

- Aerial image of proposed data center location near Blackwell Avenue, credit Hugh Kenny
- Artist's rendering of transmission line towers looking south on Route 29, just north of Warrenton, illustration courtesy of Protect Fauquier
- Artist's rendering of transmission line towers looking north on Route 29, just north of Warrenton, illustration courtesy of Protect Fauquier
- Artist's rendering of transmission line towers from White's Mill Neighborhood looking toward Route 29 and the town of Warrenton, illustration courtesy of Protect Fauquier
- Meetze Road substation, credit Protect Fauquier
- Aerial image of 230-kV transmission line along Route 7 in Loudoun County, credit Hugh Kenny
- Ground image of 230-kV transmission line along Route 7 in Loudoun County, credit Hugh Kenny

Additional Protect Fauquier Contacts:

Spencer Snakard, Prince William County resident, 703-850-7818
Mike Fultz, Warrenton resident, 703-772-0287
Cindy Burbank, Warrenton resident, 540-326-1302
Juan Archilla, Fauquier County, Scott District resident, 919-422-3780
Denise Schefer, Fauquier County, Scott District resident, 703-217-7232

Brittany Latack

From: Peggy Recker [redacted]
Sent: Friday, July 29, 2022 9:52 AM
To: Planning Department
Subject: ZMA 2021-01/SUP2021-01-NorthRock Harris Teeter Service Station

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Planning Commission Members:

I am a resident at [redacted] and was in attendance at the July 19 meeting at which time representatives for Harris Teeter presented an application for rezoning and special permit use for a gas station in the shopping center which houses Harris Teeter. As a resident of the North Rock Community (on the hill adjacent to Harris Teeter) I have a vested interest in such a project proposed for this property.

I am thankful to Mr. Zarabi who made the motion to deny the permit for such a project in this area. It was discouraging that this proposal was not denied during this meeting but I understand the desire of the planning commission to gather more information prior to a final vote.

It is my hope that the planning commission will take steps to prevent the passage of the rezoning request by Harris Teeter representatives. While the area is designated to house some type of business on that parcel, it is unlikely that 25 years ago a gas station was one of the potential tenants in that space.

Mr. Joseph Volpe, also a resident of North Rock Subdivision, presented to you a very detailed list of comments regarding the Harris Teeter proposal. His points are clearly stated and I hope you have taken the opportunity to review his document.

In closing, I respectfully request that the planning commission follow the lead of Mr. Zarabi and deny the Harris Teeter application for rezoning and special use permit.

Sincerely,

Peggy Recker
[redacted]

Stephen Clough

From: Denise Harris
Sent: Friday, July 29, 2022 1:23 PM
To: Brittany Latack
Subject: FW: Proposed Amazon Data Center Site Visit/Balloon Test

---

From: Denise Schefer [redacted]
Sent: Friday, July 29, 2022 1:20 PM
To: Susan Helander <shelander@warrentonva.gov>; James Lawrence <jlawrence@warrentonva.gov>; Steve Ainsworth <sainsworth@warrentonva.gov>; gjohnston@warretonva.gov; Ali Zarabi <AZarabi@warrentonva.gov>; Ryan Stewart <rstewart@warrentonva.gov>
Cc: Denise Harris <dharris@warrentonva.gov>; Rob Walton <rwalton@warrentonva.gov>
Subject: Proposed Amazon Data Center Site Visit/Balloon Test

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Commissioners -

I attended the Planning Commission meeting on Tuesday night and took note of the upcoming site visit and balloon test at the proposed Amazon data center site. My husband and I own a local drone company (Aerotog) and we would like to offer our services on the day(s) those are going to occur free of charge. If you provide additional information about the format of the balloon test we can brainstorm about how our aerial photos/videoes could help you further in your deliberations.

Feel free to call or email to discuss.

Denise Schefer
Realtor® at Long & Foster
[redacted]
Licensed In Virginia
2021 Long & Foster Executive's Club
2021 Lifestyle Magazine Fauquier Award - Best Real Estate Agent
2019 Fauquier Times Readers' Choice Award - Best Real Estate Agent

Stephen Clough

From: Greg B [redacted]
Sent: Sunday, July 31, 2022 7:59 AM
To: Planning Department
Subject: Dominion Power lines and Amazon

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are residents of Fauquier County living not far from the proposed overhead corridor that Dominion Electric and Amazon wants Virginians to pay for. The 60MW load for this facility will impact regional electrical reliability, adding additional load without any regard to base generation in Virginia. The sight of 150 foot towers littering the gateway to Fauquier is unacceptable, as are the plans for further destruction of Fauquier CXounty's viewshed by additional data centers in this area. Adding insult to injury, we are expected to dig into our pockets to help enrich Amazon and Dominion at our cost, while little is given in return. No real job improvement in the area and increasing electrical rates to help feed what we do not need. Once the first data center is installed, one only has to look at PW and Loudon counties to see how these facilities end up destroying the land around them.

We are opposed to the Dominion and Amazon plan and hope you will protect our county from the disaster it will create.

Gregory and Catharina Brown

[redacted]

[redacted]

Stephen Clough

From: John Buursink [redacted]
Sent: Sunday, July 31, 2022 3:20 PM
To: Planning Department
Subject: Power Crunch for New Ashburn Data Centers
Attachments: Dominion Warns of Power Crunch for New Ashburn Data Centers - Loudoun Now.webloc

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Do we also want black-outs in Warrenton as they already have in Ashburn?

Success in your decision process!
John Buursink

Stephen Clough

From: Winny Buursink [redacted]
Sent: Sunday, July 31, 2022 3:24 PM
To: Planning Department
Subject: Amazon's Datacenter on Blackwell Road

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Members of the Warrenton Planning Commission,

Amazon's Datacenter on Blackwell Road appears to on a fast-track for approval and that would be completely irresponsible on the part of the town of Warrenton.

We are deeply concerned about the following issues:

- Amazon's proposed data center will visually impact the gateway into historic Warrenton affecting the town's small-town character; mar the countryside; require miles of high-voltage electrical transmission lines; and, strain scarce water resources.
- The information about the facility is incomplete including such basics as how much electricity will be required and why the reported water requirements are so low.
- Warrenton did not follow its own processes for accepting and reviewing the application.
- The data center is inconsistent with Warrenton's Comprehensive Plan.
- The town, Dominion Power and Amazon have not been transparent about the project.

We recommend:

The Warrenton Town Council should

(1) deny the special-use permit for the proposed Amazon data center on Blackwell Road;

(2) send the application back to town staff for proper reviews;

(3) hold a series of public meetings on the project;

(4) survey the town's residents on the project; and

(5) postpone any action on the facility until all questions are answered including how electricity would be provided to the site.

Respectfully submitted by

Dr. John Buursink and Winny Buursink

Concerned Fauquier County Residents

Stephen Clough

From: Lynn [redacted]
Sent: Sunday, July 31, 2022 4:21 PM
To: Planning Department
Subject: Amazon Data Center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We fully support the position of CFFC which has been presented to you all.

Lynn & Reita Caraway
[redacted]

Stephen Clough

From: stacie dcindigos.com [redacted]
Sent: Sunday, July 31, 2022 12:38 PM
To: Planning Department
Subject: Amazon Data Center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I am resident of Fauquier County with a Warrenton zip code. The data center will bring virtually no jobs to Fauquier while seriously impacting its rural character. Any benefit to Warrenton that this facility may bring is far outweighed by it's negative impact. Deny the special use permit.

Thank you,
Stacie Clark
[redacted]

Stephen Clough

From: Brian Smith [redacted]
Sent: Sunday, July 31, 2022 8:22 AM
To: Planning Department
Subject: Please vote no on the Amazon data center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Sirs,

I live in New Baltimore. I am not on the route of the power transmission lines, but I hate the thought of the incredible scars Dominion would place across the county and *I* get to pay for it. The data center itself would provide basically no jobs and is another scar. We can do better than that. We do not need to be another Prince William. Please reject their application.

Brian Smith
[redacted]

Stephen Clough

From: melanie dixon [redacted]
Sent: Monday, August 1, 2022 7:10 AM
To: Planning Department
Subject: Amazon center

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I am a resident of Fauquier Co and have recently been informed of the Amazon project. I adamantly oppose this project ! It will open our beautiful county to future continued extreme production of mega industries and destroy our bucolic county to the point of no return ! Not to mention the strain on local resources ! We need to continue to preserve Fauquier ! It is the last frontier of the metro area - let's keep it that way ! Melanie Dixon

Sent from my iPhone

Brittany Latack

From: Roy Francis [redacted]
Sent: Monday, August 1, 2022 10:36 AM
To: citizencomment
Subject: PROPOSED SUP FOR SERVICE STATION AT NORTHROCK SHOPPING CENTER

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Planning Commission Members,

I respectfully request that the Planning Commission please consider the Criteria for Special Use Permit as presented in the Town of Warrenton checklist for Special Use Permits.
My comments are below in **bold type**.

Respectfully,

Roy Francis
President, Northrock Residential Association
[redacted]

Evaluation Criteria; Issues for Consideration
In considering a Special Use Permit application, the following factors should be considered. The applicant also shall address these factors in its statement of justification:

1. Whether the proposed Special Use Permit is consistent with the Comprehensive Plan.

The Harris Teeter proposal for a gas station in the Northrock Center is NOT consistent with the Comprehensive Plan. There are a number of gas stations available in the immediate area and this proposal is completely unnecessary

2. Whether the proposed Special Use Permit will adequately provide for safety from fire hazards and have effective measures of fire control.

Not sure such a volatile use of property is a good idea for such a confined immediate area and the immediate neighborhoods.

3. The level and impact of any noise emanating from the site, including that generated by the proposed use, in relation to the uses in the immediate area.

Potential increase in traffic in an already congested area will definitely have an adverse impact.

4. The glare or light that may be generated by the proposed use in relation to uses in the immediate area.

The townhomes in the Northrock community would definitely be adversely impacted by the lights 24 hours per day.

5. The proposed location, lighting and type of signs in relation to the proposed use, uses in the area, and the sign requirements of this Ordinance.

6. The compatibility of the proposed use with other existing or proposed uses in the neighborhood, and adjacent parcels.

The Harris Teeter proposal is NOT compatible with the immediate confined and congested area of the Northrock Shopping Center. In addition, the potential increased traffic in the area of the Northrock neighborhood would definitely have an adverse impact on the environment of that community and would adversely impact property values due to light emanation, plus increased traffic and additional noise in that community.

7. The location and area footprint with dimensions (all drawn to scale), nature and height of existing or proposed buildings, structures, walls, and fences on the site and in the neighborhood.
8. The nature and extent of existing or proposed landscaping, screening and buffering on the site and in the neighborhood.
9. The timing and phasing of the proposed development and the duration of the proposed use.

10. Whether the proposed Special Use Permit will result in the preservation or destruction, loss or damage of any significant topographic or physical, natural, scenic, archaeological or historic feature.

It's a gas station, can we NOT see the destruction it will cause to all of the above?

11. Whether the proposed Special Use Permit at the specified location will contribute to or promote the welfare or convenience of the public.

In no way does it promote the welfare of the public.

12. The traffic expected to be generated by the proposed use, the adequacy of access roads and the vehicular and pedestrian circulation elements (on and off-site) of the proposed use, all in relation to the public's interest in pedestrian and vehicular safety, efficient traffic movement and access in case of fire or catastrophe.

The parking lot and driveway is already a congested for both pedestrian and vehicular traffic. In fact, those two actually mix in the driveway and the parking lot. It is not a safe zone for either.

13. Whether the proposed use will facilitate orderly and safe road development and transportation.

Increasing pedestrian and vehicular traffic does not facilitate orderly and safe road conditions

14. Whether, in the case of existing structures proposed to be converted to uses requiring a Special Use Permit, the structures meet all code requirements of the Town of Warrenton.
15. Whether the proposed Special Use Permit will be served adequately by essential public facilities, services and utilities.

16. The effect of the proposed Special Use Permit on environmentally sensitive land or natural features, wildlife habitat and vegetation, water quality and air quality.

It's a gas station

17. Whether the proposed Special Use Permit use will provide desirable employment and enlarge the tax base by encouraging economic development activities consistent with the Comprehensive Plan.
18. The effect of the proposed Special Use Permit use in enhancing affordable shelter opportunities for residents of the Town, if applicable.
19. The location, character, and size of any outdoor storage.

20. The proposed use of open space.

Likely the worst use of open space in the Town of Warrenton

Stephen Clough

From: Jason Smolinski [redacted]
Sent: Monday, August 1, 2022 12:38 PM
To: Planning Department; citizencomment; Carter Nevill; Sean Polster; Heather Sutphin; William Semple; Brett Hamby; James Hartman; Kevin Carter; BOS@fauquiercounty.gov; chris.granger@fauquiercounty.gov; holder.trumbo@fauquiercounty.gov; rick.gerhardt@fauquiercounty.gov; maryleigh.mcdaniel@fauquiercounty.gov; chris.butler@fauquiercounty.gov; Renard Carlos
Cc: powerline@dominionenergy.com; district27@senate.virginia.gov; DelMWebert@house.virginia.gov; DelEGuzman@house.virginia.gov
Subject: Warrenton Data Center: Bury the lines!

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Greetings,

I am writing to express my firm opposition to the proposed power towers meant for the Amazon data center.

I have been a Town of Warrenton resident for 11 years. I commute to Fairfax daily and I have to say, we are LUCKY to live in a town that retains a feeling of being in a world all its own. Whether you come into town by Country Chevrolet, down 17 near Highland School, via 211 near Wawa, via the new interchange near Walmart, or via Meetze Rd, we can be proud that every entrance into town is inviting. Seriously, a brief drive around and you will be reminded how the beauty has been retained throughout our small town. It is a dear characteristic of our town that must be held on to.

I am a proponent of smart growth. The property behind Country Chevrolet need not be for retail since we have other sites in town that sit vacant (looking at you, Broadview Lanes...). The light industrial zoning could see much worse than a SMALL data center. However, if above ground TALL power lines are erected, it will usher in a flexibility and a willingness to erect similar structures elsewhere in town.

I live within a half mile of the site. My neighborhood backs to 17 where we are lucky to have mature trees hiding the sound wall. But I do NOT want to see tall towers from my neighborhood.

The solution is simple. Amazon and Dominion can work out how to bury the lines. By burying the lines, it will signal a willingness to address one of the major citizen concerns about this project.

Thank you for your time,

Jason Smolinski

Brittany Latack

From: ROGER LEE [redacted]
Sent: Tuesday, August 2, 2022 11:38 AM
To: Planning Department
Cc: James Hartman
Subject: Mixed-use development proposal

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Town of Warrenton Planning Commission:

I am writing to convey my opposition to the mixed-use development proposed for the old Keswick Inn property located between Broadview Avenue, Bear Wallow Road, and Norfolk Drive.

I do not believe the townhouse/apartment development is feasible for that location. It seems to be too much housing in a small area. The project with townhouses, apartments, retail space, park and community play area with 191 parking spaces is alarming and overwhelms the property. The amount of increased vehicle traffic in that location would be substantial to an already busy area.

Fauquier Now reported that the attorney representing the developer stated that "there would be no access from Norfolk Drive". As I'm sure you are aware, even if no access is planned from Norfolk Drive, traffic will utilize an already overused Norfolk Drive to reach Bear Wallow Road to access the proposed complex. Additionally, the potential exists for traffic to make unauthorized turns onto Bear Wallow and then to Norfolk Drive to access the Food Lion shopping center, Fauquier High School, The Warf, and Route 211.

The residential street of Norfolk Drive and others in the subdivision struggle with traffic volume and speed--the speed limit has already been lowered to 15 mph to combat the traffic issues.

Thank you for the opportunity to express my concern and opposition to this project. Please deny the request for this inappropriate proposal for that area.

Roger D. Lee
[redacted]

From: Steven and Ann Rose Wojcik
To: Planning Department
Subject: Fw: Recent Letter from Chandler AZ Planning Manager to Protect PWC Re Negative Impact of Data Centers
Date: Tuesday, August 2, 2022 11:40:55 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Corrected email address. Resending.

----- Forwarded Message -----
From: Steven and Ann Rose Wojcik [redacted]
To: planing@warrentonva.gov <planing@warrentonva.gov>; shelander@warrentonva.gov <shelander@warrentonva.gov>; jlawrence@warrentonva.gov <jlawrence@warrentonva.gov>; sainsworth@warrentonva.gov <sainsworth@warrentonva.gov>; gjohnston@warrentonva.gov <gjohnston@warrentonva.gov>; rstewart@warrentonva.gov <rstewart@warrentonva.gov>; azarabi@warrentonva.gov <azarabi@warrentonva.gov>
Sent: Tuesday, August 2, 2022 at 11:39:00 AM EDT
Subject: Recent Letter from Chandler AZ Planning Manager to Protect PWC Re Negative Impact of Data Centers

Dear Members of the Warrenton Planning Commission,

I attended the work session last week and am following up on a request by one of your members regarding the noise produced by data centers' cooling units (the generators are not the issue, nor is the decibel level the issue. It is the pitch and frequency of the cooling units that irritate residents nearby 24/7/365). I spoke about this before the Town Council last year when they approved adding data centers to potential uses for industrially zoned parcels. Because of the noise issue, I proposed an amendment that data centers could not be considered if the property is adjacent to residentially-zoned areas. That was rejected, unfortunately. I did however get sympathetic words afterwards from several council members regarding the concerns they would have regarding the noise and its impact on residential areas nearby.

Here is a recent letter from the Planning Manager of Chandler AZ regarding the problems with data centers in the city, particularly the noise that disturbs residential areas near data centers. Despite mitigation efforts, the noise problems persists, and as a result, the city now is banning new data centers from the city. Unfortunately, it's too late for the residents where existing data centers are grandfathered in. Not to late for Warrenton though if the Planning Commission and our Town Council act to prevent it.

I am providing the link and pasting below as well for your convenience. He leaves a contact number. If you have not already done so, I encourage you to call to ask about the noise issue directly so that you are armed with this information for the upcoming meetings. Thank you very much for the opportunity to share this critical aspect of the data center issue with you. I am happy to discuss further (540-878-2009).

https://protectpwc.org/2022/07/26/chandler-ariz-planning-mgr-letter-regarding-data-center-noise-070822/

Chandler, Ariz. Planning Mgr. – Letter regarding Data Center Noise 070822

Posted on July 26, 2022 Author Karen

Jul 8, 2022, at 12:58 PM

David De La Torre [redacted] wrote:

I'm providing the following information regarding data centers in the City of Chandler, Arizona:

- Data centers are not allowed by right in any zoning district
- The City discourages new data centers for the following reasons:
  - An existing data center has been the source of a low hum that has generated noise complaints from nearby residents. City staff worked with the data center to add noise mitigation, however, the noise issue has not completely gone away.
  - Data centers require a significant amount of water and/or electricity to cool the servers and to power the equipment. In return, they provide minimal benefits to the City (see next bullet point)
  - Data centers are essentially warehouses for computer servers. They do not generate significant tax revenue or high wage jobs.

I hope this information is helpful.

David de la Torre, AICP

Planning Manager

Development Services Department, Planning Division

Phone: [redacted]

Here is also a link to a recent local news story on the noise issue and the regrets that the city council had re data centers.

https://www.youtube.com/watch?v=J060m1ohGPM

With great concern,

Steve Wojcik
[redacted]

From: Ken Thomas
To: citizencomment
Subject: Brandie Schaeffer and tax greed
Date: Wednesday, August 3, 2022 5:54:53 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We now see that Amazon Web Services has quickly hired the Warrenton Town Manager, Brandie Schaeffer. Since the FOIA of documents and emails shows that Brandie handled many of the meetings and information flow with Amazon and the Town of Warrenton. She handled them so well that Amazon hired her. Interesting.

This looks and smells like a classic case of conflict of interest.

The Amazon/Dominion/Warrenton town partnership is showing that you really don't care about us. Fauquier County residents are dealing with disappointment and now anger against the Town of Warrenton. Your greed for more tax revenues is very clear to us now.

Sorry we moved here.

Ken Thomas

WARRENTON TOWN COUNCIL

August 9, 2022

Good-evening Mayor, Council Members, community members. My name is Josephine Gilbert and I live in the Scott District.

I want to thank Mr. Carlos for calling me on Saturday thanking me for alerting him on the homeless individual in front of the Juvenile District Court. Your responsiveness is appreciated.

I received a call yesterday stating I was in violation of the new ordinance, Chapter 14, Streets and Sidewalks, Public Use. The last 2 weeks I have been waiving a Red, White and Blue ALL LIVES MATTER flag. The flag is too big. American Flag is allowed of course.

Being the good citizen, I pulled the ordinance and could not find any mention of a flag. I did find under Sec 14-103 h1 "The maximum size of signs carried by persons in the gathering shall be three feet by two feet." What I can tell you is that the signs/posters they hold are larger, more like 2x4 or larger. They usually have large posters like George Floyd, Brianna Taylor and several others I do not recognize.

In addition to this violation, the BLM group is also violating Sec 14-103 h3, No animals provision and h11 "No person in an organized public gathering may coerce, intimidate or harass any other person physical contact, light, odor, fireworks or noise". This occurred during a proabortion rally.

Last week we had a 14-year-old Kettle Run HS student starting a petition to get rid of names like Lee and Mosby. Is the Mosby monument next?

Your continued support of this Black Lives Matter group only emboldens them and encourages others.

Thank you

From: Nicholas O"Hara
To: citizencomment
Subject: Main Street Summer Closures
Date: Sunday, July 31, 2022 7:38:35 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello!

As a patron of businesses in downtown Warrenton, I thought it pertinent to voice my stance on the city's recent debate as to whether or not to continue the ritual of closing Main Street in the summer.

It would be devastating for downtown Warrenton and the businesses on Main Street were the summer closures to go away. Not only is it a wonderful show of the wonderfully inclusive & positive culture of the city, it sets an example for other towns outside the beltway.

"Oh wow, this is wonderful!"

"I had no idea Warrenton did this!"

"I'll be back next weekend!" (Best part being I've seen this promise be held more than once.)

The perception from people that aren't from here is that there's "nothing out there" once you get past route 15 going west on 29, and that's a shame. When I have company visit me the FIRST thing I suggest is visiting Old Town on a Friday/Saturday because there's so much to show and it's all walkable because the streets are closed which is refreshing in it's own way. We're
not in DC anymore, we're not in Fairfax anymore. Alexandria. Arlington. We're in Warrenton - walk freely.

The variety of activities happening on the street all at once creates a unique harmony, a melody of recreation and relaxation that in my own experience is unique to Warrenton. If that goes away, it will happen again nowhere else in the world. If that goes away, Old Town Warrenton is no longer able to put its best foot forward to citizens and newcomers alike. The showcase of uniqueness dies.

Suffice it to say, I really hope we figure out a way to keep the street open. I'm so proud to say that it's the main draw for the area. The people that I've been afforded the chance to meet because of the street closing and the space that creates are a big reason for that.

With all sincerity,
Nicholas O'Hara

From: ROGER LEE
To: Planning Department
Cc: James Hartman
Subject: Mixed-use development proposal
Date: Tuesday, August 2, 2022 11:37:56 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Town of Warrenton Planning Commission:

I am writing to convey my opposition to the mixed-use development proposed for the old Keswick Inn property located between Broadview Avenue, Bear Wallow Road, and Norfolk Drive.

I do not believe the townhouse/apartment development is feasible for that location. It seems to be too much housing in a small area. The project with townhouses, apartments, retail space, park and community play area with 191 parking spaces is alarming and overwhelms the property. The amount of increased vehicle traffic in that location would be substantial to an already busy area.

Fauquier Now reported that the attorney representing the developer stated that "there would be no access from Norfolk Drive". As I'm sure you are aware, even if no access is planned from Norfolk Drive, traffic will utilize an already overused Norfolk Drive to reach Bear Wallow Road to access the proposed complex. Additionally, the potential exists for traffic to make unauthorized turns onto Bear Wallow and then to Norfolk Drive to access the Food Lion shopping center, Fauquier High School, The Warf, and Route 211.

The residential street of Norfolk Drive and others in the subdivision struggle with traffic volume and speed--the speed limit has already been lowered to 15 mph to combat the traffic issues.

Thank you for the opportunity to express my concern and opposition to this project. Please deny the request for this inappropriate proposal for that area.

Roger D. Lee
[redacted]

From: Robin D
To: citizencomment; Land Development; Planning Department
Subject: Your legacy
Date: Thursday, July 14, 2022 11:14:41 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear representatives:

As a Warrenton homeowner since 2001, I implore you to DENY any zoning changes that would allow data centers in our beautiful, rural community.

There are many more appropriate NoVA locations in areas already established for these types of enterprises.

Please make your legacy one that PROTECTED rather than ELIMINATED what makes Warrenton and Fauquier County so special.

Sincerely,
Robin DeMattia
[redacted]

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	**October 11, 2022**
Agenda Title:	**Appointment of FOIA Officer**
Requested Action:	**Appointment of new FOIA Officer- Stephen Clough**
Department / Agency Lead:	**Town Manager**
Staff Lead:	**Tommy Cureton**

EXECUTIVE SUMMARY

Pursuant to Virginia Code Section 2.2-3704.2(A) all local bodies shall designate a Freedom of Information Act Officer. This resolution appoints Mr. Stephen Clough, Town Clerk, as the FOIA Officer for the Town of Warrenton.

BACKGROUND

Ms. Stephanie Miller was appointed as acting FOIA Officer on July 12th, 2022. Mr. Stephen Clough was made the Full Time Town Clerk on July 13th, 2022. The roles and duties of the FOIA Officer are included in the Town Clerk's Job description and are to be performed by the Town Clerk.

STAFF RECOMMENDATION

Appoint Mr. Clough as the FOIA Officer

Service Level / Policy Impact
None

Fiscal Impact
None

Legal Impact
Implementation of a new FOIA Officer for the Town

ATTACHMENTS

1. RESOLUTION TO APPOINT A FREEDOM OF INFORMATION ACT OFFICER

A RESOLUTION TO APPOINT A FREEDOM OF INFORMATION ACT OFFICER

WHEREAS, pursuant to Virginia Code Section 2.2-3704.2(A) all local bodies shall designate a Freedom of Information Act Officer; and

WHEREAS, the Town Council Appointed Mr. Stephanie Miller the Acting FOIA Officer on July 12, 2022 due to the resignation of the Previous FOIA Officer; and

WHEREAS, the duties of the FOIA Officer fall under the purview of the Town Clerk; and

WHEREAS, Mr. Stephen Clough was made the Full Time Town Clerk on July 13, 2022; and

WHEREAS, the Town Council hereby wishes to appoint Stephen Clough as the FOIA Officer for an indefinite term; and

NOW THEREFORE BE IT RESOLVED that the Warrenton Town Council this 11th day of October 2022, appoints Stephen Clough as the FOIA Officer for the Town of Warrenton.

Voting For:

Voting Against:

Adopted: October 11, 2022

_____

Town Clerk

Office of the Town Manager
Christopher E. Martino

STAFF REPORT

Warrenton Town Council
Carter Nevill, Mayor
Heather Sutphin, Ward 1
William Semple, Ward 2
Brett Hamby, Ward 3
James Hartman, Ward 4 Vice Mayor
Jay Heroux, Ward 5
Sean Polster, At Large
Renard Carlos, At Large

Council Meeting Date:	October 11, 2022
Agenda Title:	Town Manager RFP Selection
Requested Action:	Selection of RFP Proposal for the Town Manager Search
Department / Agency Lead:	Human Capital
Staff Lead:	Kasey Braun

EXECUTIVE SUMMARY

On September 1st, 2022, staff released RFP 23-006 to solicit bids from executive search consultants with national experience in recruitment of a Town Manager. Bids were due back on October 1st, 2022, for Council's consideration.

BACKGROUND

Brandie Schaeffer resigned from the position of Town Manager on July 12th, 2022.

Tommy Cureton was appointed as the Acting Town Manager on July 12th, 2022, for a period of 30 days.

Tommy Cureton's appointment was extended on August 9th, 2022, through August 22nd, 2022, to facilitate the start date of the new Interim Town Manager

Christopher E. Martino was appointed as the Interim Town Manager on August 9th, 2022, with an effective start date of August 22nd, 2022.

STAFF RECOMMENDATION

Review and select a firm to conduct the Town Manager Search.

Service Level / Policy Impact

The appointment of a Town Manager will directly impact the implementation of the Plan Warrenton 2040 on all levels.

Fiscal Impact

Range $23,500-$35,000
$25,000 was appropriated in July. Budget may be amended if needed and approved by Council.

Legal Impact

The Town Code States that the Town Manager shall be appointed by the Council. (Sec. 2-126)

Timing

The following Town Manager recruiting, interviewing, and hiring timeline was discussed by Council:

1. RFP 23-006 (Town of Warrenton Executive Search) posted: September 1, 2022
2. RFP 23-006 Proposals Due: October 1, 2022
3. Awardee Announced: Town Council Meeting on October 11, 2022
4. Anticipated Kick-Off of Executive Search (posting of announcement): November 1, 2022
5. Anticipated Interview schedule: First two weeks of January 2023
6. Anticipated Hire Date: February 2023

ATTACHMENTS

1. RFP: 23-006

RESOLUTION

A RESOLUTION TO AMEND THE FISCAL YEAR 2023 BUDGET TO FUND AN EXECUTIVE SEARCH

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 16, 2022, the Town Council adopted the Town of Warrenton Fiscal Year 2023 Budget; and

WHEREAS, during the fiscal year certain events occur that necessitate the amendment of the budget; and

WHEREAS, the Town Council voted on July 12th, 2022, to appropriate $25,000 for an executive search; and

WHEREAS, the Council desires to engage the services of an executive search firm to assist in the recruitment and selection of a new Town Manager; and

WHEREAS, the estimated cost to fund the estimated an executive search is $___. ; now therefore be it

RESOLVED, by the Warrenton Town Council this 11th day of October 2022, that the Fiscal Year 2023 Adopted Budget is hereby amended to appropriate $____ from the General Fund unassigned fund balance to fund an executive search in the amount of $.

_____
Town Clerk

For Finance Department Use

Budget Amendment (**Supplement**)
Date: October 11, 2022
Subject: Executive Search funding

Action	G/L Account Number	Description	Amount
Credit	3-100-41050-9999	Transfer from fund balance	$xxxx
Debit	4-100-11010-3100	Council-professional services	$xxxx

RESOLUTION

A RESOLUTION TO DIRECT THE TOWN MANAGER TO ENTER INTO A CONTRACT WITH BAKER TILLY FOR THE PURPOSE OF AN EXECUTIVE SEARCH FOR A TOWN MANAGER

WHEREAS, Brandie Schaeffer resigned from the position of Town Manager on July 12th, 2022; and

WHEREAS, The Town Code States that the Town Manager shall be appointed by the Council. (Sec. 2-126); and

WHEREAS, Tommy Cureton was appointed as the Acting Town Manager on July 12th, 2022, for a period of 30 days; and

WHEREAS, Tommy Cureton's appointment was extended on August 9th, 2022, through August 22nd, 2022, to facilitate the start date of the new Interim Town Manager; and

WHEREAS, Christopher E. Martino was appointed as the Interim Town Manager on August 9th, 2022, with an effective start date of August 22nd, 2022; and

WHEREAS, the Council desires to engage the services of an executive search firm to assist in the recruitment and selection of a new Town Manager; and

WHEREAS, On September 1st, 2022, staff released RFP 23-006 to solicit bids from executive search consultants with national experience in recruitment of a Town Manager. Bids were due back on October 1st, 2022, for Council's consideration; and

WHEREAS, the Council has reviewed multiple proposals for the recruitment and selection of a new Town Manager; and

NOW, THEREFORE, BE IT RESOLVED by the Warrenton Town Council this 11th day of October 2022, that the Town Manager is hereby directed to enter into contract with Baker Tilly for the purpose of an executive search for a Town Manager.

Voting For:

Voting Against:

Adopted: October 11, 2022

_____

Town Clerk

A RESOLUTION AUTHORIZING THE TOWN MANAGER TO SIGN AN AMENDMENT OF THE TRI- PARTY WATER AND SEWER AGREEMENT TO PROVIDE SEWER AND WATER TO GPIN'S 6995-23-0001-000 AND 6995-23-3305-000 SUBJECT TO CONDITIONS

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

WHEREAS, the Town in its proprietary capacity owns and operates water & sewer utility systems within the municipality and in certain cases outside of the corporate limits when applications for the privilege of same have been granted pursuant to Article 17 of the Town Code, and

WHEREAS, Fauquier County (Hereinafter "the County") is a political subdivision of the Commonwealth of Virginia which does not operate any sewer or water facilities in its own capacity, and

WHEREAS, the Fauquier County Water & Sanitation Authority ("WSA") is an authority created and organized to provide sewer and water service with Fauquier County and, which operates under the Virginia Water & Waste Authorities Act, Chapter 51, of Title 15.2 of the Code of Virginia, 1950, as amended, hereinafter referred to as "the Virginia Code," and

WHEREAS, the Morgan Companies (the "Applicant") seek to develop certain properties identified as GPIN's 6995-23-0001-000 and 6995-23-3305-000 (the "Property"), located within Fauquier County but outside the Town limits, which can only happen if the Town, the County, and WSA amend the Tri-Party Agreement to allow the Town to provide public water and public wastewater services to the Property; and

WHEREAS, a memorandum prepared by Timmons Group, dated September 23, 2022, indicates the Applicant's proposed development on the Property will need approximately 12,000 gallons per day (gpd) of water for the grocery store, retail shops, coffee shop, convenience store with gas pumps, and fast-food eating establishment; and

WHEREAS, the Town is in the process of having the Water and Sewer System Growth and Capacity Evaluation study updated which will estimate the current and buildout water demands and sewer flows for areas where the Town has prior service commitments; and

WHEREAS, the Town's commitment to provide water and sewer service to this project is contingent on weather the Water and Sewer System Growth and Capacity Evaluation indicates that sufficient capacities exist in both the water and sewer systems;

NOW, THEREFORE, BE IT RESOLVED that the Town of Warrenton Town Council hereby conditionally agrees, if the above mentioned evaluation shows that the Town has the sufficient capacity to provide public water and public sewer to the subject parcels, to provide public water and public sewer service to the subject parcels under the conditions that a.) the proposed uses, and square footages of each as indicated on the memorandum prepared by the Timmons Group, are approved by the County; b.) public water service and sewage discharge shall be limited to 12,000 gpd on average within any thirty (30) day period on an as-needed and as-available basis, and c.) the applicant shall diligently pursue all necessary approvals and begin construction within five (5) years from the date of October 11, 2022;

BE IT FURTHER RESOLVED that the Town of Warrenton Town Council conditionally agrees to provide the requested public water and sewer service to the subject parcels if the Tri-Party Agreement shall require reconsideration, if the average usage exceeds 12,000 gpd within any 30-day period or if the owner of the

parcel(s) decides to change the use of any building that would increase the need for public water and treatment of sewage discharge;

BE IT FURTHER RESOLVED that the Town of Warrenton Town Council will consider the subject Property as part of the Boundary Line Adjustment discussion;

BE IT FURTHER RESOLVED that the Town of Warrenton Town Council reserves the right to restrict certain uses from operation on the subject parcels which will be identified during the Town's review of the Comprehensive Plan Amendment, Rezoning and Special Exception applications;

BE IT FURTHER RESOLVED that the applicant shall be responsible for obtaining approval to amend the Tri-Party Agreement from the County and WSA to allow the Property to be serviced with water and sewer by the Town of Warrenton.

BE IT FURTHER RESOLVED that the Town Manager and Town Attorney may take all appropriate, reasonable and necessary steps to effect and execute said agreement to amend the Tri-Party Agreement within the limitations set out in the recitals above.

BE IT FURTHER RESOLVED that the Town reserves the right to charge a premium for any water usage over the maximum gallon per day limit in an amount intended to match the greater of (a) additional capital expenses anticipated to accrue as a result of the excess water usage or (b) such amount as will effectively deter excess usage.