



**TOWN OF WARRENTON  
COMPREHENSIVE PLAN UPDATE: 2000-2025  
2009 SUPPLEMENT**

Planning & Community Development  
Warrenton Town Hall  
18 Court Street  
Warrenton, Virginia 20186

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## **INTRODUCTION**

The Town of Warrenton Comprehensive Plan was last adopted June 2002 after an exhaustive public discussion and evaluation of the trends and future options for the community. There have been minor changes since the last update to accommodate specific rezoning of properties that were not included on the plan. Only one (1) Plan amendment has been adopted since 2002.

There are only a few tracts of land left in the Town that can be consolidated for development. The recent accelerated growth has filled in most of the existing tracts that are easy for residential development and left only those that are restricted by environmental features or have significant access/circulation limitations. As a result, the remaining land in the Town is difficult to develop at best and will not yield the typical density of previous development. We are already seeing a change in the trend in development to considerations of renovation and re-development or Town Boundary adjustments to facilitate out-of-Town development for public utilities.

The 2009 Comprehensive Plan Update does not require an extensive analysis of vacant land and development trends as the Town is nearly at full development. This would follow the typical comprehensive evaluation of field data, review of demographic trends, assessment of changes from the last plan update and identification of alternative futures for the best direction of growth and the most appropriate land use policies for the community. Instead, the approach was to review the existing Town development, trends in growth and the urban design to provide better coordination of current development elements and identify improvements that would enhance the growth that has taken place. This approach aims at getting the best from the past and insures that the historic resources and the past investments will be protected as part of a contribution of the Town's legacy for the future.

The first step in this process was to update the demographics (population, economics, housing, etc.) and compare the results with the trend from the 2002 Comp Plan to determine if any significant changes are noted for the future. This was to determine if any change in the trends suggest issues not previously considered and incorporate those into the comprehensive plan update process. The Rappahannock-Rapidan Regional Planning Commission prepared an update of the Town demographic data and projections as part of their cooperative data services to member communities. They provided recent population, employment, housing and other demographic data and comparing it with the 2000 data set contained in the last comp plan update. The result of this analysis was that, although the trends of growth were accelerated during the 2004-2007 real estate explosion, the overall trend was not significantly changed and the generation of future population/density was not altered. The future demand for land use will not be substantially different from the 2002 Plan or alter the development of remaining vacant land.

Simultaneous with the demographic review, the Town assessed changes in land use and infrastructure to complete the basic review as anticipated by the state statutes. The information from the Whitman-Requardt sewer capacity update provided information on water and sanitary sewer demand and available capacities for accommodating development, in-Town or out. A more thorough review of transportation, utilities and land use was undertaken for a complete coordination of those elements. This is reflected in the Transportation and Community Facilities Supplement describing the details of infrastructure improvements and establishing policies to guide both future growth and the potential boundary adjustment of properties surrounding the Town.

The confirmation of the 2002 Plan and its Future Land Use element created an opportunity to allow this update to be more effective than the traditional comprehensive plan study. With pre-existing goals/objectives and compatible build-out, the 2009 Update can focus on elements that implement the comp plan and additional features to execute the objectives previously developed. This type of approach builds on the previous comp plan and compliments the existing assessment with specific proposals for identified areas of need and renovation to supplement the existing Plan. The Town was evaluated for cohesive neighborhoods and residential and commercial areas identified for analysis. The Planning Commission, aided by advisory committees and the Warrenton Traffic Safety Commission, selected three (3) residential neighborhoods and two (2) commercial neighborhoods for a pilot study of land use, transportation, aesthetics and urban design. Detailed recommendations were made for each area and highlighted as examples of the community preservation with improvements and the potential use of new regulatory tools. These are described in the supplement and graphically depicted.

The traffic issues are significant enough to warrant being separately addressed due to the far-reaching impact of in-Town and out-of-Town traffic and the amount of land use involved. A separate advisory committee connected with the Warrenton Traffic Safety Commission reviewed Route 211/17 Connector, Broadview Avenue and neighborhood strategic issues as a compliment to the comprehensive plan update. This generated an overview of the arterial system with options for bypasses west of the Town and the confirmation that the Connector was an essential element of the Town highway network.

The Town was fortunate to receive critical assistance from the Virginia Department of Transportation (VDOT) in two studies that were coordinated with the comp Plan Update. These included an access management study prepared by HNTB under a contract with VDOT and a pedestrian/bicycle plan study conducted by Toole Design of key non-vehicular destination and coordination of route/paths between the Town and Fauquier County. Both of these studies are part of the 2009 Update. A new tool was created to aid in the review and evaluation of neighborhood traffic issues, entitled the Neighborhood Traffic Calming Program. It provides both the procedures and technical approach to assess and resolve neighborhood problems with circulation and congestion.

The extensive process for the creation of the 2009 Comprehensive Plan Update is included in the Appendix. The flow chart for the Update details the data elements and organizational approach to the development of the Plan and the various studies that were compiled for the supplements. This was complimented by a series of key advisory

groups that were established or incorporated into the review process for a diverse and creative assessment of problems, ideas and their solution for the future. These included:

- Planning Commission – Responsible for the drafting of the comprehensive plan update and coordination of the various elements from the advisory committees.
- Citizens Advisory Committee – Appointed by the Town Council, this group worked with the Planning Commission to review data, identify neighborhoods, assess proposals and formulate ideas for the supplements to the comp plan.
- Warrenton Traffic Safety Commission (WTSC) – Reviewed the transportation elements, consultant studies and proposals for incorporation into the Plan Update; also reviewed the Traffic Calming Program and recommended its approval.
- Traffic Advisory Committee – Appointed by the Town Council, this group worked with the WTSC to review traffic data, assess the strategy for arterial improvements and recommend specific neighborhood traffic improvements.
- Pedestrian/Bike Plan Advisory Committee – Appointed by Town Council, this group reviewed existing sidewalk and trail information; performed a survey of Town facilities; worked with the consultant study on priorities and costs; and developed a plan and implementation program for the Warrenton Capital Improvement Program.
- Architectural Review Board – Reviewed the Historic District, proposed expansion to protect areas adjacent to the designated District and created new Guidelines for the review of development application in the District. The Board was assisted by the University of Mary Washington, Department of Historic Preservation (faculty and students), which conducted a study of the Warrenton Historic District and recommended areas of expansion.

These committees began meeting on January 31, 2007 and continued monthly until the proposals and supplements for the 2009 Comprehensive Plan Update were complete and recommended to the Planning Commission. This work was concluded in December 2008 and the Commission continued their review in work session during the 2009 year. The culmination of this Update is the Urban Design Supplement which identifies neighborhoods in need of protection and recommends projects and regulatory tools to improve each area. These form the principal products of the 2009 Update and represent examples of approach for future updates to the comprehensive plan.

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## Demographics

### Background and Current Situation

The following section presents a summary of current data on population trends and forecasts, as well as trends in development activity.

### Population Trends and Forecasts

With the exception of the decade of the 1970s, Warrenton’s population grew steadily during the latter half of the twentieth century, resulting in a population of 9,611 in the year 2010 according to the U. S. Census, compared to 1,651 before World War II. These historic trends have produced an average increase of nearly 32% per decade are shown in Table D-1.

From a percentage growth standpoint, the decade of the 2000s displayed a higher growth rate than a “typical” decade, with a 44.09% growth rate.

**Table D-1  
Population Trends 1940-2010**

Year	Total Town Population*	Number Change (Decade)	Percent Change (decade)
1940	1,651		
1950	1,797	146	8.80%
1960	3,522	1,725	96.00%
1970	4,027	505	14.30%
1980	3,707	-320	-7.90%
1990	5,135 <sup>2</sup>	1,428	38.50%
2000	6,670	1,535	29.90%
2010	9,611	2,941	44.09%
<b>Total Change</b>		<b>7,960</b>	
<b>Average Change per decade</b>		<b>1,137</b>	<b>31.96%</b>

<sup>1</sup>Includes group quarters

<sup>2</sup>without annexation population would be 4,882

Sources: U.S. Bureau of the Census; Town Of Warrenton Comprehensive Plan 1989.

**The following table illustrates the population change by age from 2000 to 2010. A 44 percent population gain during the decade is reflected in high growth numbers across the board. Notably high growth trends include the increase in the 50 to 61 age groups, which increased by over three quarters. The 7 to 9, 15-17, 21-24, 45-49, and 62-64 year old age groups also showed higher growth rates than other groups. Interestingly, the 1990s trend of young professionals between 21 and 29 decreasing in population was reversed in the 2000s. These age groups posted average to above average gains. Retirees from ages 65 to 69 that showed slight decreases in population during the 1990s, posted average gains in the 2000s. This may indicate**

**the possible out-migration pattern is reversing, or Warrenton is becoming a more favorable retirement destination.**

**The 55 and over age group comprised 27.4% of the total population in 1990. By 2000, the proportion of this group dropped to 25.7%. In 2010, this group comprised 25.4% of the population. Assuming the same growth trends by age group continues through 2010 and beyond, the total growth rate would approach a 5% annual average increase. If the proportion of the 55 and over age group from 2010 were to remain consistent in the future, at least a quarter of the Town’s population would require adequate housing and service opportunities. Planning for future housing needs should encompass multiple scenarios.**

**Table D-1A  
2000 and 2010 Population by Age**

	2000	2010	Percent Change
Under 1 year	101	123	21.78%
1 and 2 years	158	266	68.35%
3 and 4 years	172	282	63.95%
5 years	92	145	57.61%
6 years	100	140	40.00%
7 to 9 years	277	452	63.18%
10 and 11 years	194	255	31.44%
12 and 13 years	174	270	55.17%
14 years	81	126	55.56%
15 years	75	125	66.67%
16 years	84	138	64.29%
17 years	83	137	65.06%
18 years	76	105	38.16%
19 years	63	94	49.21%
20 years	67	96	43.28%
21 years	49	83	69.39%
22 to 24 years	191	327	71.20%
25 to 29 years	443	614	38.60%
30 to 34 years	487	586	20.33%
35 to 39 years	590	656	11.19%
40 to 44 years	550	710	29.09%
45 to 49 years	462	769	66.45%
50 to 54 years	384	675	75.78%
55 to 59 years	288	535	85.76%
60 and 61 years	99	180	81.82%
62 to 64 years	166	270	62.65%
65 to 69 years	234	326	39.32%
70 to 74 years	246	300	21.95%
75 to 79 years	265	277	4.53%
80 to 84 years	194	254	30.93%
85 years and over	225	295	31.11%

Source: US Census, 2000, 2010

The following table shows the annual changes that have occurred during the past seventeen years. The recession of the early 1990s caused a slowdown in population growth, but since that time, growth has been steady, closely matching the rate of new housing development, which in turn reflects the expansion of employment opportunities in the region.

**The growth trend began to decline again after 2004 with the slowdown in new residential construction. Between 2005 and 2006, the Town experienced its smallest increase since the early 1990s.**

**Table D -2 – Updated  
Population Trends and Estimates**

**Population Trends and Estimates 2000-2010**

Year	Total Town Population*	Percentage Change
2000	6,670	
2001	7,017	5.2%
2002	7,395	5.4%
2003	7,780	5.2%
2004	8,203	5.4%
2005	8,531	4.0%
2006	8,643	1.3%
2007	8,849	2.4%
2008	8,947	1.1%
2009	9,059	1.3%
2010	9,611	6.1%
<hr/>		
<b>Average Annual Change 2000-2010</b>	<b>294</b>	<b>3.74%</b>

\*Includes group quarters; includes 1990 annexation

Sources: U.S. Census 2000 & 2010; US Census Bureau Population Estimates, April 1, 2000 to July 1, 2009

Since population growth in the Town has been driven mainly by in-migration, it is practical to use migration and development trends as the basis for forecasting future population.

Growth in the Town’s population between 1980 and 1990 averaged 3.3% per year. Growth between 1990 and 2000 averaged 2.65% per year. **Between 2000 and 2010, Census figures indicate a 3.73% average annual change.** Thus, several alternative future forecasts appear to be reasonable.

If the overall trend of the past three decades continues, the Town’s population would increase at an annual rate of 3.23% during the next two decades, which is higher than it grew between 1980 and 2000. However, the slowdown in new home construction combined with the town approaching build-out leads to the belief that the increased rate of growth cannot continue in the future. If an average of years 1980 to 2000 is used, growth will average about 3.0%. This would result in a population of 12,711 in the year 2020.

This would be considered a “high” trend forecast since this is at the upper range of past trend rates.

If the trend of the 1990s continued (average of 2.65% increase annually), the population would be 12,327 in 2020. A 2.5% “intermediate” trend rate would be similar to the trend of the 1990s, but slightly lower.

A low trend rate would be below 2%, similar to the rate of growth the Town experienced in the 1960s.

Based on the 2010 Census, the Town has exceeded the 2.65% forecasted population for 2010 and is closer in line with the 3.0% trend. However, a lower growth trend may be more plausible for the long term.

The following table shows several alternative forecasts based upon different assumptions about future growth rates.

(Note that the high residential growth rates of the past few years may cause the Town to reach the “build-out” levels shown in Table D-5 sooner than indicated in Table D-3 below).

**Table D -3 - Updated**

**Alternative Population Forecasts - Town of Warrenton, Virginia**

Growth Rates	2000 <sup>2</sup>	2005	2010 <sup>2</sup>	2015	2020	2025	2030	2035
1) <b>80's % Trend</b> (2.7% avg. annual)	6,670	7,620	9,611	10,908	12,381	14,053	15,950	18,103
2) <b>90's % Trend</b> ( 2.65% avg. annual)	6,670	7,602	9,611	10,884	12,327	13,960	15,810	17,904
3) <b>90's Absolute Trend</b> (154 people/yr)	6,670	7,440	9,611	10,381	11,151	11,921	12,691	13,461
4) <b>Low</b> (1.5% avg annual)	6,670	7,185	9,611	10,332	11,107	11,940	12,835	13,798
5) <b>Intermediate</b> (2.5% avg annual)	6,670	7,546	9,611	10,812	12,164	13,684	15,395	17,319
6) <b>High</b> (3.0% avg annual)	6,670	7,732	9,611	11,053	12,711	14,617	16,810	19,331
7) <b>Alternate (1.57% avg annual)</b> <sup>1</sup>	<b>6,670</b>	<b>7,210</b>	<b>9,611</b>	<b>10,365</b>	<b>11,179</b>	<b>12,057</b>	<b>13,003</b>	<b>14,024</b>
8)* <b>Higher (3.5% avg. annual)</b>	6,670	7,620	9,611	11,293	13,269	15,591	18,320	21,526
9)* <b>Highest (4.0% avg. annual)</b>	6,670	7,602	9,611	11,533	13,840	16,608	19,929	23,915

<sup>1</sup>Based on limits of developable land shown in the original version of Table D-5 from the 2000-2025 plan

<sup>2</sup>Census Population

\* These forecasts are developed without regard to Town build-out potential.

Sources: US Census 1980, 1990, 2000; Herd Planning & Design, Ltd.

Based upon the preceding analysis, a summary of a reasonable range of alternative future growth rates is shown in the following table.

**Table D -4 - Updated**

**Summary of Population Forecasts - Town of Warrenton**

<b>Year</b>	<b>Low</b> (avg. 1.5% annual)	<b>Intermediate</b> (avg. 2.5% annual)	<b>High</b> (avg. 3.0% annual)	<b>Continued Trend</b> (avg. 2.65% annual) <sup>2</sup>	<b>Highest</b> (avg. 4.0% annual)
1980 <sup>1</sup>	3,707	3,707	3,707	3,707	3,707
1990 <sup>1</sup>	5,135	5,135	5,135	5,135	5,135
1999	6,455	6,455	6,455	6,455	6,455
2000 <sup>1</sup>	6,670	6,670	6,670	6,670	6,670
2005	7,185	7,546	77,32	7,602	8,115
2010 <sup>1</sup>	9,611	9,611	9,611	9,611	9,611
2015	10,332	10,812	11,053	10,884	11,533
2020	11,107	12,164	12,711	12,327	13,840
2025	11,940	13,684	14,617	13,960	16,608
2030	12,835	15,395	16,810	15,810	19,929
2035	13,798	17,319	19,331	17,904	23,915
2040	14,833	19,484	22,231	20,277	28,698

<sup>1</sup>Actual population from U. S. Census

<sup>2</sup>Trend of growth during the 1990s is estimated to be 2.65% average annually

<sup>3</sup> Exceeds land capacity under current zoning (see Table D-6)

Sources: Weldon Cooper Center; Town of Warrenton; Herd Planning & Design, Ltd.

The preceding trend-based forecasts reflect expected market demand for housing in Warrenton and assume that the Town will have sufficient territory and utility capacity to accommodate the increases in population. However, if additional land is not made available, the ultimate size of the Town’s population would be limited by the amount of available land and the residential densities permitted by zoning regulations. Based upon the amount of currently undeveloped land within the Town, potential “build-out” ranges are shown in the following table. **This table was updated to reflect the current availability of residential and non-residential land that could be developed. From the previous version of table D-5, the Town saw a decrease in the amount of developable land by 73 acres between 2002 and 2008.**

**Table D -5 - Updated**

**Potential “Build-Out” Population of Existing Land**

<b>Total Acres Available for Residential Uses</b>	<b>Additional Population at 3.0 d.u. per acre</b>	<b>Total Population (Additional Population plus 2010 Population)</b>	<b>Additional Population at 5.0 d.u. per acre</b>	<b>Total Population (Additional Population plus 2010 Population)</b>
164 acres of undeveloped Residentially Zoned Land	1,132	10,743	2,034	11,645
183 acres of undeveloped Non-Residentially Zoned Land	1,263	10,874	2,269	11,880
347 acres of undeveloped land	2,394	12,005	4,303	13,914

Assumptions:

No re-development of existing developed sites; 2.48 people per dwelling unit; 2000 population is 6,670; 2010 Population is 9,611

<sup>1</sup> Non-residentially zoned land would only be available if rezoned to residential

Sources: Acreage -Town of Warrenton; Herd Planning & Design, Ltd.; US Census Bureau Population and Estimates, April 1, 2000 to July 1, 2007, Census 2010

The following table shows the amount of additional development that could occur in the Town if it is limited to the amount permitted under current zoning. This shows that without additional “upzonings” of land, or additions to the Town territory through annexation or reversals in the size of households, from the last plan update, future population increases would have been limited to slightly more than 3,000 additional people. Current calculations show that due to the housing boom from a few years ago, future increases in population would be limited to just over 1,000 people. That would produce a population growth rate between the low and intermediate ranges shown in Table D-4 above.

**Table D -6 – Updated**

**Residential Development Capacity within Existing Town Corporate Limits Assuming Development Under Current Zoning**

**Potential Additional Dwellings and Population**

<b>Detached Units</b>	<b>Attached Units</b>	<b>Total Units</b>	<b>Additional Population</b>
473	6	479 <sup>1</sup>	1,188 <sup>2</sup>

<sup>1</sup>Source: Town of Warrenton, based on Table D-13 figures

<sup>2</sup>Equivalent to 1.57% average annual growth (assumes 2.48 people per household)

**If growth continues at a rate of 2.5% as seen with the 2007 population estimate, build-out could occur as soon as 2015. With a more conservative growth rate of 1.5%, build-out would not be expected to occur until 2020. Should the population grow at a much faster rate of 3.5 to 4%, build out could occur between 2010 and 2015.**

Expected population growth in the Town should be viewed in the context of future growth in the Warrenton Service District as defined by Fauquier County. The following table shows the County’s current forecast and expected allocation of future population growth in the service district.

**Table D-7 – Updated**  
**Potential Allocation of Future Population Growth**  
**in the Warrenton Service District - 2000**

Area	2010 Population <sup>1</sup>	Population to be Added by 2025 <sup>3</sup>		Total Population in 2025	
		Low estimate	High estimate	Low estimate	High estimate
In Town	9,611	2,000	4,000	11,611	13,611
Around Town*	4,197	2,129	2,129	6,325	6,325
<b>Total Service District</b>	<b>13,808</b>	<b>4,129</b>	<b>6,129</b>	<b>17,936</b>	<b>19,936</b>

<sup>1</sup> U. S. Census

<sup>3</sup> Source: Fauquier County Department of Community Development (assuming 2.75 persons per household)

\*Around Town population based on a total build out of 2,300 units in the unincorporated area of the Service District, which is an additional 774 units from Census 2000 count.

Table D-8 below shows the allocation of future population in the Warrenton area in the context of the overall County population forecasts.

**Table D-8 - Updated**  
**Population Forecasts and allocation of**  
**Future Population Fauquier County, Virginia**

Year	Total County Population, 1.5% Growth Rate	Total County Population, 2.8% Growth Rate	Allocation to Warrenton Service District
1999	53,500	53,500	10,179
2000	55,139	55,139	n/a
2005*	64,997	64,997	n/a
2010	67,000 <sup>1</sup>	72,000	11,356
2015	72,000	83,000	n/a
2020	78,000	95,000	12,545
2025	84,000	110,000	13,184

**Note: The Fauquier County Comprehensive Plan assumes total build-out of the unincorporated area of the Warrenton Service District to be 2,300 units. At the 1.5% rate, build-out occurs in 2027. At the 2.8% rate, build-out occurs in 2015.** <sup>1</sup>Actual Census 2010 population is 62,971.

A decision will need to be made about which assumptions, both on Town and County growth, to use to determine the allocation to the Warrenton Service District

Source: Fauquier County Department of Community Development (assuming 2.75 persons per household).

\* Source: Population Division, U.S. Census Bureau

### Residential Development Trends

Table D-9 following shows trends in housing construction permits within the Town during the past decade. A relatively slow rate of construction activity during the recessionary period of the early 1990's increased to a very high level during the second half of the decade, which has continued into the new century.

During the past decade, permits for new single family detached units constituted 37% of the total housing permits, with 63% were either attached or multi-family units. This overall trend during the 1990's has decreased the overall proportion of detached housing units in the Town.

However, this recent trend was established largely by the activity during the single year of 1995 during which nearly 200 building permits for multi-family units were issued for two projects. Thus, if not for that single year of activity, more than half of the housing permits during that period would be for single-family units.

**The proportion of new single family detached versus single family attached and multi-family units from the 90s has reversed according to more recent data. New single-family detached dwelling units comprised 76% of the total housing permits from 2004 to 2010. The latest new large multi-family development was constructed in 2006, with 98 new apartment units built. Limitations of current zoning on the remaining small amount of available land will effect construction of new single family attached and multi-family developments in the future. Recent trends within the past few years also suggest a sharp reduction in the construction of new single-family detached units.**

Further, **98%** of the zoned or approved units that can now be built on the undeveloped, residentially zoned land are single-family detached units. Thus, it would not be appropriate to extrapolate the past trend into the future. Rather, the Town can expect that the majority of new housing will be single-family detached units during the coming years.

**Housing Construction 1990 - 2010**

<b>Year</b>	<b>Detached Units</b>	<b>Attached Units</b>	<b>Duplex</b>	<b>Multi- Family</b>	<b>Total Units</b>	<b>Total Value of Construction</b>
1990	9	33	0	0	42	n/a
1991	4	4	0	0	8	n/a
1992	2	2	0	0	4	n/a
1993	12	2	0	0	14	n/a
1994	44	27	1	4	76	\$5,439,000
1995	10	0	0	192	202	\$1,045,413

**Table D -9 - Updated**

1996	18	29	0	0	47	\$3,716,000
1997	38	29	0	0	67	\$5,814,700
1998	44	24	0	0	68	\$6,589,225
1999	47	25	0	10	82	\$7,727,050
2000	90	33	0	5	128	\$10,389,450
2004	145	0	0	0	145	\$24,363,900
2005	70	0	0	0	70	\$12,825,000
2006	60	7	0	98	165	\$17,767,500
2007	19	0	0	0	19	\$3,270,000
2008	4	0	0	0	4	\$455,500
2009	7	0	0	0	7	\$1,047,000
2010	29	0	0	0	29	\$3,203,000
<b>Total</b>	<b>652</b>	<b>215</b>	<b>1</b>	<b>309</b>	<b>1,177</b>	<b>\$103,652,738</b>

Source: Town of Warrenton, Yearly Building Permit Log Reports  
<sup>1</sup> only includes the years 1994-2000 and 2004-2010

Commercial Land Uses

The following table below shows the relatively large amount of commercial, industrial and office space within the Town, in relation to the Town’s total population and number of dwellings. This is clear evidence that Warrenton continues to function as a major commercial activity center for the County. The Town currently has nearly 2.5 million square feet of retail, office and related space, less than 5% of which is vacant. This amount of space is equivalent in size to a very large regional shopping mall. It amounts to nearly 900 square feet of retail space per household in Town. This is far more than would be required to support these residents. Even if only pure retail shopping space is examined, as shown in the following table, it amounts to more than 800,000 square feet, or about 280 square feet per household.

**Table D-10**

**Commercial, Industrial and Office Uses 1998**

<b>Zoning Designation</b>	<b>Building Square Feet</b>	<b>Total Vacant (s.f.)</b>	<b>Percent Vacant</b>
Central Business District (CBD)	806,245	23,873	3%
Residential Office (RO)	127,280	n/a	n/a
Commercial Office (CO)	669,111	13,388	2%

Commercial Limited (CL)	844,744	77,071	9%
Industrial General (IG)	213,496	126,444	59%
Industrial Limited (IL)	37,065	0	0%

Source: Town of Warrenton, Memo to John Anzivino July 6, 1998

The following table below shows vacancy levels of the retail centers in Town. Despite the large amount of space, the vacancy rates are not particularly high. While a greater percentage of usage would be desirable, a moderate vacancy rate ensures a balance between supply and demand for space, which helps keep the costs of doing business at a competitive level.

**Table D -11**

<b>Usage of Retail Centers 1999</b>			
<b>Shopping Center</b>	<b>Total Sq. Ft.</b>	<b>Total Vacant</b>	<b>Percent Vacant</b>
Huntsman Town Center	118,896	1,114	1%
Oak Springs Plaza	117,756	10,506	9%
Piedmont Square	17,517	2,931	17%
Warrenton Center	181,588	24,037	13%
Warrenton Plaza	56,678	5,000	8%
Waterloo Station	47,935	2,000	4%
Warrenton Village	99,444	39,931	40%
Old Town Warrenton*	182,208	6,612	4%
<b>Total</b>	<b>822,112</b>	<b>92,131</b>	<b>11%</b>

\*Inclusive of Waterloo Mini-Mart Property and Waterloo Center  
 Source: Town of Warrenton, Memo to Raymond P. Ocel, January 26, 1999

Land Development Capacity

Warrenton has a significant amount of undeveloped land that is suitable for residential use. The following table shows the status of the key properties that constitute that supply of land.

**If residential growth trends as seen in the 90s and early 2000s continues (101 units per year on average), the supply of residentially zoned land within the Town will be exhausted within the next 4 years.** On the other hand, if the rate of development slows to below the rate of the past decade (to less than 60 dwellings per year), the available supply of land will last through **2017**. **However, if the trend in development is reduced to below 20 dwelling units per year, the supply could last another twenty-one (21) years or more.** Additional land capacity could be created either by increasing permitted

residential densities on land within the Town, or by expanding the Town boundaries. In general, however, this Plan does not recommend substantial increases in such densities on most sites.

**Table D -12 – Updated**

**Development Potential of Undeveloped Land 2009**

<b>Tracts</b>	<b>Current Acres Available</b>	<b>Potential Dwelling Units</b>
Dobson	69 acres	106 SFD*
St. Leonard's Farm	54 acres	235 SFD*
Others	42 acres	72 SFD*
<b>Total</b>	<b>165 acres</b>	<b>413 Total Units</b>

\*Rough estimates, based upon zoning and total acreage  
Sources: Town of Warrenton Planning & Community Development

Most of the land within the Town has already been zoned for “urban” development, meaning that from a density or intensity standpoint, no further rezonings are necessary in order to permit a reasonable amount of development on each tract. However, not all current zoning is consistent with the goals and objectives of this new Comprehensive Plan. Some tracts are currently zoned for either a use or a density that is not consistent with this Plan.

As of the end of 2009, the total area of land zoned for residential use and currently undeveloped was 158.5 acres. Over half of this total has been diminished from 313.48 acres in 1999 due to recent construction activity within the past eight years. A fair amount of residentially zoned land remains available to accommodate additional future population growth within the corporate limits.

**Table D -13 - Updated**

**Total Acres in Zoning Districts 2009**

<b>Zoning District</b>	<b>Total Acres</b>	<b>Total Acres Vacant and Undeveloped</b>	<b>Total Acres Developed</b>	<b>Percent Undeveloped</b>
Residential 15,000 sf (R-15)	398.3	58.7	339.6	14.7%
Residential 10,000 sf (R-10)	675.4	81.6	593.8	12.1%
	196.85	15.4	181.5	7.8%

Residential 6,000 sf (R-6)

Residential Townhouse (RT)	143.2	2.0	141.2	1.4%
Residential Multi-Family (RMF)	78.31	0.8	77.5	1.1%
Residential Office (RO)	41.93	3.8	38.1	9.1%
Central Business District (CBD)	44.6	0.7	43.9	1.5%
Commercial (C)	251.7	14.3	237.4	5.7%
Industrial (I)	220.79	118.4	102.4	53.6%
Public / Semi-Public (PSP)	266.9	14.8*	252.1	5.6%
R-40 and RE Districts	0	0	0	0.0%
<b>Total</b>	<b>2,318</b>	<b>310.5</b>	<b>2007.5</b>	<b>13.4%</b>

Notes:

\* **Includes County bus yard, which is planned to be vacated within 5 years**

- Total Area in Paved Streets: 377.48 acres
- Acreage Zoned under PUD: 249.01 acres
- Acreage in use as Agriculture: 194.74 acres (included in the undeveloped acreage in the table)
- Acreage in use as Forest: 22.04 acres (included in the undeveloped acreage in the table)
- Table excludes land that is undeveloped, yet in use as parking, park land or school use, including lots used by the Town

Source: Town of Warrenton

In addition to the residential land capacity available to accommodate future population growth, the Town also has adequate existing built space for commercial growth (shown in the preceding table), as well as additional undeveloped land that is either currently zoned for further commercial and industrial development or is located in areas suitable for such zoning and development, as recommended in this plan. **Currently, 15 acres of undeveloped land are zoned for commercial uses and 118 acres are zoned for industrial use.**

The supply of land needed for future commercial and industrial development depends in large part on the extent to which the Town of Warrenton continues to serve as the primary commercial center for the County. At a minimum, the Town should expect to expand its commercial land base in proportion to its own population growth, and possibly significantly more if it continues to be the commercial and employment hub of the County.

If commercial development only expands in proportion to the Town's own growth, only about 50,000 square feet of additional commercial retail space will be needed, which is less than currently available in existing structures. If the Town continues to serve as the regional hub, the calculation is more difficult to make, because it depends on growth rates

of the County as a whole, as well as jurisdictions beyond the County, and on increases in tourism activity.

Assuming that the need for commercial space within the Town will grow in proportion to the growth in population of the whole County (currently, there is one acre of commercial use in the Town for every 236 people in the County); the additional commercial land will be exhausted before 2025 within the corporate limits.

Within the time horizon of this plan (2025), the current corporate limits of Warrenton are expected to become “built-out”, i.e., fully developed with the land uses called for in this plan, or as modified by future plans. At such time, the Town will either focus on maintaining and improving its built environment, with only modest development in the form of infill and rehabilitation, or it will expand its supply of land through annexation of additional territory.

**Table D -14**

<b>Summary of Future Land Demand</b>				
<b>Land Use</b>	<b>Total Acres Currently Developed</b>	<b>Additional Acres Expected to be developed by 2025</b>	<b>Acres Zoned and Available</b>	<b>Total Acres Expected to be Developed by 2025</b>
Residential	1,371	165*	165	1,536
Commercial	281	15	15	296
Industrial	102	50**	118	152

\* total acreage of currently zoned residential land; this amount of land will readily accommodate **1,188** additional people, yielding a population in 2025 of **10,799**, which would be an average annual growth rate of **.86%**.

\*\* assumes industrial uses expand at a lesser proportion than commercial uses

## **Housing**

### **Goals**

To encourage the development of housing opportunities through diversity in housing types, price and density levels within the Town.

Promote and encourage concepts of universal design and ‘visibility’ in building projects throughout the community.

To encourage affordable neighborhoods that are safe and descent places to live by:

Promoting the rehabilitation of current older housing stock;

Continuing to support county nonprofit organizations that operate home repair and rehabilitation;

Exploring ways to offer incentives to homeowners to encourage needed repairs and rehabilitation;  
and

Establishing an outreach program to identify elderly, residents with disabilities, and other low-income families who are living in substandard housing and need assistance with repairs, rehabilitation, and home modifications

To encourage affordable housing options:

Encourage a housing supply that supports the Warrenton workforce population.

Continue to support the efforts of nonprofits such as Habitat for Humanity, Fauquier Housing Corporation, Community Touch and Fauquier Transitional Housing to provide planned affordable housing efforts and identify opportunities for joint action.

Encourage infill development that is compatible with existing uses and is compatible in scale with the surrounding neighborhoods.

### **Objectives**

To establish a broad choice of housing types that includes workforce housing and infill development.

To provide standards for safe and decent housing for all residents of the Town.

To establish sustainable development practices that incorporate healthy lifestyle alternatives such as walking and bike trails within Town Neighborhoods.

To avoid blighted housing conditions in the Towns older housing stock by providing incentives for rehabilitation programs.

To enable Town seniors and residents with disabilities to remain in place by providing housing programs that promote sustainable living conditions.

Identify potential sources of funding for a local housing program that will provide monies for property

upgrades

## **Background and Current Situation**

### Past Efforts by the Town

During the past decade, the Town has made several significant efforts to address the problem of affordable housing, including formal acceptance of a Housing Action Plan in 1991 and preparation of a Comprehensive Housing Affordability Study in 1993 (CHAS). The 1991 Plan identified the problem of affordable housing in the Town as well as several approaches to address the problem, including:

- Amending the Zoning Ordinance to provide density bonuses to developers who provide affordable units.
- Using Community Development Block Grant (CDBG) monies obtained through grants from the Virginia Department of Housing and Community Development to rehabilitate existing houses in low/moderate income neighborhoods.
- Cooperating with the Fauquier County Housing Corporation (a non-profit general contractor) to implement various housing programs within the Town, and cooperating with private sector companies to encourage the provision of affordable housing through assistance with the house financing and purchasing process.
- Establishing a revenue authority to build rental housing to increase the supply of affordable units in the Town.
- Adoption of Volume II Building Maintenance Code of the Virginia Uniform Statewide Building Code.
- Cooperating with Habitat for Humanity its efforts to construct affordable housing units

The 1993 Comprehensive Housing Affordability Study (CHAS), prepared by the Warrenton Affordable Housing Committee, echoed many of the findings of the Housing Action Plan, including several specific short term goals. Both of these documents need to be updated. Among the findings were the following:

- Identify Town-owned land that is suitable for housing.
- Support partnerships with private developers and corporations (ongoing).
- Ensure that the Town's land use regulations do not discourage the creation of affordable housing and that they encourage affordable housing within the limits of protecting the Town's character (ongoing).
- Encourage regional efforts to address housing needs by coordinating with neighboring towns and counties (work with Fauquier housing officials).
- Develop a program to provide low interest loans to rehabilitate housing in designated areas (work with local banks).

- Encourage blending of “affordable” units with higher priced units.
- Encourage cluster development to lower development costs.

CHAS also called for the Town to define “affordable” housing, define income limits of the target population, to develop a mechanism to determine the housing needs of its citizens and to determine local market and inventory conditions, and to develop a directory of local, state and federal resources for the development and preservation of affordable housing.

Current Efforts by the Town:

In 2006 the Fauquier County Board of Supervisors established the Fauquier County Affordable Housing Committee (Committee) in recognition of the lack of and need for affordable housing for citizens and employees of the county. As the Town of Warrenton is the major population and commerce center for the County, it continues to play a major role the development of goals, objectives, and policy recommendations formatted by the Committee.

The initial task of the Committee was to conduct a needs assessment to quantify affordable housing objectives as well as the scope of the affordability issue. This assessment examined current housing supply and demand data, current and projected employment and population figures and the needs of various socioeconomic groups such as the aging and disabled populations.

A major finding of this study found that rapidly escalating home prices between 2000 and 2006 have made the availability of safe, decent and affordable housing options for the workforce population a critical issue. In 2006 it was reported that 95 percent of the full-time permanent service level employees could not afford to purchase a median-priced home within the Town, based on their individual income.



Figure 1 – Source: MRIS, sales of existing homes. Affordable = spending no more than 30% of gross income on housing

Data generated for this report was based data available from the 2000 U.S. Census, the Virginia Employment Commission, tax assessment records from the Commissioner of the Revenue, and other housing market data and analyses available from commercial and non-profit organizations. As the Town of Warrenton is now part of the DC-SMA, The Census Bureau’s 2006 American Community Survey for Fauquier County was released in the fall

of 2007 for the first time. Data from that survey are also included in this report.

In response to the 1993 CHAS call for the Town to define “affordable” housing, define income limits of the target population, develop a mechanism to determine the housing needs of its citizens and to determine local market and inventory conditions, and to develop a directory of local, the 2006 Committee has found and determined the following.

Defining Affordability

The U.S. Department of Housing and Urban Development (HUD) definition of affordability – that a household pay no more than 30 percent of its annual income on housing – leaves a broad range of possibilities when it comes to identifying the supply or inventory of affordable homes in The Town of Warrenton. The following chart summarizes the maximum housing expenditure, based on information provided by the US Census 2006 American Community Survey (ACS) and the Virginia Department of Labor’s Workforce Center (VAWC) for the Town of Warrenton and the County of Fauquier, and identifies a price range of affordable homes for households at various income levels.

Target Populations:

Target Populations are identified by their income levels in the chart below. This chart also identifies the target population’s levels of affordable housing.

<b>TOWN OF WARRENTON HOME AFFORDABILITY</b>				
Household Income <sup>1</sup>	Approximate Income Category	Monthly Housing Expense <sup>2</sup>	Affordable Home Price Examples <sup>3</sup>	
			Scenario A	Scenario B
\$70370	High Moderate	\$1,955	\$ 196,500	235,000
\$ 58642	Moderate (80% - 100%) Median)	\$ 1, 613	\$ 155,000	\$ 200,000
\$46914		\$ 1,287	\$ 121,000	\$ 157,000
\$ 38704	Low (50 – 80%)	\$ 1,056	\$ 98,000	\$ 127,000
\$ 35185		\$ 957	\$ 88,000	\$ 114,000
\$ 29231	Very Low (30 – 50%)	\$ 792	\$ 69,000	\$ 92,684
\$ 23457		\$ 660	\$ 52,000	\$ 76,000
\$ 17597	Extremely Low (30% and below)	\$ 495	\$ 27,000	\$ 50,000

Figure 3

<sup>1</sup> Income Source: This report uses Virginia Employment Center Labor Market Statistics, Covered Employment and Wages Program for first Quarter 2008 and the Census Bureau’s 2006 ACS.

<sup>2</sup> For rentals, the monthly housing expense includes rent and utilities. For home ownership, the expense includes mortgage payment, utilities, taxes, and HOA or condo fees.

<sup>3</sup> Affordable home price source: RealtyTrac – approximately 30% of gross income for housing.  
 Assumptions: Scenario A – Other debt = \$200; interest rate = 7%; down payment = 5%  
 Scenario B – Other debt = \$0; interest rate = 5.5%; down payment = 15%

Scenario A and B on the chart above demonstrates that the actual affordable home purchase price may vary considerably among families with the same income. The amount of the down payment and the available interest rate can make a significant difference in what a family can afford. Other debt, such as a car payment, also plays a role in the calculation. As an example, consider a family at 80 percent of median income, with an income of \$60,000. With a 5 percent down payment, interest rates of 7.0 percent, and \$200 in other monthly payments, an affordable house for them might be around \$150,000. With a 20 percent down payment and an interest rate of 5.5 percent, no other monthly long-term debt payments, all other assumptions the same, a home priced at \$204,000 might be affordable.

Although HUD and other housing advocacy sources use the benchmark of 30 percent of gross income to define affordable housing expenses, conventional lenders frequently have guidelines that allow mortgages with payments from 32 to 38 percent of gross monthly income.

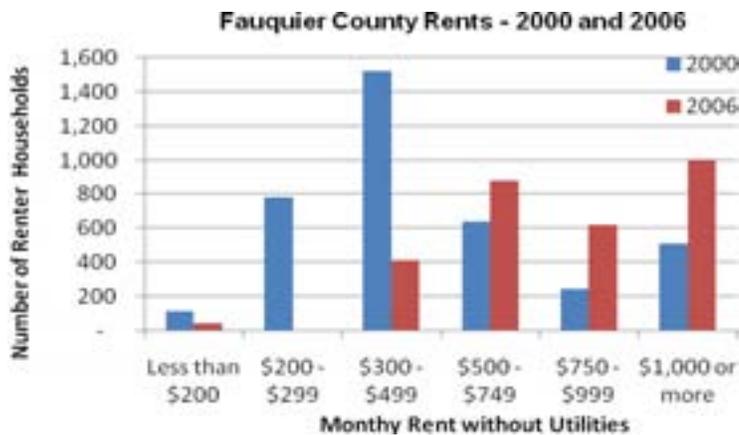
“Affordable Housing” also assumes that the housing is safe, adequate and in a suitable location. A two-bedroom apartment is not appropriate affordable housing for a family of six, even if the rent falls within the maximum housing expense limit. “Workforce Housing” was defined by the Committee as being a subset of Affordable Housing and is composed of the Moderate to High Moderate income group.

Rental Housing

For many families, rental housing is the best option and also can be a first step toward home ownership. The assessment showed multi-family development to be stagnant since 2000. Multi-family development within the Town has in the form of Affordable Dwelling Unit (ADU) in an attempt to meet the needs of its low to very low income groups.

In the process these ADU’s were committed, through the Zoning Ordinance, to providing affordable rents for a period of 25 years. These commitments are due to be met in .....

One of the greatest needs, however, appears to be for well-built, well-designed two- and three-bedroom apartments in the \$600 to \$1,000 per month price range to meet the needs of households with incomes within the moderate to low income ranges. These families and individuals are considered the workforce population and comprise nearly 50 percent of the Town’s population. <sup>1</sup>



While the median income increased by 21 percent between 2000 and 2006, the median rent payment in Town increased by 38 percent, from \$594 to \$821. During that time, the number of available rental units remained constant while the percentage of owner-occupied residences increased from 76 percent to 81 percent. <sup>1</sup>

#### Determining Future Housing Need

Methodology of determining future housing need relied upon a study of current housing conditions within the Town. For the purposes of this discussion, the term “housing study” is used to refer to the rental and sale housing units currently available. The term “inventory” refers to total housing units both occupied an unoccupied, rented and owner – occupied that exist in the Town.

Future housing demand and prices will be influenced by population and job growth locally and regionally. Northern Virginia growth and housing prices will continue to have an impact on housing demand and price in Fauquier County. Despite the current slowdown in the housing market, the long-term forecast for the region predicts economic and employment growth, and an upturn in the housing market.

While data obtained from VEC does not have employment projection figures specific to the Town of Warrenton, it does projects a 20 percent increase in employment between 2004 and 2014 in Local Workforce Investment Area VI (Planning Districts 9 and 10.) The largest number of new openings are expected to be in occupation groups ‘Education, Training and Library’, ‘Healthcare Practitioners and Technical Occupations’, ‘Food Preparation and Serving Related’, ‘Sales’, and ‘Office and Administrative Support.’ These are the groups that commonly make up the “workforce” population as defined as that population group in the low to moderate income level or those making 80 to 120 percent of the medium income range for Fauquier County.

VEC’s Northern Virginia Region is projected to see job growth averaging over 26,000 new openings annually in the same time period of 2004 to 2014.

Based on these estimates and projections housing demands for the workforce population groups will continue. Since 2003 new housing starts have been in the higher income levels and have not accommodated the demands of the workforce housing segment.

The Commissioner of Revenue’s property tax database offers a snapshot of properties, and their assessed values and conditions at the time of the last assessment plus new development within the Town. Based on this information at the time of the 2007 Assessment a summary of this data shows 85% of housing inventory to be above the \$250,000 affordable housing level established by the Fauquier County Task Force on Affordable Housing.

#### Inventory of Single Family Properties

The inventory of housing units is based on the Town of Warrenton Utility records that show 4,230 individual residential water taps within the Town.

#### Inventory of Multifamily Units:

Highlands	95
Academy Hill	31

Green Street	24
Jackson Street	24
Washington Street	8
Hunt Country Manor (Roebing)	56
Total Units	238

Inventory of units for Senior/Disabled Persons

The Oaks	96
The Oaks 2	15
Moffett Manor	98
Total Senior Units	209

Housing Growth

Since 2000, the Town has experienced a 48% increase in single family housing units from 2,856 single family units in 2000 compared to the total of 4,230 single family housing units in 2008.

As shown in Table D-9 in the Land Use section of this plan, most of the new housing constructed during the past decade was single family high end detached or villa style attached units. Very little affordable housing unit development in the form of single family homes or multifamily development has occurred and the multifamily development that did occur was senior based housing at the Moffitt Manor Development.

Housing Tenure

In 2000, 42% of the Town's population lived in rental housing, reflecting a continuation of the decline in renter occupied housing during the past three decades. In 1990, 47% of households were rental, in 1980, slightly less than 50% lived in rental housing, and in 1970 nearly 53% of housing was rental. While this proportion is much higher than surrounding Fauquier County and other neighboring counties, it is not unusual for towns to have higher proportions of rental housing. This has been a continuing, although declining feature of Warrenton's housing stock in recent years.

Household Size and Composition

Warrenton's households differ significantly from those of Fauquier County. The Town's households generally contain more nontraditional families, fewer married couples, more single people living alone, more single-parents and on average, fewer people per household. This is an expected pattern for a major town located in the middle of a rural county. One of the most distinctive features of Warrenton is the relatively small household size of 2.33 people which held constant between the 1990 census and the 2000 census. The 2010 Census saw an increase to 2.48 people per household. This is a much smaller household size than the County's (2.89 in 1990) and smaller than the Virginia average of 2.61 (1990). However, it is an increase from 1980 when the average household size in Warrenton fell to just 2.15 people per household.

### Special Needs Populations

Special needs populations include such population groups as elderly and disabled, homeless and transitional, and workforce service populations were studied. What was found is that the need for workforce housing far out weighs the need for the other special population groups.

Workforce Housing Demands: As multi-family housing is a primary source of affordable housing and many times the first step toward home ownership, designating areas to support affordable multi-family-unit development is a primary goal. A secondary demand area is development of single family housing at the workforce population’s affordability level. Development of these two housing types will help to give balance to the Towns housing stock.

Special Needs and Senior Housing: Accessibility issues in housing for older adults and persons with disabilities span income brackets but can be more difficult to overcome for low- and moderate-income households. All new housing plans, particularly those designated as ‘age-restricted’ can benefit from a review for accessibility. Based on current growth projections it is estimated that an additional 150 senior housing units will be needed to supply the demand generated by the onset of the “baby boomers” population reaching senior status and requiring special housing needs.

Services for the Homeless Population: The needs of the homeless and extremely low-income families and individuals are best met by a combination of housing and services. Although the Town supports existing local emergency and transitional programs aimed at providing these services, at the current these service provides are unable to fill all of the current requests for shelter and services.

Emerging issues including foreclosures and unemployment stemming from the downturn of the economy that began in 2007 will had further burden to those services that are available to the community.

Services available to the community include the following.

### EMERGENCY SHELTERS

Fauquier Family Shelter Services (FFSS) operates the only emergency shelter in the County. FFSS opened its first emergency shelter in 1988. The Haven Emergency Shelter, which has a total of 52 beds, was opened in 1999 and immediately began operating at capacity.

In 2007, 335 persons were sheltered at the Haven. Of that number, 97 were single adults, 20 were married couples without children, and 76 were adults with children. One hundred forty-two (142) children received shelter during the year.

During 2007, 264 requests for emergency shelter were denied for various reasons. Twenty-one of the requests were denied because The Haven was full.

## TRANSITIONAL HOUSING

Transitional housing programs facilitate the movement of homeless households to permanent housing by providing services along with temporary housing.

FFSS opened its first transitional house in 1994. The Vint Hill Transitional Housing (VHTH) program opened in 2001. VHTH has 16 townhomes for transitional clients, each with three bedrooms and one and one-half baths. In 2007, VHTH sheltered 15 families, including 51 children and 40 adults.

Community Touch, Inc. operates Victory Transitional Housing (VTH), which opened in 2003. VTH has the capacity to shelter 40 homeless individuals. In 2007, 79 individuals were served, including 39 adults and 40 children. During the year, 159 requests for shelter were denied.

## PERMANENT HOUSING - CONSTRUCTION AND REHABILITATION

Fauquier Habitat for Humanity works in partnership with community churches, businesses, volunteers and families to eliminate the blight of poverty housing: leaky roofs, lack of indoor plumbing, kitchen or bath facilities, no source of heat, and other unsafe or unsanitary conditions. Since 1991, Habitat has built 37 homes, rehabilitated several others and is undertaking a new project to construct a 7 duplex subdivision at Sterling Court, just off Academy Hill Drive in Warrenton.

Fauquier Housing Corporation (FHC), which has been in operation for 36 years, is a nonprofit housing developer whose mission is to provide affordable, safe and decent housing opportunities to households in the Fauquier Housing Corporation service area.

## Major Housing Issues

1. Housing Character and Design Compatibility
  - How can the Town ensure that new housing is compatible with the historic character of Warrenton while also meeting the demands of the housing market? How can the Town encourage or require pedestrian-oriented streetscapes in new neighborhoods?
  - How can the Town ensure that infill housing is compatible with neighboring housing yet still permit some additional housing to be added as infill development?
2. Housing Affordability: Multi-family and workforce income level development

How can the Town ensure that housing remains relatively affordable in the Town?
3. Housing Maintenance

How can the Town best ensure that existing housing is kept safe and well-maintained, to retain its value?
4. Mix of Housing Density and Unit Type

What is the appropriate target mix of housing types in the Town? How can the Town pursue that mix as new housing is approved and constructed?

5. Accessory Dwelling Units

While accessory dwelling units can be an excellent way of providing affordability and diversity in the housing mix, they can also raise serious issues that need to be handled in the regulatory and approval process, including:

- How many people should be permitted in accessory units?
- How large should accessory units be?
- What lot sizes can support accessory units?
- How can adequate and safe parking be ensured?

**Housing Policies**

1. Encourage a wide range of housing types, densities and prices.
2. Encourage all new housing to be designed to form either a distinct new neighborhood, or to be an integral part of an existing neighborhood.
3. Encourage compatible, sensitively designed residential infill development.
4. Encourage residential uses in the downtown CBD, particularly second floor spaces.
5. Encourage additional housing for senior citizens.
6. Encourage additional housing for workforce service target population.
7. Enforce provisions that will ensure a safe and well-maintained housing stock.
8. Encourage affordable rehabilitation programs that work to maintain safe, decent, and affordable living standards
7. Encourage compatible accessory dwellings within existing structures through the Special Use Permit process.

## **Community Facilities and Services**

### **Overall Goals**

1. To ensure adequate community facilities conveniently located to serve existing and future neighborhoods.
2. To provide high quality community facilities and services while maintaining stable taxes commensurate with the developing Town area and within the constraints of the Town's fiscal capacity.
3. To continue providing a safe, reliable, and cost-efficient water supply, sewage treatment, and solid waste collection services to all Town residents, and water and sewer services within designated areas of the *Town of Warrenton – Fauquier County Master Water and Sewer Agreement*.
4. To obtain the Town's proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities and services from Town residents, businesses, the County government, the State and Federal governments, and developers.

### **Overall Objectives**

1. To keep the Fauquier County administrative and judicial functions in downtown Warrenton, as well as the U. S. Post Office.
2. To keep the Fauquier Public Library in downtown Warrenton.
3. To promote maximum use of existing community facilities.
4. To provide desired community facilities in a cost-effective manner.
5. To create and maintain well-designed, aesthetic community facilities.
6. To encourage continued adequate medical and related health facilities.
7. To ensure sufficient water and sewer capacity for economic development and residential growth, in accord with growth management policies.
8. To maintain water and sewer revenues to support the continued operation, maintenance, and capital needs of the two systems. *Maintain* a fee system in which the costs of the two system's infrastructure necessary to serve new development are supported by new development.
9. To provide solid waste collection service in the most equitable and cost-effective manner.
10. To continue to require curbs, gutters, street lights and sidewalks in new subdivisions.

11. To support and encourage Town resident utilization of the resources of the Fauquier Campus of Lord Fairfax Community College.
12. To support the provision of adequate energy and communication services to Town residents and businesses while preventing any adverse visual, noise or other environmental impacts of such services.

### **Background and Current Situation**

#### Public Utilities

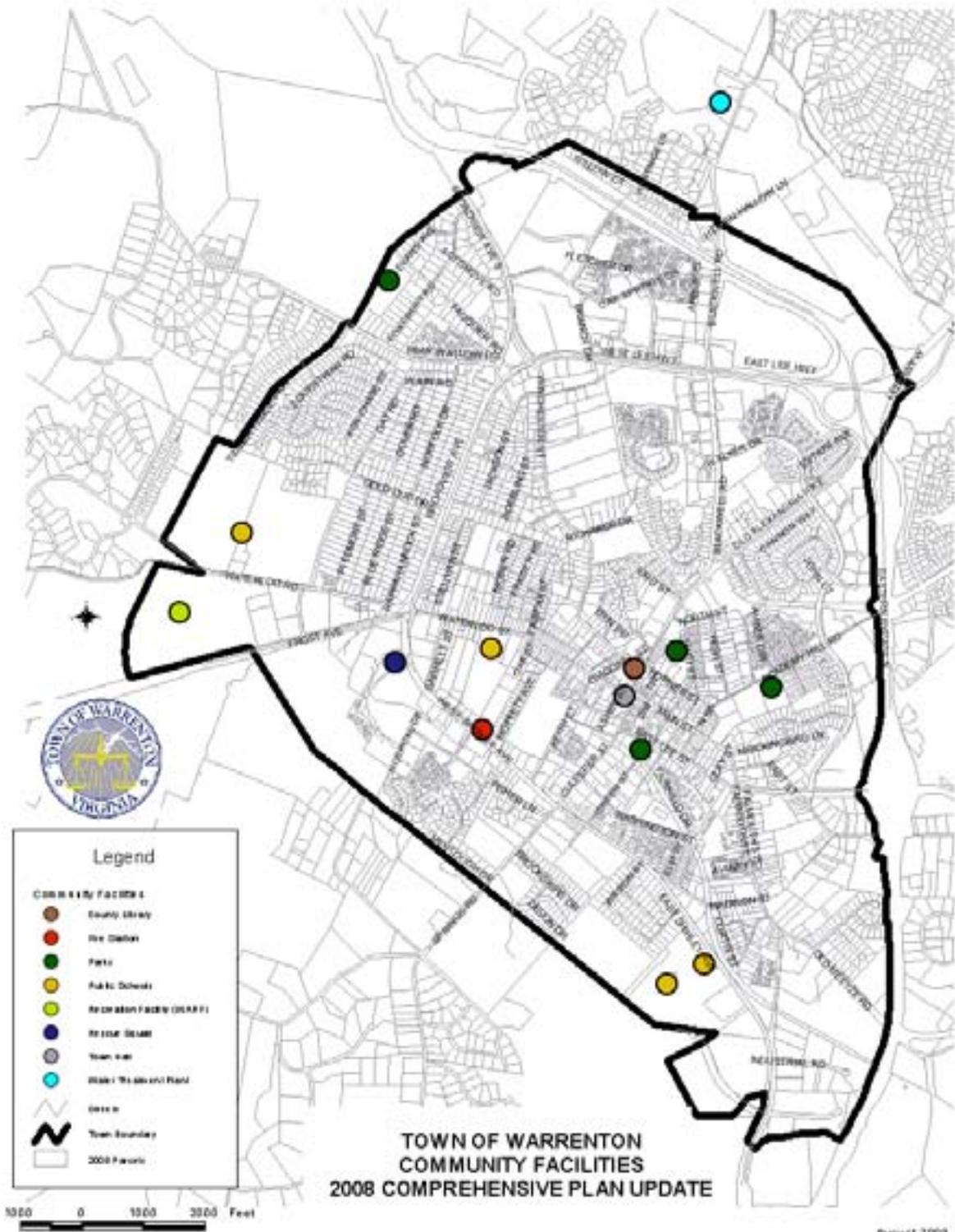
##### *Water Supply*

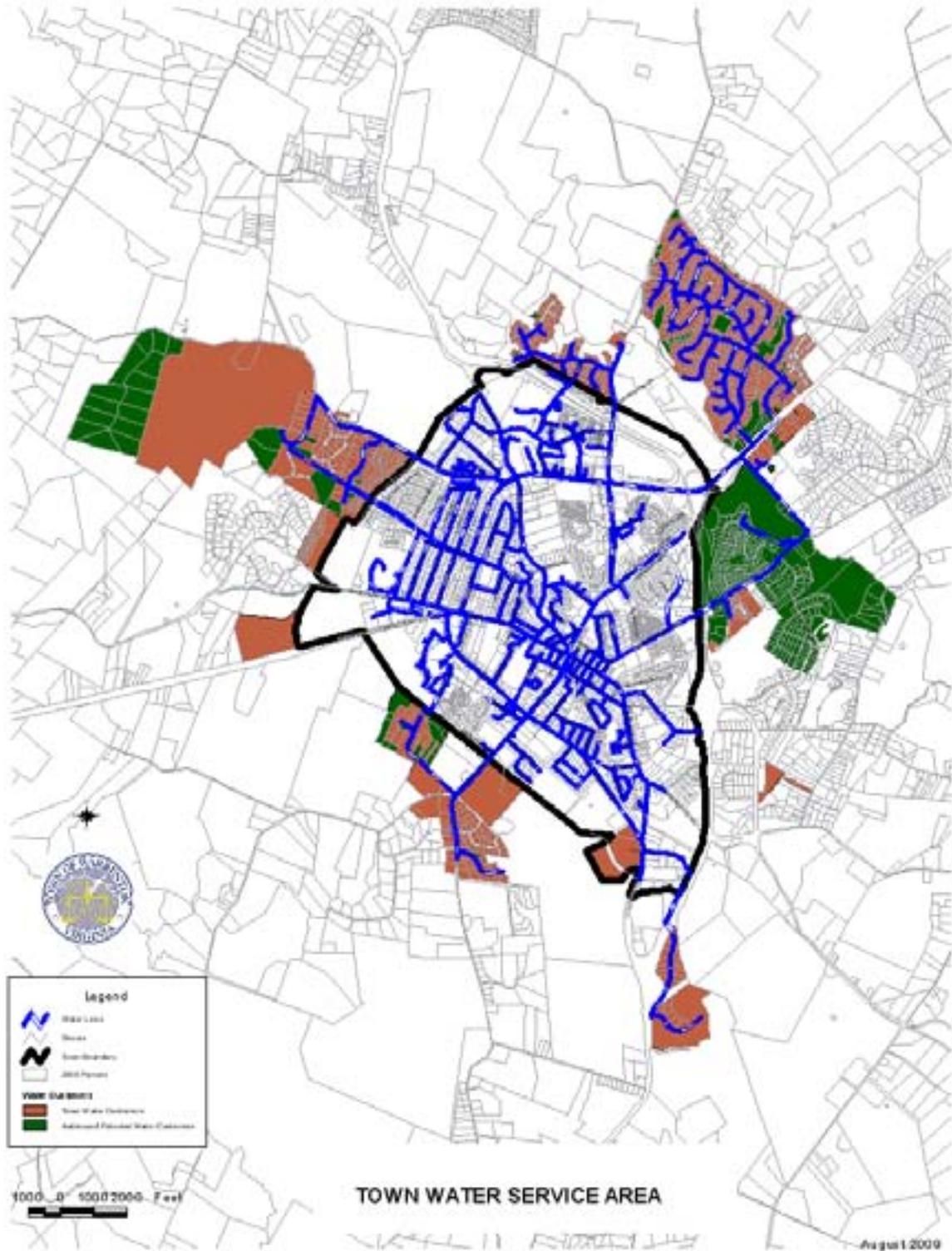
The Town obtains water from two reservoirs and two wells and treats the water in a treatment plant that has a design capacity of 2.4 million gallons per day (gpd). This level of capacity is sufficient to supply the needs of up to 20,000 people (assuming 100 gpd per person).

However, the system will not support that level of population because a substantial amount of the capacity is used and reserved for commercial, industrial and other uses. The current daily average consumption is 1.30 million gpd or more than half of the capacity of the water resources.

##### *Wastewater Treatment*

The Town treats wastewater in the treatment plant located south of the High School on Route 211. This plant provides secondary treatment and discharges into *Cemetery Run*, a tributary of Great Run Creek. The plant has a capacity of 2.5 million gpd and currently uses 1.5 million gpd (2008). Based on the 2002 Water and Sewer Utility Master Plan – Capacity and Growth Evaluation conducted by Whitman-Requardt & Associates and its update in 2006, the water and sewer resources will reach capacity at total build-out of the Town within its current boundaries. Therefore, there may not be any excess capacity for out-of-Town service or properties that are boundary-adjusted into the Town without either supplemental capacity or the reallocation of utility service at the expense of an existing zoned Town parcel.





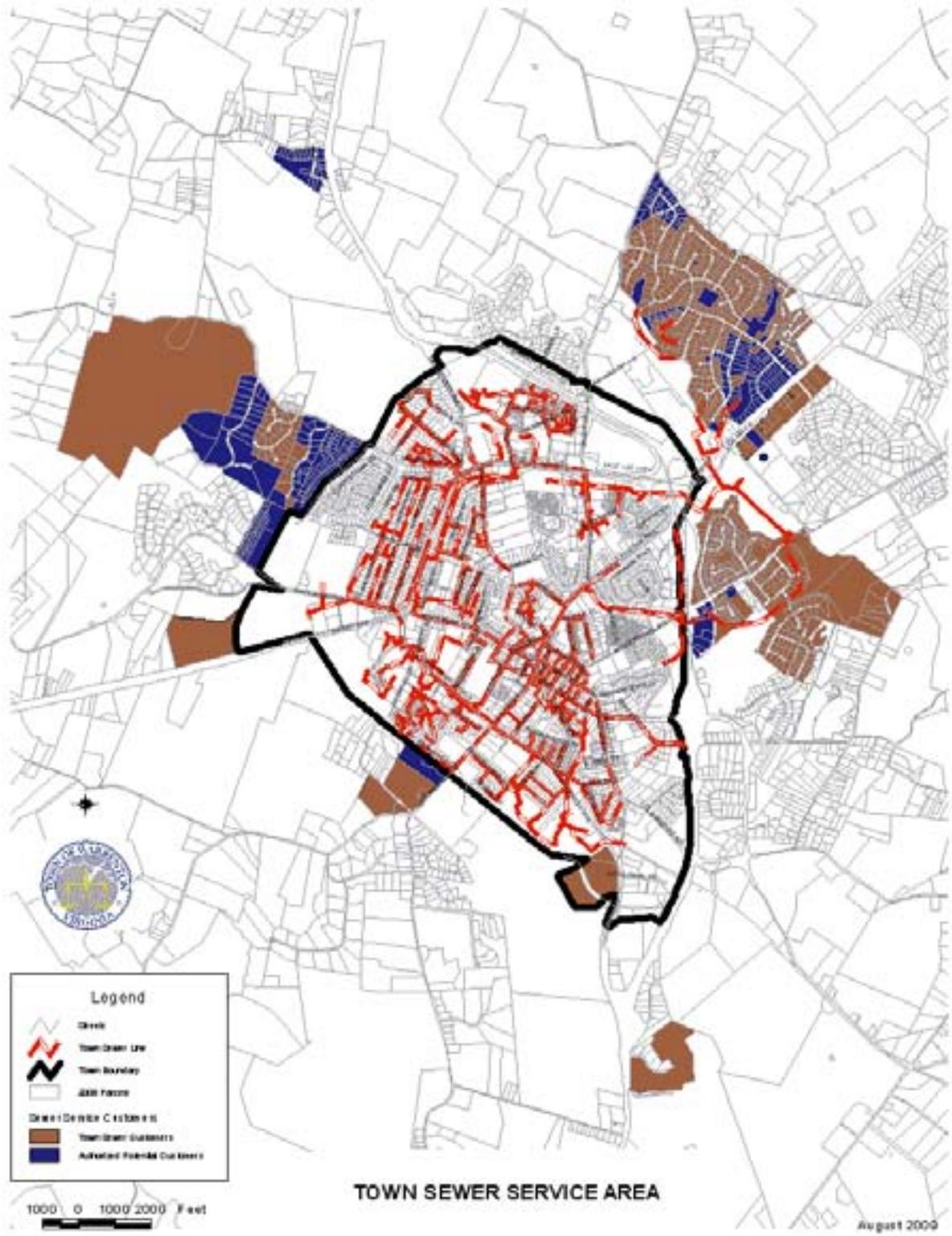


Table G-2 below shows the current capacity and use data for the Town’s water and wastewater treatment facilities. The Town is served by limited utility capacity to accommodate the expected growth during the time horizon of this Plan. With the current zoning and Town boundaries, the water and sewer utilities are at capacity for Town build-out. Any increase in density or use has the potential to exceed the existing utility capacity and create significant challenges for future service. As noted in Table G-2, below, the capacity of the Town sanitary sewer system is clearly the limiting factor for development as the number of supportable dwelling units from the available capacity is significantly less (350 units) than from the water capacity (950 units) and the decline in units has been the greatest (- 85%) since the evaluation for the 2002 Comprehensive Plan.

**Table G-2 (revised)**  
**Utility Capacities in the Town of Warrenton**

	<b>Water Treatment Plant</b> (gallons per day)	<b>Wastewater Treatment Plant</b> (gallons per day)
<b>Design Capacity</b>	2,300,000 gpd	2,500,000 gpd
<b>Current Usage</b>	1,300,000 gpd	1,500,000 gpd <sup>7</sup>
<b>Inflow &amp; Infiltration/ Unaccounted Water</b>	135,000 gpd <sup>6</sup>	470,000 gpd
<b>Reserved Capacity Required by State</b>	345,000 gpd (15%)	125,000 gpd (5%)
<b>Total Remaining Capacity</b>	655,000 gpd	405,000 gpd
<b>Reserve for Non-Residential Use</b>	175,000 gpd <sup>3</sup>	157,000 gpd <sup>3</sup>
<b>Total Net Available Capacity</b>	430,000 gpd	248,000 gpd
<b>Total Net Residential Potential in Town</b>	1400 equivalent units <sup>4</sup> 1845 equivalent units <sup>5</sup>	825 equivalent units <sup>4</sup> 1060 equivalent units <sup>5</sup>
<b>Percent Change from 2002</b>	(5.0%)	(70.2%)

Notes:

<sup>1</sup>389 dwellings @ 300 gpd each

<sup>2</sup>394 dwellings @ 300 gpd each

<sup>3</sup>Assume 0.2 gpd per sq. ft. of non-residential space @ 0.2 FAR on 200 ac.

<sup>4</sup> assumes 300 gallons per dwelling unit

<sup>5</sup> assumes 100 gallons per person at 2.33 people per dwelling

<sup>6</sup> included in Current Usage

<sup>7</sup> includes 330,000 gpd of estimated I&I

State standards call for planning for expansion of the system upon reaching 80% use of capacity

Sources: Warrenton Director of Public Works, Town of Warrenton; Planning & Community Development

### Community Facilities and Services Policies

#### *Public Utilities (sewer and water)*

1. Maintain a reliable and sufficient quantity of wastewater treatment capacity and a sufficient quality and quantity of public water supply to meet the needs of expected long term residential and commercial growth as set forth in this Plan.
2. Provide water and sewer service to all areas of Town, but limit extensions of sewer and water lines outside of Town.
3. Maintain the sound financial condition of both sewer and water systems.
4. Ensure that new development pays the full cost of its public sewer & water service.

#### Fauquier County - Boundary Adjustments (new)

1. Coordinate with the County to assist in the implementation of a green space buffer surrounding the Town to limit development and provide for reasonable separation between the urban and rural environment.
2. Coordinate with Fauquier County on the protection of entries into the Town as representative of the character of Town development and an aesthetic welcome that is uniquely different from the surrounding rural area. This would include the retention of important green spaces in existence around the Town such as the approach to the Town from Route 29 on the south from the highway to the adjacent ridge line on the west and the wooded buffer to the east; the pond on the property at Route 29 north and Route 605; the rural open space along the Route 211 entry into Town; and bucolic character of the agrarian landscape on Route 17 approaching the Town from the north.
3. Coordinate with the County on the location and development of transportation projects of mutual interest including the Route 211/17 Connector, Route 29 Bypass interchange at the south entrance to Town, the extension of Academy Hill road to Route 605 and creation of a parallel commercial collector road along Route 15/29 north of the Town.
4. Coordinate with Fauquier County on the implementation of bicycle and pedestrian connections between Town and county destinations guided by the Fauquier-Warrenton Destinations Plan, 2008. Projects include the extension of the White's Mill path under Route 29 at the north end of Town, crossing of the Route 29 Bypass on Academy Hill Road Extended to the adjacent subdivisions, expansion of the Warrenton Greenway into the county (LFCC) and expansion of the pedestrian facilities from the WARF and high school to Rady Park.
5. A proposal for annexation/boundary adjustment into the Town of Warrenton would require an amendment to the Comprehensive Plan to address the utility, land use, street, economic, environmental, pedestrian and open space impact on the community including the neighborhood effect and the coordination of existing facilities to demonstrate the community development benefits as an addition to the Town.
6. Require that any property outside of those covered by current Town/county agreements demonstrate adequate capacity for sanitary sewer and water for the proposed development without adversely effecting the development on properties within the Town prior to such boundary adjustment.
7. The policy of the Town is not to extend any public utilities outside of Town consistent with the actions of the Town Council (resolution, November 12, 2002). Any property located outside the current Town boundaries must be incorporated into

the Town by action of the Town Council before any commitment of water or sewer capacity can be extended and the development must demonstrate the availability of such capacity prior to a boundary adjustment.

Town sanitary sewer and water resources are a scarce and finite commodity. The limitations of the existing reservoir for public water supply and the restrictions on the sanitary sewer treatment plant along with the site that it is located on reminds us of these precious commodities that are essential elements of the public trust. The Town has been fortunate that the watershed feeding the reservoir and the stream receiving the sewer treatment plant effluent have been adequate to provide for the growth and expansion of past Town development. We must be vigilant to insure that we can continue to offer clean water to the residents and businesses that comprise the Town and leave the downstream waters as clean for future generations. These resources are not unlimited and are nearing the capability of the Town to expand.

The Water Treatment Plant is rated at 2.4 million gallons per day (gpd) capacity, but the current water resources of two (2) wells and two (2) reservoirs are only rated at 2.3 million gpd capacity. The size of the reservoir which feeds the plant could be expanded by up to 15% - but only at considerable public expense to raise the dam and/or supplement the reservoir with wells from around the Town. An expansion of the water plant is scheduled in the Warrenton Capital Improvement Program. The watershed is marginal at this capacity and, as recently demonstrated by the drought in 2008, could place the Town in jeopardy for domestic supply and fire protection.

The sewer treatment plant is rated at 2.5 million gpd and is restricted by the property on which it is located. The current capacity represents the upper limit of the plant technology and the deed restriction of the lot which was transferred to the Town by the prior owner, St. Leonard's Farm. The owner wished to limit the growth of the Town and placed a limit on the intended treatment plant to be built there. This limit may be able to be modified based on the actual conditions of the land sale/deed. However, the site is limited by the existing technology and the physical restriction of the property - only minor increases in plant capacity can be achieved at the current site with significant cost and any major expansion would require considerable changes in the sewerage processing (technology) and relocation of the plant to a site not so restricted physically or geographically. This would require a location in Fauquier County within the Fauquier County Water and Sanitation Authority (WSA) service area. While such approval would be highly unlikely, the cost would be so high as to unduly burden the Town and its residents with the long-term debt and significantly higher operating expenses.

The Town Department of Public Works and Utilities commissioned an assessment of the development status and capacity of the utilities to better estimate the stresses being placed on those resources. Whitman, Requardt & Associates, LLP prepared a report in December 2002 entitled the Town of Warrenton Water & Sewer Utility Master Plan, Part 1 – Capacity and Growth Evaluations (summary attached). This was subsequently followed by an Updated Water and Sewer Utility Capacity and Growth Evaluations Report in June 2006 in anticipation of new development to be incorporated into the Town for public utility services. Both of these reports identified the vacant properties in the Town and evaluated the potential resulting development as zoned in order to estimate the utility service necessary to facilitate their growth. The report computed the capacity of the water and waste water systems and the impact that the estimated growth would have on those utilities.

The report concluded that the utility capacity of both services could accommodate the

anticipated Town development, but barely and only assuming that the estimated uses and density would be as currently zoned. They did not consider any rezoning or changes in development density leading to more intense utility use that would alter the total demand in the future. Examples of such changes include the rezoning of the Warrenton Voluntary Fire Company property for Moffett Manor apartments from R-10 to RMF, increasing the number of units (although decreasing the demand per unit from single-family to apartments); or the Sterling Court rezoning from R-10 to R-6 with an SUP for duplex dwellings (increased density). Such changes in the development density are likely in the future and need to be carefully assessed as they alter the utility impact and compromise the warning inherent in the report's conclusions.

The Whitman, Requardt Report indicated that while the Town's utilities can accommodate future growth, it is marginal and tenuous at best. Providing service to all of the remaining vacant properties within the Town would create a 2.41 million gpd demand, which represents 96% of the current plant capacity. This is adequate for such anticipated demand, but places the Town in a very difficult position of mandated expansion of the sewer treatment plant. The Virginia Department of Environmental Quality requires that the processing of effluent in excess of 95% of the plant's capacity mandates expansion to maintain a minimum of 5% reserve. This triggers a series of events that could either strap the Town with significant costs for downstream expansion or make untenable choices regarding which properties receive service and when.

A similar evaluation of the water supply system indicates that development of in-Town properties will require 1.91 million gpd or 94% of the current treatment capacity. However, the report identifies that a maximum peaking demand of 2.87 million gpd could be realized, which would be 120% of the plant capacity. This peaking factor is only for short, infrequent periods such as refilling storage tanks during maintenance, hydrant flushing program, emergencies or other short events. Increasing the available water is still limited by the watershed that feed the primary resource – the Warrenton Reservoir. Estimates of the expansion of this facility are only about 15% or an additional 345,000 gpd. This would bring the total treated water capacity to 2.645 million gpd or 225,000 gpd short of the maximum daily/peak demand anticipated at build-out of Town properties. In addition, the required reserve for the water supply system is 15% to insure adequate flow in dry seasons and during peak loading.

This background and assessment of utilities sets the framework for the review of potential out-of-Town service to properties surrounding Warrenton. The Town has received numerous requests for utility service beyond its boundaries and, in the past, has provided access to water and sewer service on a limited basis. Utility services are currently provided to Warrenton Lakes Subdivision, Whites Mill, Woods at Warrenton, selected businesses on Route 15/29 north and others. However, the Town Council recognized the limitation of its resources and on November 12, 2002 passed a resolution (copy attached) prohibiting any additional out-of-Town service beyond that currently committed by agreement with Fauquier County and the Fauquier County Water and Sanitation Authority. This has forced owners/developers of properties adjacent to Town to boundary adjust prospective properties into the Town for utility services. Home Depot, Wal-Mart and Centex have followed this process.

A list of potential properties adjacent to the Town has been assembled to review their possible impact on utilities, if developed - only three (3) of the listed properties are currently eligible for Town utility service. These are summarized in Table G-3 (*new*) along with the prospective development and resulting sewer demand, estimated from the same

criteria used in the Whitman, Requardt Report. There are thirty-five (35) parcels representing nearly 650 acres surrounding the Town. These parcels contain a development potential of 960 dwelling units (average 1 unit per acre, county zoning) and 1.4 million square feet of commercial floor space (0.15 - 0.25 floor area ratio). A conservative estimate of the utility impact from this development would be an increased 300,000 gpd or 12% over the capacity of the sanitary treatment plant, depending on the eventual uses and assuming no high demand activities (restaurants, bottling, multi-family, commercial, etc.). A similar impact on the water supply system would be created, but an addition 15% peaking factor must be considered for a 16-18% increased demand beyond the current Town water capacity.

**Table G-3  
Estimates of Utility Demand  
For  
Development Adjacent to Town**

<b>PROPERTIES for BNDRY ADJ'M'T</b>	<b>ACREAGE</b>	<b>POTENTIAL USE</b>	<b>EST. UTILITY FLOW**</b>
Van Roijen Subdivision* (41 lots)	80.61	Residential	12,300 gpd
Stonelea Subdivision* (Couk)	10.25	Residential	3,000
Fenton Farm	224.18	Resid/Comm'l (15%)	60,250
Dobson Property	15.50	Residential	4,500
Raymond Farm	64.29	Residential (pot. 20% Comm'l)	20,400 (10,500)
Route 29 Commercial* Strip (east side)	7.08 (35.18 total)	Commercial (partially served)	5,000
Comfort Inn Drive (Rec Club, etc.)	28.12	Recreation/Resid	9,600
Warrenton Chase (Toll Brothers)	107 DU	Residential (Already Served by a Package Treatment Plant)	(32,100)
Minter/Drew Corp. Property	43.99	Commercial	30,800
Arrington Property (old Centex Proposal)	250.00 (300 DU)	Residential (pot. 40% Comm'l)	90,000 (70,000)
Jenkins Property	48.03	Residential	14,400
Dakota Farm	35.66	Residential	10,500
Stafford Property (LFCC, others)		Institutional	15,775
<b>TOTAL</b>	<b>656.40 acres</b>		<b>276,525 gpd</b> (389,125)
<b>Percent of STP</b>			<b>11.1%</b> (15.7%)

- \* Committed/eligible for Town water/sewer service;  
St. Leonard Farm under Conservation Easement (1000 ac.).
- \*\* Estimate of water and sewer demand from the potential development and demand rates indicated in the Whitman, Requardt Report, 2006 Update.

Source: Planning & Community Development Staff; July 2009.

Both of these scenarios produce the same results - either the properties surrounding the Town can be development with Town utilities at the expense of existing Town parcels or additional capacity for both water and sewer must be found. Since the existing utility capacities would be committed by estimated development of in-Town parcels, the provision of service to any additional properties outside of Town would compromise that capacity and the development intended to be served. The Town is confronted with three (3) options for additional development of out-of-Town properties or rezoning of in-Town properties to significantly higher densities:

1. Deny the service for out-of-Town development or a change of density for in-Town development unless it can be demonstrated that such development will not require increased utility service or create a demand beyond the capacity of the town systems at build-out, including the required reserves for the water and sewer treatment plants.
2. Town Council commits to the limited expansion of the existing utility systems to provide for no more than 10-15% of the capacity in place (subject to state regulations and permitting) and include a basis for determination of pro-rata share or impact fees to support the expansion from any out-of-Town or rezoned development. Such expansion can be accommodated through one or more of the following:
  - a. *I&I Program* – Aggressively pursue a sewer remediation program to remove the infiltration of groundwater and seal the system from invasion by storm water. The reduction of extraneous water will reduce the actual treatment of effluent and result in increased capability. This was demonstrated in a limited fashion by the Centex studies and suggests that a 5% retrieval of plant capacity (125,000 gpd) might be obtained.
  - b. *Supplemental Treatment Plant Improvements* - Some improvements or changes in technology to the sewer treatment plant could be made to provide up to 20% increase in the treatment capability, absent the deed restriction. The cost would be significant and must be borne by those needing supplemental capacity for development, thereby protecting the development potential of in-Town properties that have already invested in the plant through taxes and assessment fees.
  - c. *Water Supply Improvements* – The key to improved water resources is the supply as contained in the Warrenton Reservoir. Limited expansion of this facility based on the capability of the watershed along with supplemental wells could produce about 15% increased water supply with plant improvements to treat the additional domestic water. The cost of this expansion would be significant and should be borne only by the added development that requires the service.
3. The Town pursues the expansion of the sanitary treatment system outside of Warrenton in concert with the Fauquier County Water and Sanitation Authority

and the expansion of the commensurate water resources via wells and other means.

The Town must first provide utility service to properties within the Town and protect the prior investment through taxes and fees in the development of the utility system. This would mean definitively reserving the remaining capacity of the water and sewer treatment plant for in-Town development and guarding against either dilution of that capacity from new entrants into the Town or compromising Town finances by being forced into mandated expansion of the water and sewer plants by encroaching into the mandatory reserves. Any extension of utility service to out-of-Town properties (other than those currently under contract), must be assumed to produce a demand in excess of the existing plant capacities requiring an expansion of the water or sewer treatment system. Such expansion must clearly be paid for by those adding to the system, or increasing the demand for utilities through zoning, and not by the existing, zoned parcels in Town. The Town should pursue an assessment of the options as noted above for improvements in the utility system and review the detailed costs to identify any pro-rata responsibility for their finance by new entrants beyond the current in-Town properties.

## **Economic Resources**

### **Goals**

1. Maintain the Town's role as the economic and governmental center of Fauquier County.
2. Promote and maintain the economic vitality of the historic downtown area.
3. Promote a diverse, balanced and stable employment base.
4. Promote a stable and healthy commercial tax base that expands in proportion to the residential tax base.

### **Background and Current Situation**

#### **Local and Regional Economic Trends**

After recovering from the 1991 recession, the Town of Warrenton, Fauquier County, and most neighboring jurisdictions in northern Virginia experienced strong economic growth during the remainder of the past decade, and that growth has carried into the new century. The overall economic vitality of the region is strong, reflected in an increase in income levels, retail sales and land values, as well as unemployment rates that are significantly lower than the national average.

Since population growth is driven largely by job expansion, employment increases in and around the Town and County can be expected to cause continuing growth pressures on both jurisdictions. Although business cycles will continue to occur, and growth is not expected to continue unabated, the long-term economic future of the region is very bright due to the development of the technology sector and the continuing presence of the government and military sectors. These economic underpinnings provide direct and indirect support for Warrenton's local economy which is tied closely to that of Fauquier County, which in turn is linked directly to Fairfax, Loudoun, Prince William and other neighboring jurisdictions in the region, through businesses linkages as well as employees who reside in Warrenton and Fauquier but commute to jobs elsewhere in the region.

The overall trends currently underway appear to be a continuation of those that have occurred during the past two decades. The prominent ones are:

- increase in Warrenton residents commuting to work sites outside of the Town and Fauquier County
- increase in the number and proportion of Warrenton residents employed in higher-paid, knowledge-based occupations
- increase in the commuting time from home to work

**Labor Force and Employment**

In 1990, the Town’s labor force (available workers 16 years and over) was 2,573 out of a total of 3,889 people of 16 years of age and over, reflecting a labor participation rate of 66%. (This was nearly identical to that of the United States as a whole). Of those participating in the work force, 2,474 were employed, leaving 71 unemployed (2.7%), matching the unemployment rate of Fauquier County, and substantially below that for the Virginia as a whole (4.5%). Labor data shows that unemployment in Fauquier County in June, 2001 was only 1.2%.

By 2000, the Town’s labor force participation dropped to 61% or 3,199 people out of 5,213 persons over age 16 years of age. At the time when Census 2000 data was collected, 88 persons were counted as unemployed (1.7%). Fauquier County had a similar unemployment rate, which was slightly lower at 1.5% and lower than the State’s rate of 2.3%.

Fauquier County’s labor force participation at that time was just under 74%, compared to the rate for the Northern Virginia region of over 78% and of the Commonwealth of Virginia as a whole of about 68%. Warrenton’s relatively low labor force participation rate likely reflects the larger percentage of older and retired people in the Town compared to the County and the surrounding region.

The following table compares employment by industrial sector of the Town’s population with that of the County and the changes between 1990 and 2000.

**Table H-1 - Updated**

**Total Employment by Industry<sup>1</sup> 1990-2000**

Industry	Warrenton				Fauquier County			
	1990		2000		1990		2000	
	Number	%	Number	%	Number	%	Number	%
Agriculture, Forestry and Fisheries (Hunting and Mining)	18	0.7	37	1.2	1,663	6.5	1,147	4.0
Mining <sup>2</sup>	--		N/A		101	0.3	N/A	
Construction	304	12.3	225	7.0	3,243	12.7	3,294	11.5
Manufacturing	184	7.4	178	5.6	2,029	7.9	1,791	6.3
Transportation, communication & public utilities	160	6.5	176	5.5	1,850	7.2	1,405	4.9
Trade <sup>4</sup>	478	19.3	621	19.4	4,619	18.1	4,138	14.5
Finance, Insurance & Real Estate (FIRE)	231	9.3	192	6.0	1,852	7.3	1,981	6.9
Services <sup>3</sup>	872	35.2	1,046	32.6	7,599	29.8	7,541	26.3
Public Administration	227	9.2	292	9.1	2,575	10.1	2,188	7.6
<b>Total</b>	<b>2,474</b>		<b>3,199</b>		<b>25,531</b>		<b>28,622</b>	

<sup>1</sup> Persons 16 and over

<sup>2</sup> Mining part of Agriculture, Forestry, Fishing and Hunting category in 2000

<sup>3</sup> Combination of Educational, Health and Social Services; Arts, Entertainment, Recreation, Accommodation and Food Services; and Other Services (Except Public Administration) in 2000

<sup>4</sup> Combination of Retail and Wholesale Trade

Source: Rappahannock-Rapidan Regional Commission Data Summary, February 2000, US Census Bureau, 2000

The following table compares employment by occupation of the Town’s population with that of the County and the changes between 1990 and 2000. **Notably, the Executive, Administrative and Managerial sector more than doubled the proportion of the workforce from 1990 to 2000. The Sales sector saw a similar increase in the Town.**

**Table H-2**

**Occupation of Employed People - 16 Years and Over**

Occupation	Warrenton				Fauquier County			
	1990		2000		1990		2000	
	Number	%	Number	%	Number	%	Number	%
Executive, Administrative and Managerial	366	14.7	1,138	35.6	3,709	14.5	11,301	39.5
Professional <sup>3</sup>	307	12.4	N/A		3,275	12.8	N/A	
Technical <sup>3</sup>	98	3.9	N/A		1,151	4.5	N/A	
Sales <sup>4</sup>	310	12.5	995	31.1	2,932	11.5	7,260	25.4
Administrative support	479	19.4	N/A		4,051	15.8	N/A	
Household	6	0.2	N/A		351	1.4	N/A	
Protective Services	63	2.5	N/A		549	2.2	N/A	
Other Services	263	10.6	533	16.7	2,110	8.3	3,714	13.0
Farming, Forestry, Fishing	9	0.3	0	0.0	1,455	5.6	375	1.3
Precision Craft Operators, Assemblers & Inspectors	313	12.6	N/A		4,211 <sup>2</sup>	16.5	N/A	
Machine Operators, Assemblers	65	2.6	N/A					
Transportation and material movers	67	2.7	280	8.8	809	3.2	2,374	8.3
Laborers & Helpers <sup>5</sup>	128	5.2	253	7.9	928	3.6	3,598	12.6
<b>Total</b>	<b>2,474</b>		<b>3,199</b>		<b>25,531</b>		<b>28,622</b>	

<sup>1</sup> Persons 16 and over

<sup>2</sup> Combined Precision Craft & Repair with Operators, Assemblers & Inspectors

<sup>3</sup> Professional and Technical occupations part of Management, Professional and Related Occupations in 2000

<sup>4</sup> Sales and Office combined in 2000

<sup>5</sup> Includes Construction, Extraction and Maintenance occupations in 2000  
 Source: U.S. Census Bureau, 2000

The trend in Warrenton and Fauquier County is to a more educated and higher paid work force, consistent with the regional trend in Northern Virginia. In 1980 only one in twelve Town residents was employed in an executive, administrative or managerial position, but by 1990, that proportion had increased to nearly one in seven. The 2000 Census data shows a continuation of that trend.

Because it is a major business center of the County, Warrenton has a high ratio of jobs to employed residents. The Economic Census conducted by the U. S. Census bureau in 1997 showed that at-place employment within the Town had increased to between 3,695 and 4,549 workers. (The range is due to reporting limitations for purposes of confidentiality for companies in small geographic areas).

Largest Employers

The Town’s five largest private-sector employers account for approximately a third of the total employment in the Town, as shown in Table H-3 below.

**Table H-3 - Updated**

**Largest Private Employers in Warrenton FY 2007-2008**

<b>Employer</b>	<b>Number of Employees</b>
Fauquier County School Board	1,757
Fauquier Hospital	1,100
Fauquier County	630
Wal-Mart	270
Giant	200
Fauquier Bank	154
Warrenton Overlook Health Center	145
Oak Springs of Warrenton	132
<b>Total</b>	<b>4,388</b>

Sources: Town of Warrenton

The Fauquier Hospital, Wal-Mart, Giant and the Oak Springs of Warrenton are the only four employers that remain on the list of the largest employers contained in the 1989 and 2000 Town of Warrenton Comprehensive Plans.

Commuting Patterns

Data from 1980 and 1990 document a trend of increasing commuting times. Between 1980 and 1990 the average commuting time for town workers increased from an average of 18.9 minutes to an average of 25.9 minutes. There is clearly an upward limit to commuting time, so this trend cannot continue indefinitely. In 2000, the commuting time had increased to an average of 28.7 minutes. Further, commuting data for Fauquier County show that the percentage of commuters driving alone increased from 70% in 1980 to 73.5% in 1990 and 77.6% in 2000, and the percentage using car or van pools declined from 30% in 1980 to 17% in 1990 and again to 12.6% in 2000.

Tourism Resources and Characteristics

Warrenton has become an increasingly important tourist destination within Fauquier County, as the travel-related economy has become an ever-increasing component of the local and state economy. Total travel-related spending in Virginia increased by more than 50% during the decade of the 1990s. In Fauquier County the increase was even more dramatic, with travel-related spending more than doubling, from 25 million dollars in 1990 to over 55 million dollars in 1999. Although specific data for the travel economy within the Town’s corporate limits is not available, it is reasonable to assume that a significant portion of the total travel economy as well as the increase in travel-related expenditures, occurred within the Town. Contributing to the tourism economy are the Town’s Virginia Garden Week tours in the spring and house tours during the Christmas season.

Real Estate Values and Tax Rates

The total assessed value of real estate in Warrenton has increased steadily during the period of steady population and income growth during the past two decades as shown in Table H-4 below. The Town has been able to lower its real property tax rate substantially during this period, especially in recent years, as shown in the Table.

**Table H-4**

**Assessed Value of Real Estate in Warrenton**

<b>Year</b>	<b>Value (1,000’s)</b>	<b>Real Estate Tax Rate (per \$100 valuation)</b>
1990	\$391.1	-
1995	\$437.6	-
1999	\$488.2	0.14
2000	\$513.7	0.115
2001	n/a	0.05
2007	\$ 1,727.8	0.15

Note: Years shown are the tax years preceding the fiscal year

Sources: 1989 Warrenton Comprehensive Plan; Weldon Cooper Center;  
Town of Warrenton

When compared to neighboring and equivalent sized Towns, Warrenton’s real property tax rate was very competitive in 2007, as shown in the table below.

**Table H-5 - Updated**

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**Comparison of Real Estate Tax Rates 2007**

<b>Town</b>	<b>Real Estate Tax Rate</b> (per \$100 valuation)
Warrenton	0.150
The Plains	0.040
Remington	0.100
Culpeper	0.070
Leesburg	0.180
Purcellville	0.180

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Sources: Virginia Department of Taxation

**Major Economic Issues**

1. What kind of job growth and commercial and industrial land development should the Town expect and encourage during the time horizon of this plan?
2. How can the Town encourage Town residents to work in Warrenton and local employees to live in Warrenton, to reduce traffic and commute times?
3. How can the Town promote the economic vitality of the CBD?
4. To what extent and in what ways can and should the Town promote expanded tourist activities in the CBD?
5. How can the Town discourage “strip commercial” development without discouraging economic growth?
6. How can the Town promote home businesses and still ensure compatibility with residential neighborhoods?

**Economic Policies**

1. Ensure that an adequate amount of land is available for commercial and industrial growth commensurate with expected population growth.
2. Promote an attractive community, high quality of life and low business costs in the Town as major economic development resources.
3. Coordinate economic development efforts with local, regional, and state programs and agencies, in order to remain economically competitive.
4. Promote expanded tourism activity, using the historic CBD as the key element.

5. Use planning zoning and other land development tools and regulations to encourage the type of commercial and industrial development that will meet the retail, service and employment needs of the community while maintaining the small town character of Warrenton.

## **I. Growth Management and Adjacent Areas**

### **Goal**

1. To accommodate new growth over the next twenty-five years within the Town limits at a level consistent with the proposed land use plan and to seek limitations on growth outside the Town.

### **Objectives**

1. To plan for an additional population of approximately 4,000 people over the next twenty-five years.
2. To work with the County to redefine the size and phasing of development within the Warrenton Service District.
3. To promote the reuse and redevelopment of retail commercial areas in Town and to encourage the County to limit new retail development within the Warrenton Service District.
4. To accommodate new office and light industrial development in planned locations.
5. To limit additional water and sewer service extensions outside Town boundaries and to have a role in future plans of development around the Town.
6. To create defined edges for Town through the preservation of green buffers and the prevention of the “leap-frogging” of development across major by-pass roads. Warrenton and New Baltimore should be made recognizable as separate communities by control of water and sewer service area boundaries to define edges; maintain a clear, “hard edge” between the Town’s urban fabric and the surrounding countryside.
7. To ensure that County land uses adjacent to the Town complement land uses within the Town, through collaboration with Fauquier County in planning the land uses and transportation network in the Warrenton Service District.

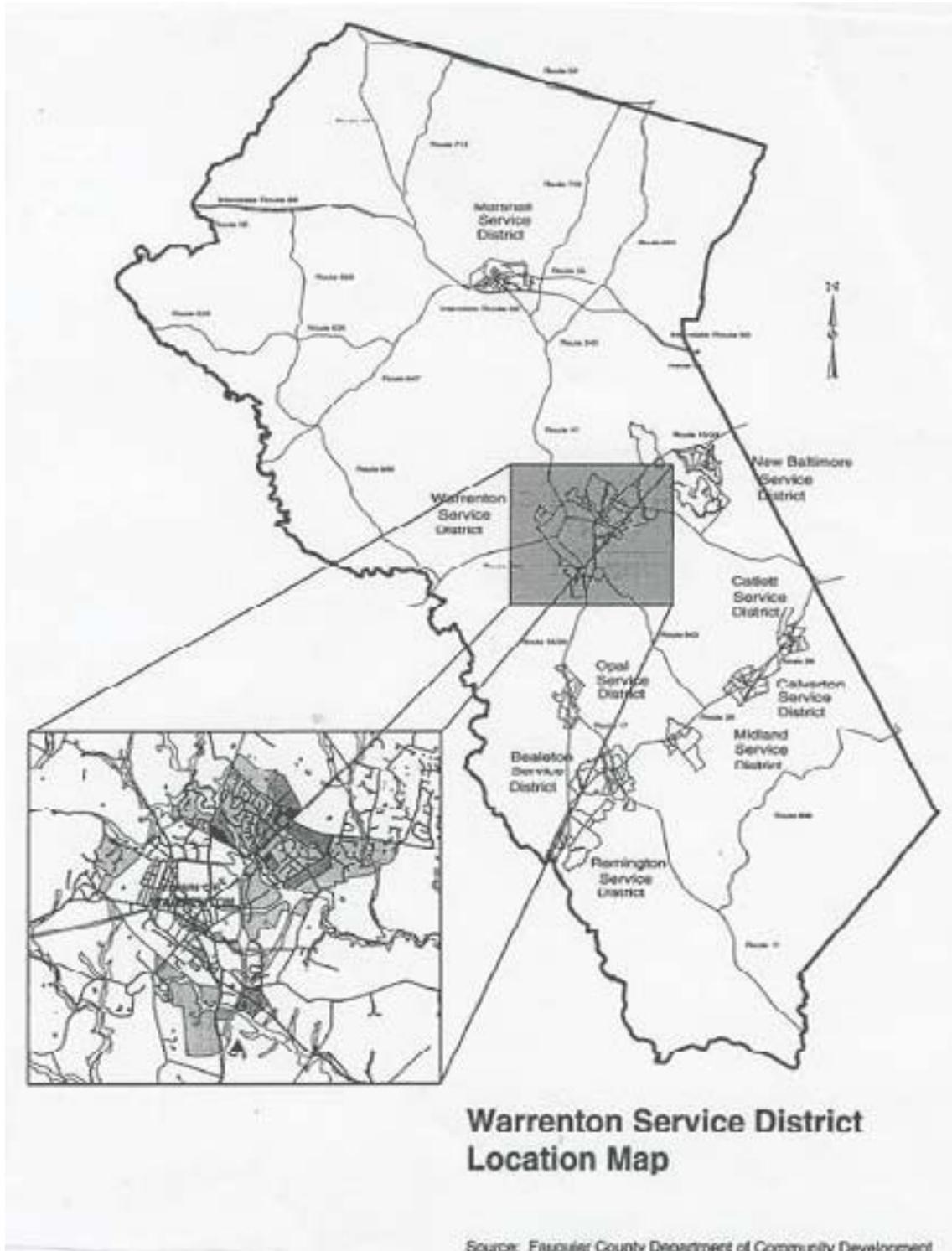
### **Background and Current Situation**

Fauquier County’s Comprehensive Plan designates a Warrenton Service District, which includes the incorporated Town and substantial land adjacent to the Town, which is planned to accommodate significant amounts of future development, in order to allow the County’s population to grow in an orderly and compact pattern. There is approximately 3,000 acres of undeveloped land area within the Service District, which will accommodate approximately 20,000 additional people around the Town if completely built-out.

This is a somewhat theoretical number and is not a forecast of growth, but it does mean that sufficient land will be available to accommodate the demand for residential development in the Warrenton area, regardless of whether the Town annexes additional territory into its corporate limits. The County's current forecast for future growth in the Warrenton Service District, including the Town, is to add approximately 2,300 people by the year 2020 for a total of 12,545 people. Based upon the forecasts in this Plan, most of these are expected to be new Town residents.

This Plan recognizes that approximately 400 additional dwellings can be built and served with Town utilities under existing agreements between the Town and County. In addition, there is the potential for significant further residential growth around the Town on private wells and septic fields. However, this Plan does not call for extending the Town fabric or services further into the County (other than to meet the prior utility service commitments identified above). This policy indicates that the Town of Warrenton will support the strategy of allowing further growth in other Fauquier County Service Districts such as Marshall, New Baltimore and Bealeton.

The County has prepared a Comprehensive Plan Element for the Warrenton Service District, which was completed in 2005.



### **Major Growth Management Issues**

1. What kinds of land use does the Town wish to have along its borders? How can the Town influence the amount, form and location of future land use along and around its borders?
2. How can the Town and County work most effectively together to plan the future of the Warrenton Service District?
3. Should the Town boundaries be expanded so as to better control future adjacent land uses and transportation improvements?

### **Growth Management Policies**

1. Coordinate closely with Fauquier County and state agencies in planning and managing land development and transportation improvements in the Warrenton Service District outside the Town limits.
2. Engage in joint comprehensive planning efforts with Fauquier County for the Warrenton Service District.
3. Prohibit any expansions or further extensions of public sewer and water service to land outside the Town, and encourage Fauquier County to do the same.
4. Encourage Fauquier County to require that any new development next to the Town be clustered with the open space or low density elements located adjacent to the Town limits.
5. Encourage Fauquier County, VDOT and landowners to promote the design and construction of a western parkway connector road to relieve traffic on Shirley Avenue. In order to conform to the policies of this Plan, this new road link must be designed as a controlled access parkway, with substantial buffers, with low density residential designations adjacent, and no Town utility services to land adjacent.

## Historic Resources

The Town began its preservation efforts nearly 30 years ago with the creation of the Warrenton Architectural Review Board and the original Historic District Ordinance. At that time, the Ordinance was written without the Historic District Guidelines, and cases were determined only with the regulations. Fast forward a few years, and the Town Council expanded the local district and the first Historic District Guidelines were developed in 1990. Two additional local district expansions occurred in the 90s and, through a CLG grant in 1998, a consultant surveyed the entire historic district. In the late 90s, the Town sought to update the Guidelines and applied for state funding. The revision of the Historic District Guidelines and potential district expansion have remained primary issues for the Town to continue its goals and objectives of “identifying and preserving the Town’s irreplaceable historic identity by protecting the integrity and complementing its cultural resources, and periodically reviewing the need to expand the historic district based upon the criteria provided in the Zoning Ordinance.” Recent preservation activities have included a successful update to the Guidelines and a continuation of study into possible district expansion areas.

### Update to the Historic District Guidelines

In 2003, the Town contracted with a professional historic preservation consultant to update the Historic District Guidelines. An update was needed to create a more contemporary version of the Guidelines that would be a user-friendly tool for the ARB, Town staff and the public. A draft of the new Guidelines was discussed during a joint Town Council and ARB meeting held in July 2003. Staff and the ARB held a series of review meetings, which resulted in a revised draft submitted in October 2003. The ARB held a special work session meeting on October 15, 2003 to discuss the draft and offered several additional comments. In April and May 2004, additional work sessions were held that produced a re-organized document, which was more comprehensible with the historical and style sections attached as an appendix instead of incorporated into the body of the text. Visual representations of the review process and examples of guideline elements helped to simply communicate these portions of the document. In 2005 and 2006, work sessions highlighted the need for graphic improvements to the document and funds were set aside to obtain professional services for presentation graphics of the final document.

By February 2006, Council adopted an update to the Zoning Ordinance and the current 1990 version of the Historic District Guidelines had become inconsistent with that Ordinance. The ARB wanted to finalize the Guidelines in 2006 for several reasons. One of the reasons included the type of cases that were presented to the Board at that time. The cases contained details that caused the Historic District Guidelines and Zoning Ordinance to be in conflict. The conflicting documents hindered the Board’s decision making where they were forced to follow the Zoning Ordinance regulations instead of the guidelines.

However, finalization of the guidelines would be deferred once again while a legal review was performed in May 2007. Several legal issues were identified and text changes were recommended to ensure consistency with the updated Zoning Ordinance. The review recommended removal of the Federal tax benefits portion and text revisions to reflect appropriate context with the law. At that time, all recommended changes were made to the draft. Additionally, in 2007 the ARB sought to compare the current draft with the Town of Smithfield, Virginia Historic District Guidelines *as a model for operationalization of the regulations*. From this evaluation, the Board determined that the use of priorities within the Historic District would be appropriate to assist in their review of applications. The guidelines were revised to differentiate contributing versus non-contributing structures and included dialog on the context of the surrounding historic features, which would be taken into account when considering the extent of modification to architectural elements.

The guidelines were completed as revised in 2007 and adopted by the ARB as a draft during their regular meeting on February 28, 2008. The Town Council accepted the guidelines for ARB use during their April 14, 2009 meeting, completing the process to update the much-anticipated revision to the Historic District Guidelines.

### **Historic District Expansion**

During the 2006 revisions to the guidelines, the ARB investigated the possibility of incorporating additional properties into the Historic District. This idea originated from discussions during the proposed Zoning Ordinance amendments regarding a potential overlay district to accommodate those properties at the entry points into the Town and along the radial streets leading into the Historic District as a buffer or transition with the Historic District. The overlay district would have addressed urban design elements and ensure that there was development compatibility approaching the Historic District. In addition, it was discovered that a few significant properties were located in the area of Alexandria Pike, Spring, King and Winchester Streets, which was being threatened by the proposed development of vacant land. A 1792 structure at the end of Spring Street was also proposed for townhouse development.

Town staff coordinated with Ms. Gillian Bearns, then an Assistant Professor of Historic Preservation at the University of Mary Washington, to lead her group of ten (10) senior students to conduct survey work of potential district expansion areas. Professor Bearns and her students conducted a comprehensive survey of several potential expansion areas around the perimeter of the existing district on the radial streets. Main components of the project included surveys of properties along Alexandria Pike, Falmouth, Waterloo, and Winchester Streets, photographs of the structures, and property and deed research.

The student's work began on January 24, 2007 and was conducted every other week throughout the spring into April. During their survey work, students were equipped with a letter from the Town's Planning and Community Development office to inform the public of their purpose in the neighborhoods. At the end of the project, students presented their findings to the ARB at their April 26, 2007 meeting. The final products of the study included a report titled "Approaching the Past: Protecting the Character of Warrenton's Entryways", and survey documents and photographs for properties within the expansion study areas (Figure 1).

The final report included a history of the Town's preservation efforts, identified threats to the community, and described current conditions. The report offered nine different options for expansion/protection of additional Town properties. These included:

- expansion of the historic district,
- the American Town Narrative,
- divide the historic district,
- create a corridor overlay district,
- use a form-based code, create individual districts,
- use of easements or covenants, and.
- do nothing.

The report noted that expansion of the Historic District would limit contributing structures and create additional workload for staff as the newly designated areas would not be consistent with the 1810 Routt Plan (Figure 2).

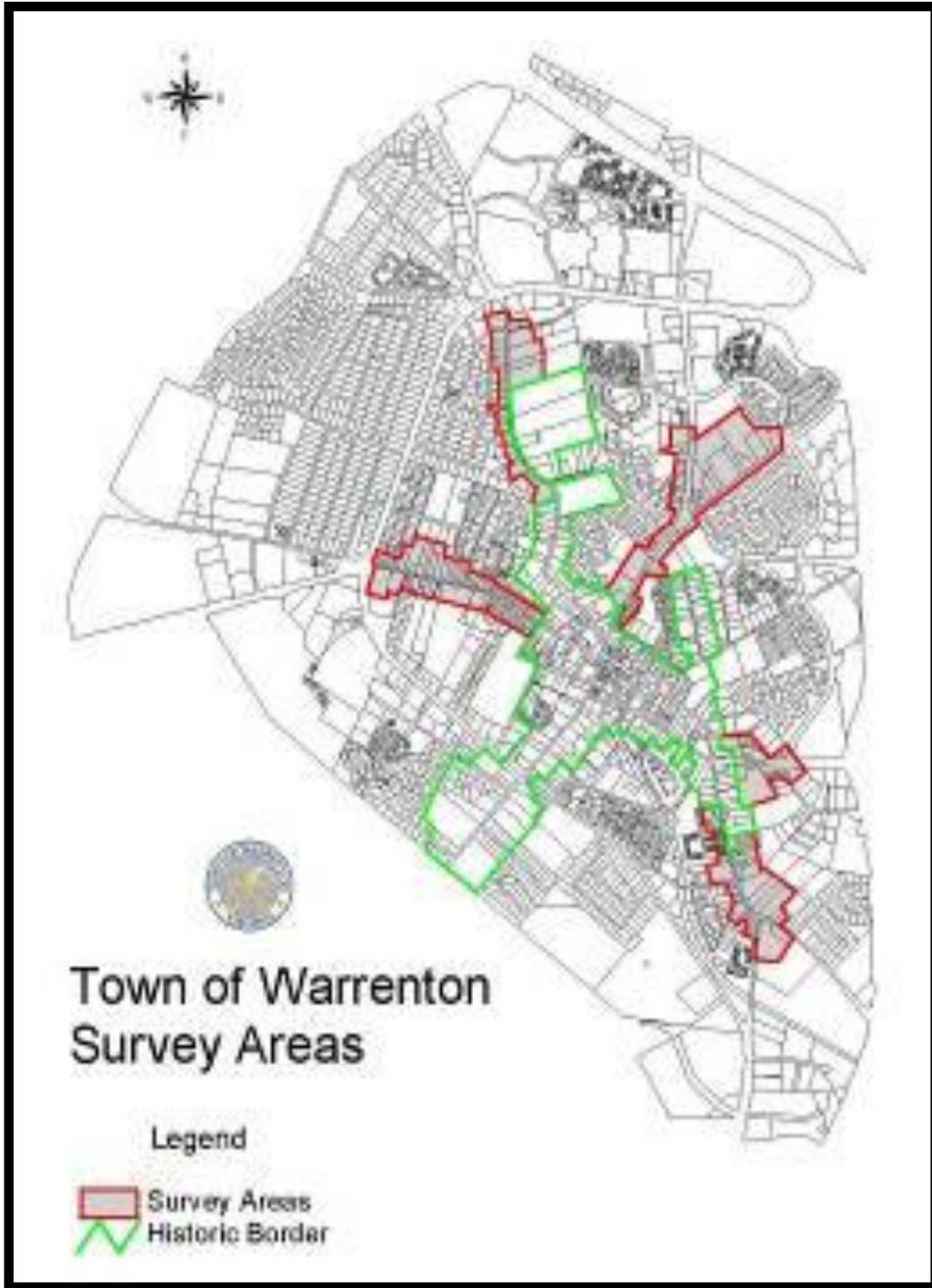


Figure 1 - Study Survey Areas from Mary Washington Report



Source: Moffett, Lee. *The Diary of Court House Square: Warrenton, Virginia, USA*. Bowie, Maryland: Heritage Books, Inc., 1996.

The American Town Narrative approach would expand the era of Town development and open up the arterials to incorporation into the Historic District as a continuation of *logical* historic development. This method would require a significant amount of research and involve another in-depth review of the structures within the Historic District. Additionally, the American Town Narrative theme could make the original National Register Nomination’s Document questionable by expanding beyond the boundaries of the 1810 Routt Plan. Pursuit of the American Town Narrative approach would not mean the automatic inclusion of additional areas into the district. Town staff would need to perform research and develop the narrative to provide for the significant amount of documentation and justification of expansion at the state and national levels.

The option of dividing the Historic District would involve the creation of separate guidelines for the Central Business District and independent Residential districts. This would result in new boundaries and would change the review approach for the ARB. A benefit to this approach would allow for a greater diversity of criteria and a larger period of significance.

Using a Corridor Overlay District would regulate transition areas between the Historic District and the approach arterials and use reduced architectural criteria while providing the flexibility of not requiring a historical basis for creation. The state legislature passed enabling legislation in the 1980s (Section 15.1-503.2 of the Code of Virginia) giving local jurisdictions the authority to establish corridor overlay districts on roadways leading into historic districts. This approach would provide the Town with the ability to provide general standards for new development within the corridor areas and ensure that it is architecturally compatible with existing buildings. New design guidelines would be needed for the corridor areas.

Form-based Code is an alternative to land-use based zoning. Form-based Code regulations focus on the building type, dimensions, parking locations and public space rather than specific uses for buildings, which would remain regulated by the Zoning Ordinance. This type of code regulates the form of development through building height, setbacks, windows and doors and streets. The focus of the code is on the public visibility of development with the intent to repeat the existing street design. A significant level of public involvement would be required with this type of code initially to develop the design criteria consistent with the area. This approach would require a considerable change in the Zoning Ordinance and could place an additional burden on the ARB and Board of Zoning Appeals (BZA).

The option of creating six different Historic Districts from the original district including five arterial “arms” surrounding the district would involve administrative changes for the Town. Each district would require its own set of guidelines suited to the era of construction and intended use of the structures within each district. A considerable burden would fall on the Town to maintain administration of multiple districts with separate guidelines and regulations.<sup>1</sup>

Easements would serve to protect individual lots or facades of historic buildings. Facilitated on a voluntary basis, easements would transfer rights to alter a property in its entirety or a specified part to another entity, which could include a municipality or non-profit organization. Future owners of a property or structure with an easement would be bound to follow the rules set up with the original documents. Potential tax benefits through the state and federal level may be available with the dedication of an easement. This approach would require a significant amount of consent and participation with the various property owners involved. Non-contributing properties would not be protected with this option<sup>1</sup>.

Covenants are associated with the property deed and place restrictions that are forever binding for subsequent owners. Covenants can be useful for protecting entire historic properties instead of just specific buildings or structures. The protective covenant would need to be acted upon by the individual owners and could result in different levels of protection for similar resources within the corridor areas.

The option to “do nothing” would mean that the Town would not take any steps to protect the arterial corridors into the Historic District. A hands-off approach could result in a loss of character, dramatic alterations to existing buildings and inappropriate infill development within the corridor areas.

During the presentation to the ARB, Professor Bearns concluded that the expansion of the Historic District would require considerable new research and reassessment of the structures for consistency with the 1810 Routt Plan, which was the basis of the Warrenton Historic District National Register Nomination and its significance. The expansion may have to use the American Town Narrative to demonstrate that the new areas were a continuation of the core Historic District and justify inclusion of the arterial corridors. Professor Bearns recommended that the Overlay District would be a more

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<sup>1</sup> Carter, Allison N., et al, *Approaching the Past: Protecting the Character of Warrenton’s Entryways*, April 2007, University of Mary Washington Department of Historic Preservation, Final Report – HISP 469 Laboratory in Preservation Planning

appropriate approach and offer some latitude in criteria and regulations to more appropriately fit the circumstances in Warrenton. This could be pursued and offer protection of transition areas, while the options of district expansion are fully investigated and prepared. Without being architecturally based, the regulations could incorporate criteria to complement the Historic District, protect its value and significance of the resources, and avoid compromising existing structures.

The Architectural Review Board held a special work session on September 20, 2007 to discuss the Historic District and opportunities for expansion. The Board reviewed the recommendations from the University of Mary Washington study completed in April 2007. Specific expansion areas discussed included Waterloo Street down to Garrett Street (including the Warrenton Middle School), King Street from Winchester to Alexandria Pike and some of the properties adjacent to the district on the north side of Winchester Street. The Board wanted to keep the approach to expansion as simple as possible to protect the historic integrity of the surrounding areas. The Corridor Overlay District option was preferred, but concerns arose about the ability to address architectural elements. It was concluded that this option would primarily maintain the visual compatibility of the corridors, such as landscaping, setbacks, massing, and maintenance, but would not necessarily include architectural elements.

The Board reviewed the impacts of a changed Historic District in relationship to the Comprehensive Plan. It was determined that any legislative action on implementation of a Corridor Overlay District would occur after the Comprehensive Plan Update was approved. Proposed changes to the Historic District would start with the ARB and, following appropriate studies, would proceed to the Planning Commission for approval. Finally, the Town Council would make a determination on the changes. Ultimately, the Board decided that expansion of the district was the preferred option, but as an interim measure, support was expressed for the Corridor Overlay District.

On June 3, 2010, Town Council held a Council Worksession with the Architectural Review Board to discuss the Comprehensive Plan update focusing on the Historic Resources chapter. The meeting resulted in the recommendation that Waterloo Street and the other side of Horner Street should be included in the area of focus for any future district expansion. Additionally, it was discussed that the Historic District expansion map should be revised to reflect these recommendations.

The Board also concluded that expansion of the District could include options such as updating the National Register of Historic Places through a Multiple Property form. Provided necessary criteria are met, separate districts could be created under the Warrenton National Register District umbrella in specific areas such as Falmouth Street, Old Alexandria Pike, Waterloo Street, and Winchester Street. The Multiple Property form could be updated to include other areas as appropriate provided funds and significance dictates.

From the National Register Bulletin on “How to Complete the National Register Multiple Property Form”:

A Multiple Property Documentation Form is a document for recording written statements of historic context and associated property types, thereby providing a framework for evaluating a thematic group of historic properties.

- A multiple property submission may be based on one or more historic contexts.
- The contents of a multiple property submission may be organized because:
  1. One or more historic contexts and related property types are represented.
  2. Related properties exist or are likely to exist in sufficient numbers to warrant registration in the multiple property format.

3. The needs of Federal, State, or local preservation planning goals and priorities are addressed.

- A historic context is a body of information about related properties organized by theme, place, and time.
- The theme underlying the historic context may be based on one or several broad areas of significance, or on more specific events and activities or patterns of physical or cultural development related to one or several areas of significance.
- The geographical area covered by a historic context is based on the location and extent of properties known or likely to exist or have existed related to the historic context, such as a community developed as a regional center of commerce, a river valley having a common pattern of cultural development, or an area across several states settled by one particular ethnic group.
- The time period covered by a historic context is based on the period of time when the events significant to the historic context are known to have occurred.
- A multiple property submission may cover any geographical scale—local, regional, State or national—and need not be the same level as that of the related historic contexts.
- While a multiple property group or a historic context is organized at a specific geographical level, an individual property may be evaluated at another, often smaller, geographical level. If so, the property's relationship to its historic context must be considered.
- A property type may relate to one or several historic contexts. The significance of a property type is based on a knowledge of its respective historic contexts.
- A property type and its related properties may have significance in history, architecture, engineering, archeology, or culture, or a combination of these disciplines, and may meet one or more of the National Register criteria.
- Multiple property listings may arise from historic contexts identified in the Federal, State, or local planning process<sup>2</sup>.

The ARB recommended that the Town of Warrenton should develop and submit to the Virginia Department of Historic Resources (DHR) a revised Warrenton Historic District nomination to the National Register of Historic Places (NRHP). The original nomination was centered mainly on the downtown commercial district. However, the nomination did also include some residential areas. With the recent expansions of the district, the nomination boundaries do not completely coincide with the Town Historic District boundaries and these should be resolved. Review of the nomination area would allow for the review of these areas to bring the National area into alignment. Subsequent local historic district designations corrected some problems with the original district, but these were not submitted to the DHR and NRHP. A revised Warrenton Historic District nomination could include areas that were not originally in the historic district, including contributing areas along Winchester, Waterloo, Falmouth, and perhaps Old Alexandria Pike. Because these neighborhoods are contiguous to the original NRHP district, it is unlikely that DHR would consider them in separate nominations. A revised Warrenton Historic District nomination, if accepted by DHR and NRHP, would allow more businesses to apply for federal tax credits for their historic preservation efforts.

Town Staff met with David Edwards, Regional Director of the Virginia Department of Historic Resources, on March 1, 2011 to review the current nomination area and investigate the options for expansion of the existing Warrenton Historic District boundaries. He indicated that the original nomination for the district was in 1983 and was eligible to be updated due to the changes since the initial survey and historic review. Updating the National Registry Nomination would revise the most recent structure date from its current year of 1933 to 1961 (50 years back from the date of survey). This would

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<sup>2</sup> Lee, Antoinette J. and Linda F. McClelland, National Register Bulletin "How to Complete a National Register Multiple Property Form", 1991; Revised 1999

capture many of the buildings in the potential expansion areas and provide a transition or buffer between the Town entrances and the existing Historic District. The addition of the radial streets would be supportive to the district and include other contributing structures that would complement the district. By updating the nomination documents, the local and National Registry boundaries can be aligned and more property owners can benefit from the opportunity for credits from historic improvements.

Warrenton is designated as a Certified Local Government (CLG). As a result, grant funding is available annually from the DHR that could fund more than half of a revised NRHP nomination effort. It is suggested that expansion of the Warrenton Historic District be applied for to update the National Registry Nomination Document in the following areas adjacent to the district:

- Waterloo Street from Chestnut to Garrett, including the Warrenton Middle School, and properties at Frazier Road;
- Winchester Street from St. John the Evangelist Catholic Church to Roebbling;
- Alexandria Pike from Diagonal to Old Alexandria Pike (old entrance to the Town), including Spring Street and King Street;
- Horner Street, north side;
- Lee Street from Falmouth to Oliver City, including East Street and the upper end of Oliver City; and
- Falmouth Street from Meetze Road to the Warrenton Greenway.

These areas offer the opportunity of reasonable expansion of the district and protection of the approaches that could adversely affect Town historic resources. Their incorporation into the district offer the best chance for the addition of supportive and contributory structures that represent the evolution of the Town along its historical radial routes.

Town Council noted the importance of protecting historic properties along Waterloo Street that included an emphasis on the Warrenton Middle School building. It was suggested that further study be investigated to include at minimum the Middle School property into the Historic District to ensure protection of this resource. As noted above, a number of properties along Waterloo Street from the current extent of the District toward Broadview Avenue contain contributing structures built prior to 1933. The significance and historic fabric of these resources could be at risk in years to come. Incorporation into the District would help to alleviate further erosion of valuable historic structures in the long-term.

Additionally, the Architectural Review Board suggested that the Town of Warrenton should consider development of a Corridor Overlay District for the arterials leading into the Historic District. Such a tool, would provide an interim zoning measure while the study of expansion of the Historic District proceeds and can offer addition flexibility to the Town regulatory process. Site elements such as signage, landscaping and massing can be added to the typical architectural design criteria to improve corridor development and insure that revisions complement the district. The Gateway Historic District is an appropriate vehicle for this and can be used as an interim measure until the update of the historic documents is completed. Formal amendment of the Warrenton Zoning Ordinance would be required to add this tool with Town Council approval in accordance with ordinance procedures.

The Corridor Overlay District can also be used in areas beyond those that may be incorporated in to the Historic District to provide coordination of directly adjacent areas that are not subject to developmental change. These might include the Gateway entries to the Town that are commercial in use and have been the historic entrances to the Town. Such areas potentially include James Madison Highway/Falmouth Street, Frost/Broadview Avenues, Winchester/Broadview/Lee Highway, Lee Highway/Blackwell Road

and Old Alexandria Pike. These intersections represent the most visible element of the Town's urban design and should carry the character of the Town's design policy for development. As noted above, Corridor Overlay Districts are a state designation (Section 15.2-2306 of the Code of Virginia) that protects the character of roadways leading into historic districts. Overlay districts have been used effectively in Albemarle County, Charlottesville, Leesburg, and other areas in Virginia.

## **PEDESTRIAN and BICYCLE PLAN**

### **Sidewalks and Trails**

#### **III. TRANSPORTATION AND CIRCULATION** (pedestrian and bicycle excerpts from the Comprehensive Plan)

**Goal:**

To encourage the development of a safe, efficient and balanced transportation system for the movement of people, goods and services, into, out of, and within the Town that is consistent with the land use and is sound in regard to the fiscal consideration of the Town.

**Objectives:**

2. To promote an interior street system which provides proper vehicular and pedestrian circulation for the safety of residents and visitors. Strive to establish both street and pedestrian path interconnections between neighborhoods and development sites within Town so as to disperse and balance traffic loads and to create a “connected” community.
3. To promote the integration and improvement of vehicular, bicycle, and pedestrian forms of travel.
4. To develop a system of signed pedestrian travel ways that make it easy to walk throughout Town – a “walkable” Warrenton.
7. To coordinate transportation system linkages with Fauquier County and the region as a whole.
8. To design and maintain local and downtown streets for the slower pace of a small town:
  - Grid system of small blocks rather than curvilinear collectors with cul-de-sacs (the grid pattern may be modified to respond to environmental and other constraints)
  - Human scale
  - Sidewalks
  - Traffic calming measures

#### **B. Recreation**

4. To coordinate the planning, design, and development of the rails to trails program with the County, and promote its use to the community.
5. To promote the creation of a system of greenways along streams and other linear features to include bicycle and pedestrian paths and to connect Town and County parks and schools.

## EXISTING AND PROPOSED PATHS

The Town conducted a survey of existing trails and sidewalks in summer 2007 with the assistance of the Pedestrian/Bicycle Plan Advisory Committee (PBPAAC). This was completed on Town maps to confirm the existing facilities and suggest opportunities for completion of the system. The Town GIS was used to document the existing and proposed elements of the pedestrian system and estimate the length of each category (Figure 1). These are identified in the table below with the length, shares and percent additions to the system as suggested by the Committee.

Table 1  
**Existing & Proposed  
 TRAILS AND SIDEWALKS  
 Town of Warrenton  
 2007**

	<b>Length (ft.)</b>	<b>Length (mi.)</b>	<b>Percent</b>	<b>Potential Addition</b>
<u>EXISTING</u>				
Trails	32,089 ft	6.1 mi.	13.4%	
Sidewalks	207,665 ft	39.3 mi.	86.6%	
<b>TOTAL</b>	<b>239,754 ft</b>	<b>45.4 mi.</b>	<b>100.0%</b>	
<u>PROPOSED</u>				
Private	5,925 ft	1.1 mi.	20.6%	+ 2.5%
Public	22,829 ft	4.3 mi.	79.4%	+9.5%
<b>TOTAL</b>	<b>28,754 ft</b>	<b>5.4 mi.</b>	<b>100.0%</b>	<b>+12.0%</b>

Source: Survey of facilities, June-August 2007;  
 Warrenton Pedestrian/Bicycle Plan Committee

The Committee also reviewed the need to complete the system and proposed additions changes for critical links to connect the pathways and offer a comprehensive system to Town residents. Priorities for the additions included:

- Completion of the paths along the arterial network – This was begun by the Town years ago with the intent of providing at least one sidewalk or trail along every arterial street and connecting those for the circulation system.
- Secondary network of paths – Provide linkages to the arterial network and Town facilities to create a system of trails and sidewalks within the Town for access by pedestrians and bicycles. This includes critical paths and crosswalks to offer circulation and protected access throughout the Town.
- Connections – Insure that the network contains linkages to places where people want to go to offer the connection between uses and the activities within the Town. This infilling the links to neighborhoods and connecting them to government, recreation, retail, education and other areas that make up the community.

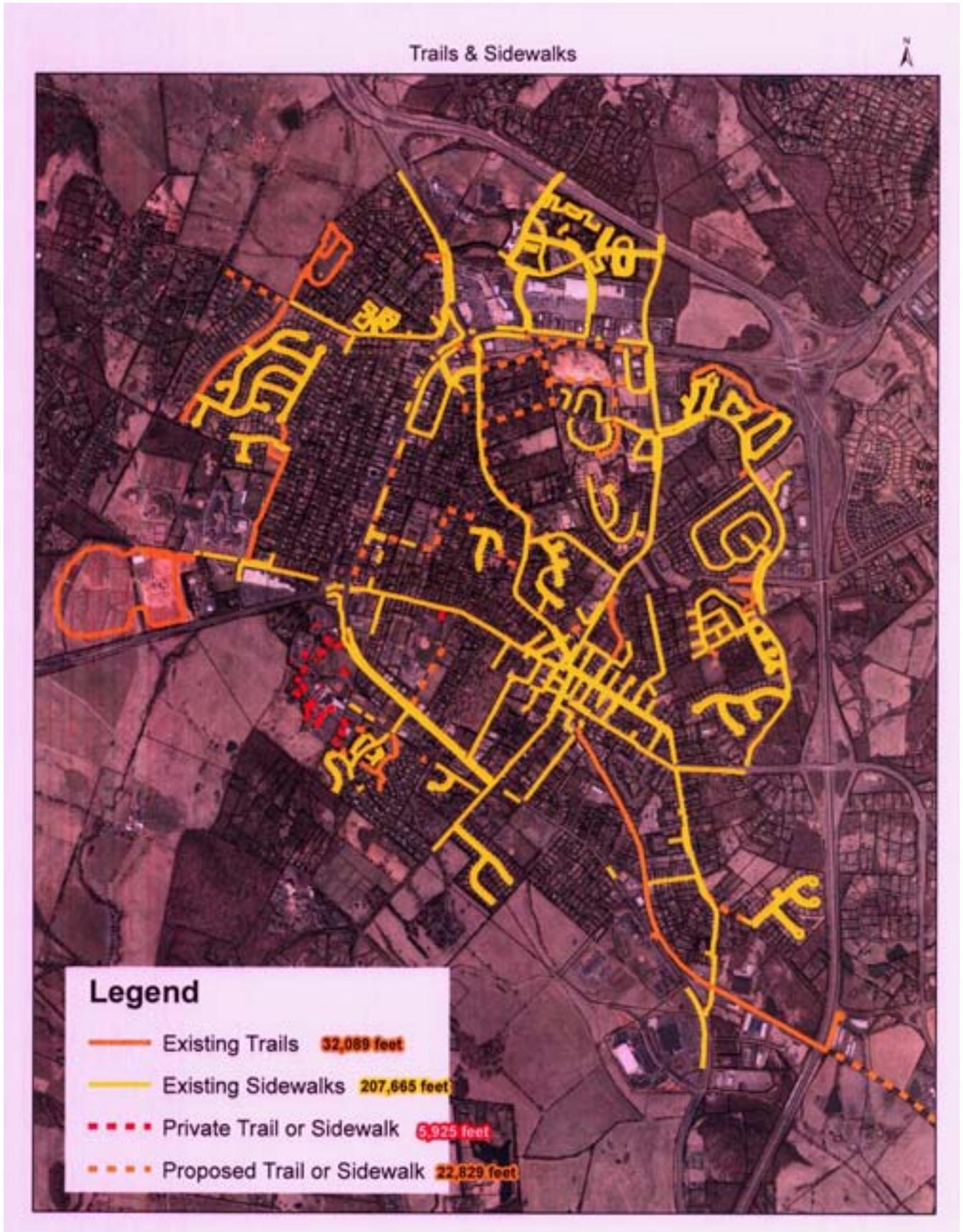
These priorities have been converted into linear estimates for the three groups to quantify the scope of the needs within the Town and provide a rough idea of the cost to complete the non-vehicular system in Warrenton. The first priority group for expansion of the sidewalk system is A, as indicated in Table 1. These represent completion of the basic pedestrian system in Town and identify 12,230 feet of sidewalk at four (4) foot width. This would provide sidewalks throughout the Town on at least one side of the road on every arterial/radial street. The cost estimate to complete this group is \$308,000 in 2008 dollars. Some of these such as Broadview Avenue and Old Waterloo access to the WARF are already funded through grants or the Warrenton Capital Improvement Program (CIP). While private funding will be encouraged via site plan and subdivision development, completion of these sidewalks with the CIP at \$10,000 per year would require 30.8 years. Additional grants and capital assistance from development proffers can be sought to complete this important group.

The second priority group are those that connect the arterial network of roads with secondary streets and critical links to the basic Town circulation system. This is group B which includes 10,510 linear feet of sidewalk and 540 feet of trails. These paths provide the key links from the neighborhoods to the arterial network to offer circulation and access to Town facilities, institutions, parks and economic centers. Cost to complete this group is estimated at \$284,350 for sidewalks and trails. The third group (C) is more heavily reliant on trails and an expansion of the pedestrian and bicycle facilities in Town. These paths link with county trails and provide greater access to the Warrenton Branch Greenway, which is the spine of the cross-town trails and link to the county system. Sidewalks were identified as only 5,040 feet with 9,890 feet of trails to link areas across the Town. The combined estimate for this group is \$521,600 and represents significant expansion of joint and bicycle facilities throughout the Town.

Table 2  
**COST ESTIMATE OF SIDEWALKS & TRAILS**  
**Town of Warrenton**  
**2008**

<b>Priority Phase</b>	<b>Sidewalk Length</b>	<b>Trail Length</b>	<b>Sidewalk Estimate</b>	<b>Trail Estimate</b>
<b>A</b>	12,320 ft.	--	\$308,000	\$0
<b>B</b>	10,510 ft.	540 ft.	\$262,750	\$21,600
<b>C</b>	5,040 ft.	9,890 ft.	\$126,000	\$395,600
<b>TOTAL</b>	<b>27,870 ft.</b>	<b>10,430 ft.</b>	<b>\$696,750</b>	<b>\$417,200</b>

Source: Staff calculations from the survey and aerial mapping (August 2008).



**Town of Warrenton  
2007 Comprehensive Plan  
Pedestrian/Bike Route Priorities**

<b>A. Complete Arterial System</b>			
Broadview Avenue	East Side		1,845 ft.
	West Side		3,265 ft.
Broadview Avenue/Route 17			1,450 ft.
Lee Highway	North Side		650 ft.
	South Side		1,850 ft.
W. Shirley Avenue			650 ft.
E. Shirley Avenue (Culpeper to Greenway)*			3,260 ft.
E. Shirley Avenue (Greenway to Falmouth)*			990 ft.
James Madison Highway			345 ft.
Alexandria Pike*			--
Blackwell Road*			--
Winchester Street*			--
Waterloo Street*			--
Old Waterloo Street			990 ft.
Frost Avenue (Broadview to Van Roijen)			1,640 ft.
Culpeper Street			--
Falmouth Street*			--
Main Street			380 ft.
Lee Street*			--
Walker Drive (Academy Hill Road)			<u>290 ft.</u>
<b>TOTAL</b>			<b>17,605 ft.</b>
Committed by Others (grant, SDP, etc.)			<u>- 5,285</u>
<b><i>Completion of Arterial System</i></b>			<b><i>12,320 ft.</i></b>

\* Walkway/Trail on one side.

**B. Secondary System (key links to the arterial system)**

Oak Springs Drive	900 ft.
Fletcher Drive	475 ft.
Academy Hill Road	525 ft.
Lee Street (Ashby to Chestnut)	525 ft.
Fauquier Road (to Rady Park)	1,700 ft.
Gold Cup Drive	1,525 ft.
Van Roijen	425 ft.
Church/Moser/Frazier	1,700 ft.
Madison Street (Greenway to E. Shirley)	850 ft.
Old Meetze (Falmouth to Monroe Estates)	650 ft.
Garrett Street	400 ft.
Roebing Street/North Court	500 ft.
North Street	<u>585 ft.</u>

<b>TOTAL</b>	<b>10,760 ft.</b>
Committed by others (grant, SDP, etc.)	<u>- 250</u>

***Completion of Secondary System*** ***10,510 ft.***

Pedestrian Crosswalks:

Winchester/Diagonal	
Broadview/Gold Cup	
Broadview/Waterloo	
WARF/Fauquier Co. High School	
Winchester/Lee Highway	<i>Committed</i>
Highland School @ Foxcroft	<i>Committed</i>
Fletcher/Lee Highway	<i>Committed</i>

**C. Key Connections (new) within Town and with County**

Winchester to Brenda Court (trail)	500 ft.
Waterloo to W. Shirley (Moffett Avenue; trail)	1,450 ft.
Alexandria Pike to Walker Drive (trail)	100 ft.
Blackwell to Walker (trail)	1,440 ft.
Combs Drive to North Rock (trail)	2,000 ft.
North Rock Lane (Winchester to North View Circle; trail)	1,575 ft.
Old Meetze to Lee Street (Walker Drive, sidewalk)	2,250 ft.
Alwington Boulevard to Greenway (trail)	2,700 ft.
Culpeper to Alwington (sidewalk/trail)	1,500 ft.
Fisher Lane/Veterans Drive (to hospital; sidewalk)	1,125 ft.
Hospital Drive (sidewalk)	720 ft.
Hospital (internal circulation trail)	1,125 ft.
Hospital @ Carriage House Chase (trail)	450 ft.
Old Town – Complete Downtown Streets (sidewalk)	<u>3,195 ft.</u>

<b>TOTAL</b>	<b>20,130 ft.</b>
Committed by Others (grant, SDP, etc.)	<u>- 5200</u>

***Complete Key Connections*** ***14,930 ft.***

Optional Connection Routes: Sullivan Street, Rappahannock Street,  
Norfolk Drive, Old Mill Lane, Oliver City  
Road.

*Complimentary Facilities:* Standardized trail signage and pavement markings  
Bike racks  
Brochure of trails and bike routes in Town

## **CONNECTIONS TO THE FAUQUIER COUNTY TRAIL SYSTEM**

One of the key issues identified by the Pedestrian and Bike Plan Advisory Committee (PBPAAC) was the need to coordinate with projects and facilities surrounding the Town in the county to offer better utilization of existing facilities and expand the opportunities for Town residents. The first proposal was the extension of the Warrenton Branch Greenway into the county to access the Lord Fairfax Community College and a continuation on to the new county park on Auburn Road. This is an extension of the Warrenton Branch Line right-of-way that currently contains the Greenway and provides a connection of the Town facility from downtown to a destination beyond the borders. In this manner, both recreational and other functions (education, destinations, etc.) of the Greenway can be expanded. This would effectively connect the downtown to other areas and increase the utilization of the Greenway significantly beyond its 52,000 users in 2007.

The effort required coordination with Fauquier County Planning to identify the surrounding routes and the opportunities for connection with existing or planned Town facilities. We were fortunate that during the Comp Plan study period, Warrenton and Fauquier County were able to secure funding for a multi-modal study of the pedestrian and bicycle facilities in the area surrounding the Town. This was a \$75,000 study administered by the Rappahannock-Rapidan Regional Planning Commission. Study objectives fit the comprehensive plan goals perfectly and included:

- Connect the Old Town section of Warrenton (historic downtown) with two significant recreation facilities – Warrenton Aquatic Recreation Facility (WARF) to the west and Fauquier County Central Sports Complex to the east.
- Provide key connections between the Town and the county pedestrian and bicycle facilities to link land use elements of the communities such as the high school, Rady Park, shopping areas, government and development areas.
- Evaluate the potential for connecting the existing facilities around the Town to offer a loop system for walking and cycling and provide critical links to paths within the Town.

This study has been completed and is known as the Fauquier-Warrenton Destination Plan (draft February 9, 2009). It is referenced in this Comprehensive Plan as it contains the identification of critical linkages between the Town and county networks and prioritizes the improvements for creating a complete system around the Town with the associated costs for its coordination and development. The plan was also a model for a regional system of pedestrian and bicycle travel routes. The same approach would be used along the Route 29 Corridor to link Warrenton and Fauquier County with Culpeper, Orange, Madison and the towns along the route. This study was a pilot project for expansion along the regional arterial system.

The predominant system for pedestrian and bicycle travel in the Town has been the sidewalks on major streets and the Warrenton Branch Greenway. The Town has made great progress in the last ten (10) years in assuring that at least one side of every radial street contains a sidewalk. This has been completed and the Town has moved to include the circumferential streets as well – Lee Highway, Broadview Avenue, East and West Shirley Avenue, etc. In addition, subdivisions

and site plan have emphasized the non-vehicle travel and added public and private paths to the system.

The Destination Plan acknowledges this work along with the extensive efforts by Fauquier County to obtain proffers and paths surrounding the Town to compliment recreation and destination travel in the area. Trails and walkways in Silver Cup, White's Mill, Woods of Warrenton and Warrenton Chase subdivisions have added to the local capability for travel and recreation. The Plan focuses on the potential destinations and their linkage to integrate the two systems and offer significantly more opportunity for travel, access and recreation. Destinations such as Downtown Warrenton, parks (Academy Hill Park, Rady, etc.), local schools (Lord Fairfax Community College, high school, elementary and middle schools), neighborhood trails in/out of Town, County Fairgrounds, Public Library, Fauquier Hospital, shopping areas and other sites are identified for linkage and access to pedestrian and bikes. This study looked at the connections to maximize the utilization of these systems and direct their function to destination of interest in the area.

The study recommends a phased plan for pedestrian/bike facilities that link the Town with appropriate services and sites and eventually creates a network of paths and trails to connect the Town and county facilities. These are divided into sectors around the Town, but the first and most significant one is the connection of Old Town Warrenton with the WARF and the Fauquier County Central Sports Complex via the Greenway. The trail outside the Town is on separate right-of-way as an extension of the Greenway and uses the 8-10 foot profile as a standards bicycle path. Inside the Town, a combination of sidewalks for pedestrian travel and on-street bike lanes are used to link the west end of the Greenway and downtown with the WARF. This is due to the lack of right-of-way for a separate bike trail and inadequate opportunity for a private or independent trail.

Figure 2 summarizes the recommended plan for pedestrian and bicycle facilities in the Town and identifies the critical connections with the county system to obtain a complete route around the Town and access to/from it for important destinations in the Town. The priority projects in each segment are shown in Table 3 with their mileage and costs. The intended next step would be joint application by the Town and county for funding assistance and implementation of the priority portions of the recommendations. Significant new projects in each segment include:

- Segment 1:* Downtown access to WARF and County Sports Complex (Greenway, Lee/Green Streets, Chestnut Street, Waterloo/Old Waterloo Streets); 3.07 miles new or shared lanes/0.40 miles sidewalk.
- Segment 2:* Connect WARF to Rady Park and the public and private schools in the northwest part of Town (Fauquier High School, Olde Gold Cup Subdivision, Timber Fence Parkway, separate right-of-way to Rady Park, Evans/Fauquier Streets to schools via Oaks Springs Drive); 2.80 miles shared trail/ 0.40 miles sidewalk.
- Segment 3:* Connect neighborhoods east of Town and Lord Fairfax Community College with the Greenway and Academy Hill Road Extended linking extensive existing facilities (Old Auburn Road and railroad right-of-way to Greenway); 2.95 miles shares paths (mostly county); 0.10 miles

- sidewalk.
- Segment 4:* Connect White’s Mill trail at Route 29 under the highway to Blackwell Road in the Town and across the north part of the Town (trail under Route 29 to utility right-of-way and Blackwell Road; link to Oak springs Drive); 0.97 miles trails/0.09 miles sidewalk.
- Segment 5:* Link the trails system east of Town with downtown Warrenton via Academy Hill Road (shared road lane across Academy Hill Road Extended bridge to Walker Drive, Academy Hill Road, Benner/Boundary Lane, Fisher Lane, Alexandria Pike to Downtown); 1.75 miles shared trails/0.14 miles sidewalk.

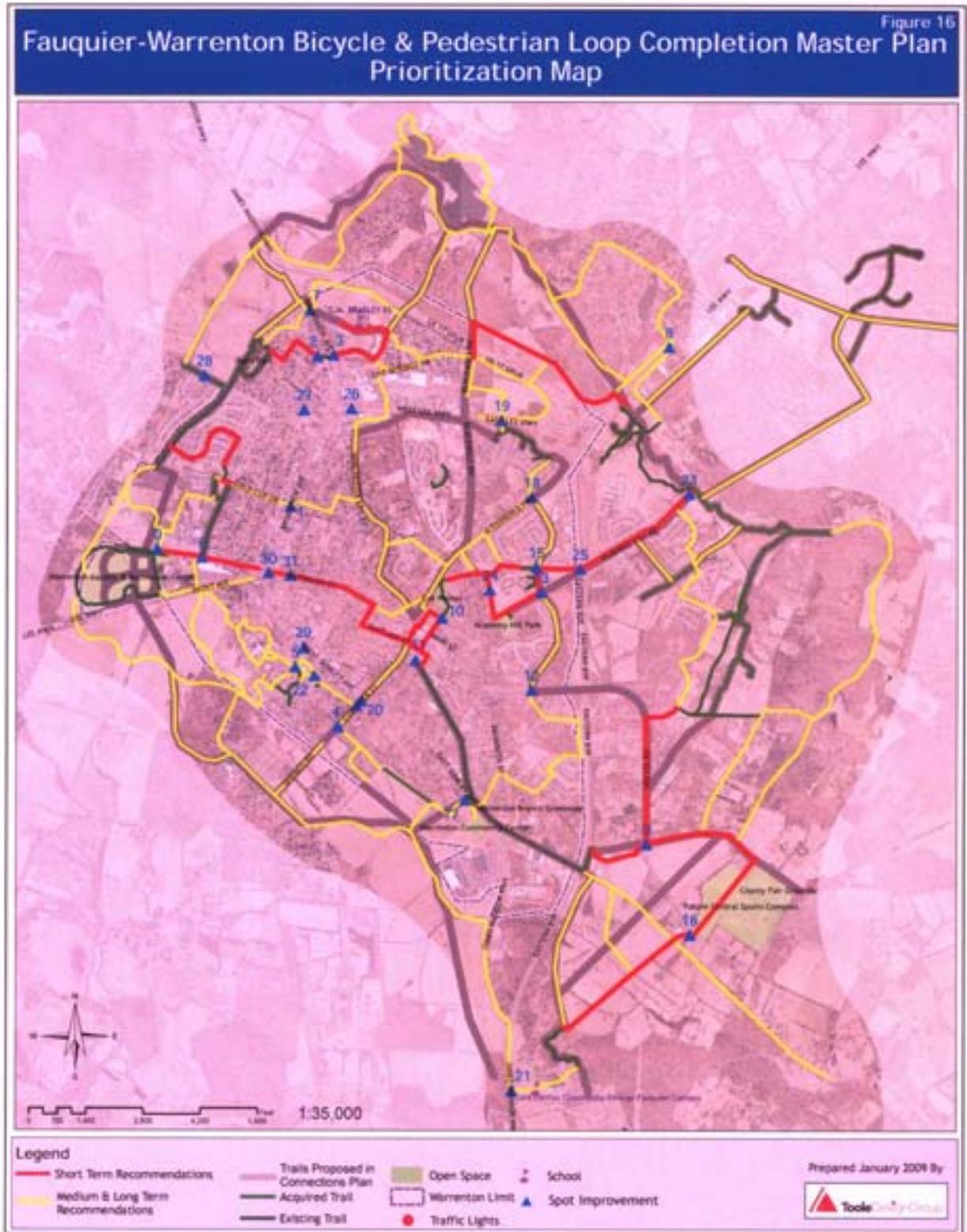
Table 3  
**Recommended Priority Projects  
 By Segment  
 Town of Warrenton**

<b>SEGMENT</b>	<b>Priority Trails (miles)</b>	<b>Priority Sidewalks (miles)</b>	<b>Total (miles)</b>	<b>Estimated Cost Priority Facilities</b>
<b>1</b>	3.07	0.40	3.47	\$331,930
<b>2</b>	2.80	0.40	3.20	\$139,788
<b>3</b>	2.95	0.10	3.05	\$415,780
<b>4</b>	0.97	0.09	1.06	\$206,215
<b>5</b>	1.75	0.14	1.89	\$315,262
<b>TOTAL</b>	<b>11.54</b>	<b>1.13</b>	<b>12.67</b>	<b>\$1,408,975</b>

Source: Fauquier-Warrenton Destinations Plan; February 9, 2009 (draft final).

The Destinations Plan also made recommendations for improvements to street crossings and pedestrian facilities to enable safer crossing at critical locations. These are shown in Figure 2. The most important crossing is at the Waterloo/Broadview intersection. It has been identified as a significant barrier in the connection from Downtown to the WARF. Suggested improvements include a median for both pedestrian and cyclist shelter from traffic, delayed signal timing and a rapid flash beacon at the slip ramp to alert motorists that they are approaching pedestrian in the crosswalk. Other spot locations include the bridge crossing of Academy Hill Road Extended over Route 29 Bypass (share lane), connection of the Fauquier Hospital grounds with the adjacent residential areas via a side yard in the medical offices, the Route 29 underpass at the north interchange and a crossing of Broadview Avenue at Gold Cup Drive with a Hawk Signal and median for traffic management (allows delay of one direction at a time).

Additional details from the Destinations Plan are included in the Appendix and offer sketches and details of the proposed routes and intersections that are included in the Warrenton Pedestrian and Bicycle Plan as part of this amendment.



## **Transportation and Circulation**

### **Goals\***

#### **Primary Goal**

1. To encourage the development of a safe, efficient and multi transportation system for the movement of people, goods and services, in and around the Town, that is consistent with the historic fabric, land use pattern and expected future fiscal needs of the Town.

#### **Additional Goals**

2. To create a transportation system that is sufficient to accommodate anticipated land use changes and be coordinated with transportation elements of the adjacent Warrenton Service District in Fauquier County.
3. To create transportation system improvements that are consistent with a sound fiscal policy and supported by reasonable contributions from private developers for a share in improvement costs.
4. To balance the needs of all modes of travel, including motor vehicles, bicycles and pedestrians, and ensure that each system supports the Town's land use, economic and preservation goals.

### **Objectives**

1. To achieve a community street system that enhances and supplements access to downtown Warrenton.
2. To promote a street system which safely and efficiently serves both vehicular, pedestrian and bicycle traffic for residents and visitors with interparcel access between existing neighborhoods and new development sites to disperse and balance traffic loads and to create a "connected" community.
3. To promote the integration and improvement of vehicular, bicycle, and pedestrian travelways which will allow for walkable areas throughout the Town.
4. To develop and adopt a functional classification system for the Town's future street system which will aid in resolving issues with private developers and the Warrenton Service District.
5. To develop a system of signed pedestrian travel ways that make it easy to walk throughout Town — a "walkable Warrenton."
6. To update the Town's future transportation map to identify collector and connecting streets which best serve the areas where development will occur in Town.
7. To develop an equitable policy for allocating the cost for new roadway and traffic operational improvements between the public and private sector.
8. To recognize the need to provide regional access between the Town, neighboring areas and the Warrenton Service District in Fauquier County by working closely with VDOT and Fauquier County officials.

9. To reduce the future impact of through traffic on the local street system by diverting regional traffic from local and downtown streets to U.S. 17, 21, and 29 and other existing and planned circumferential routes.
10. To use traffic calming and other techniques to achieve a street system which is compatible with a small town living/working environment. This may include consideration of the following:
  - Round-a-bouts in lieu of signalized intersections
  - Additional new streets to be used in lieu of existing major arterial streets
  - Additional streets needed to extend the grid street system (Grid system of small blocks rather than curvilinear collectors with cul-de-sacs; the grid pattern may be modified to respond to environmental and other constraints)
  - Traffic calming techniques to reduce environmental and community impact
  - Sidewalk and bicycle system improvements which provide for non movement throughout the community (especially for school children).
  - Human scale
  - Traffic calming measures
11. To properly sign and publicize the street system so that traffic circulation is convenient and easily understood by visitors especially in downtown Warrenton.

\* Goals and Objectives from the 2002 Comprehensive Plan

### **Background and Current Situation**

Transportation and the adequacy of Town streets have become a significant issue within the community as the growth in traffic of surrounding areas has increased the congestion on local arterial streets. The 2002 Comprehensive Plan identified a number of arterial and local street improvements to address these issues and offered long-term solutions for the protection of neighborhoods and *prevention of* congestion on the main streets. Warrenton has suffered from growth both within the community and in the surrounding region that uses the Town network for access to Town facilities and commuting to Northern Virginia. This has presented multiple problems as the arterial system has become congested by increasing through traffic and simultaneous local retail *access to area businesses*. The congestion has led to creative short-cuts through residential neighborhoods *with the attentive nuisance*. This has even extended to the downtown where peak-hour traffic now circulates through the downtown area rather than use the congested bypass routes around Town.

A number of studies and efforts have been completed that directly address these problems and augment the extensive work begun with the 2002 Comprehensive Plan. Some of these include:

- **Traffic Impact of Land Development, East of the Route 15/29 Bypass.** This memorandum was prepared in November 2002 by Kellerco for the Town and county to assess the growth of subdivisions outside the Route 29 Bypass (Fauquier County) and their impact on the Town street network. It identified the over 500 planned dwelling units and 75,000 square feet of commercial development that would use Walker Drive

and other Town streets for access/egress. The study provided options which have guided proffers for alternative outlets for the traffic as part of future planning.

- **Access Plan for the Warrenton Aquatic Recreation Facility.** Kellerco prepared a memo for the Town (December 2, 2002) of the access and circulation issues created by the rezoning/annexation of property for the construction of the WARF and the adjacent county subdivision. The plan included the traffic generation and the Route 211 access and traffic calming to facilitate access to both new uses. This route was also the southern portion of the Route 211/17 Connector, which was considered in the *assessment of traffic management for Broadview Avenue*.
- **Warrenton 2010 Strategic Transportation Plan.** Prepared by Kellerco in June 2003, this short-range plan evaluated the arterial network in Town and the pressures from the surrounding area to identify corridors and intersections in need of critical review and actions by 2010 to avoid major transportation problems. The work coordinated the inter-county links with the Town to provide a global review of future issues and propose alternatives for solutions.
- **Strategic Transportation Plan for Bealeton, Calverton, Catlett, Midland, Opal and Remington Service District.** Prepared by Fauquier County in February 2004 (Kellerco), this study included the south intersection of Route 29 at the Town of Warrenton with the Lord Fairfax Community College and identified the need for a grade-separated interchange with an extension of the expressway to Opal. The Town and County subsequently presented joint support for the interchange at the Commonwealth Transportation Board hearing on the six-year plan.
- **Route 211 Corridor Study.** This review of the regional Route 211 Corridor by the Rappahannock-Rapidan Regional Commission (Kellerco, May, 2005) identified the historic trends and projection of traffic along Route 211 and the impacts of growth and development in the region on the corridor. The cumulative impact of development to the west directly affects Warrenton and Fauquier County as a substantial portion is commuter traffic destined for Northern Virginia. The impact of Clevenger's Corners in Culpeper County was identified as 774 dwelling units, 144,000 square feet of retail and 254,000 square feet of office space as approved for development. Additional development generating future traffic included 743 units in Culpeper; 450 units in rural western Fauquier County with 1750 dwelling units at build-out. The study provided data and development implications for future traffic and transportation needs in the corridor.
- **Warrenton Broadview Avenue Access Management Study (HNTB, May 30, 2008).** This was a study of the Broadview Avenue Corridor to review the traffic volume and circulation along the route and propose alternatives for long-term solutions for capacity, safety and land use access. The study included the Route 211/17 Connector as a transportation element and found that Broadview Avenue could not accommodate both the anticipated traffic growth and maintain the access to local businesses that was crucial to its economic function. The two links were complimentary and were jointly essential to resolving the congestion and problems within the corridor.

The arterial network in Warrenton has been documented in the 2002 Comprehensive Plan (attached) providing functional classification for the various roadways and traffic counts from the Virginia Department of Transportation (VDOT) 2020 Transportation Plan (VDOT, 2002). The primary circulation routes were identified as Route 15/29 Bypass on the east boundary of the

Town, the Old *Route 211* Bypass (Lee Highway and Broadview Avenue to Frost-Route 211), Frost Avenue/Route 211 west and East/West Shirley Avenue to James Madison Highway on the south of Town. These comprise the major and minor arterials which carry *most of the* traffic through the Town.

There are also internal access routes to the downtown that comprise the original radial streets from the Town's layout. These are Main/Falmouth Streets, Lee Street, Alexandria Pike, Winchester Street, Waterloo Street and Culpeper Street. These are the major collectors, which provide circulation into and out of the Old Town area and to the neighborhoods within the Town. Walker Drive has been added to the collector group and provides access to properties along the east portion of Town near the Bypass and offers a boundary between industrial uses on the east side and residential use on the west side. A new critical link has been established at Academy Hill Road Extended, which connects the new county subdivisions (518 lots) across the Bypass with Town streets. This has become the primary access to these developments with the potential of 518 dwellings.

The Warrenton Strategic Plan (Kellerco, June 2003) reviewed the arterial network in Town to assess problems and the need for improvements in the short term, to 2010. The arterial routes were reviewed for traffic growth and the operation of key intersections in the Town. These demonstrate a continuation of the traffic growth through the Town as Warrenton suffers from the growth of surrounding areas and dominant attraction of commuting traffic to Northern Virginia.

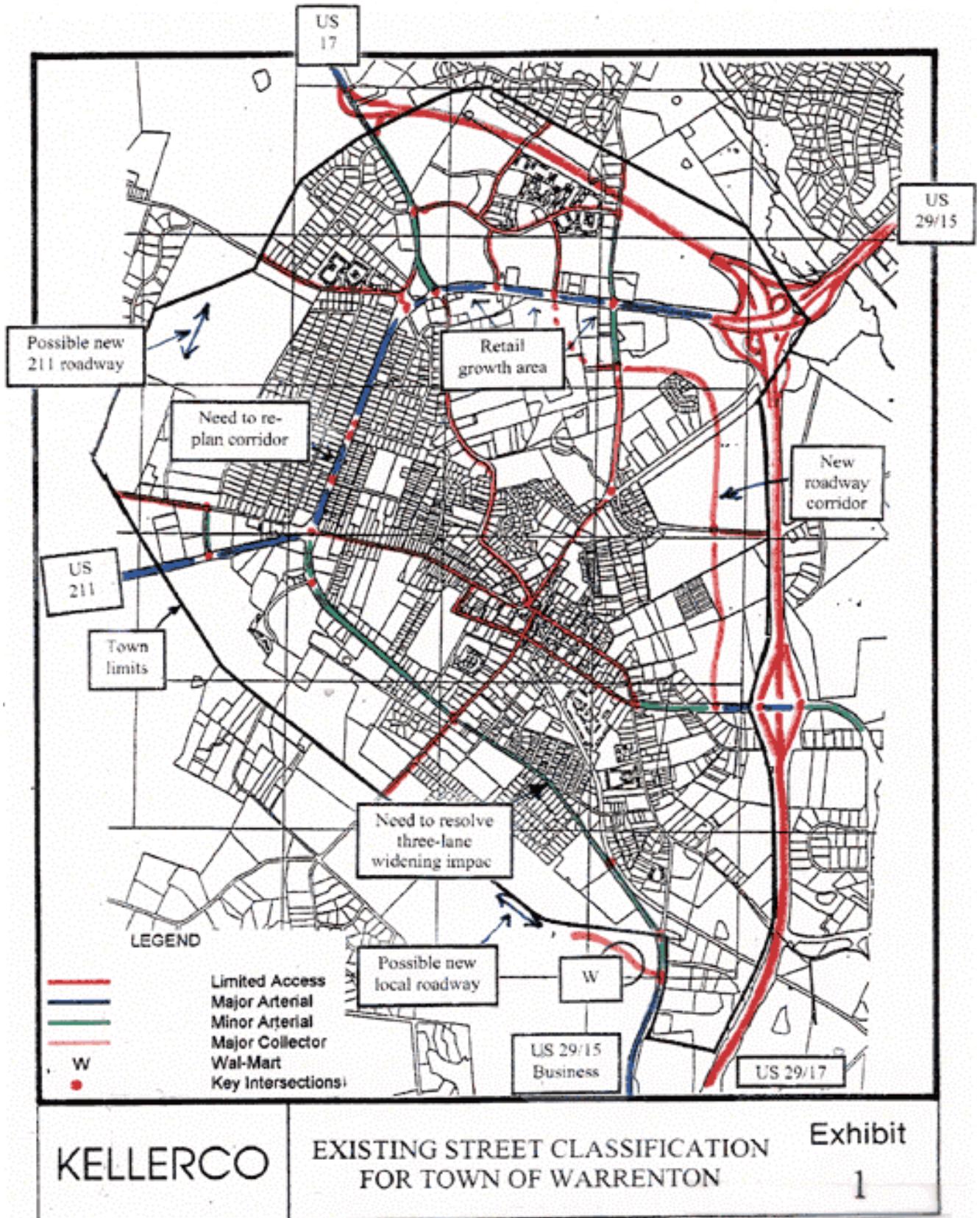


Figure 1

The report looked at traffic growth and levels of service of Town streets to assess the viability for 2010 based on VDOT projections. It was noted that internal streets (collectors, radials) had average yearly traffic growth of 2%, the “Old Route 211 Bypass” (Lee Highway, Broadview and Frost Avenues) experienced 3% and the new growth areas were experiencing 4% (Blackwell Road, Bear Wallow Road, Branch Drive, Foxcroft Road and Oak Springs Drive). While Main Street and the interior circulation routes were operating at very acceptable levels of B and C (F is a failed Level of Service), Blackwell Road (Walker Drive to Lee Highway) and the “Old Route 211 Bypass” were operating at service levels of D and lower.

The projected traffic was also reviewed for the Town based on the updated estimates of traffic for the arterial roads in Warrenton from the Virginia Department of Transportation (VDOT). These have been completed for the years 2025 and 2030 to indicate traffic growth on area highways and plan for the investment of state funds for road improvements in the future. While the short-term growth on Town streets was noted above from the Strategic Plan, long-term growth is generally under 2% and often in the range of 1.2%-1.8% per year. There are local fluctuations from development projects and area growth, but these are transient and tend to equalize over the long term to a more consistent travel increase.

Table 1 and 2 indicate the traffic counts and projected traffic on area roads from 2000 to 2006 and estimated for 2030. We have seen significant traffic increases on the primary circulation or through routes in the Town from the VDOT 2020 Plan for Warrenton, but future growth from the state-wide models suggest even more traffic as the surrounding county and the areas to the west grow with residents that desire to travel to Northern Virginia for work. Significant growth from 2000 to 2006 has been on James Madison Highway at the south end of Town, E. and W. Shirley Avenue, Broadview Avenue and Lee Highway (Broadview to Blackwell). This emanates from the increased through travel from outside the community and produced congestion and volume on local streets that Warrenton must accommodate. Internal circulation traffic has also increased on Falmouth Street, Alexandria Pike and Bear Wallow Road.

There have been two (2) studies of through traffic in the Warrenton in the last few years. Following the VDOT 2020 Plan, a memo from the consultant, Michael Baker Jr. Inc (December 10, 2001; see Appendix), identified the traffic through Warrenton that might be diverted to bypass routes from Route 29 to Route 17, if constructed. They estimated as much as 60% might be diverted from local streets, depending on which new transportation links in the comprehensive plan would be built – Route 29 to Route 211 and Route 211 to Route 17. More recently, the HNTB Study (May 2008) reviewed the projected and through traffic on Broadview Avenue as part of the analysis of the travel characteristics and potential diversion to a Route 211/17 Connector, if available. They identified prior studies that indicated 30% would use the new connector, but concluded that with the development to the west, up to 54% of the traffic on Route 211 was travelling through the community rather than destined locally. If the Route 211/17 Connector was built, up to 53% of that traffic would use the Connector reducing the congestion and traffic volume on Broadview Avenue. This would also have a positive impact on the growth of traffic in the future.

**Table 1**  
**Town of Warrenton**  
**Existing and Projected Arterial Traffic – 2006/2030**

<b>Arterial</b>	<b>Road Segment</b>	<b>Length (miles)</b>	<b>Prior Counts</b>	<b>Existing 2006*</b>	<b>Annual Percent</b>	<b>Projected 2030</b>	<b>Annual Percent</b>
Route 15/29 Bypass	No. Town Line to So. Town Line	2.07	30000	39500	5.3	67180	2.9
James Madison Hwy	So. Line to Falmouth	0.34	8250	11464	6.5	27338	5.8
E. Shirley	Falmouth to Culpeper	0.96	10498	14322	6.1	14692	0.1
W. Shirley	Culpeper to Frost	0.80	13930	20080	7.4	33685	2.8
Frost Ave. (Rt. 211)	W. Line to Shirley	0.48	21061	24613	2.8	35170	2.8
Broadview Ave.	Rt. 211 to Lee Hwy.	0.86	29790	39520	5.4	52846	1.4
Broadview Ave.	Lee Hwy. to Town Line	0.57	10999	12524	2.3	14523	0.7
Lee Hwy.	Broadview to Blackwell	0.55	29669	31446	10.2	39550	1.1
Lee Hwy.	Blackwell to Town Line	0.59	30636	33398	1.5	43352	1.2

\* Average Annual Daily Traffic Volumes

Source: VDOT Daily Traffic Volume Estimates, Special Locality Report #156

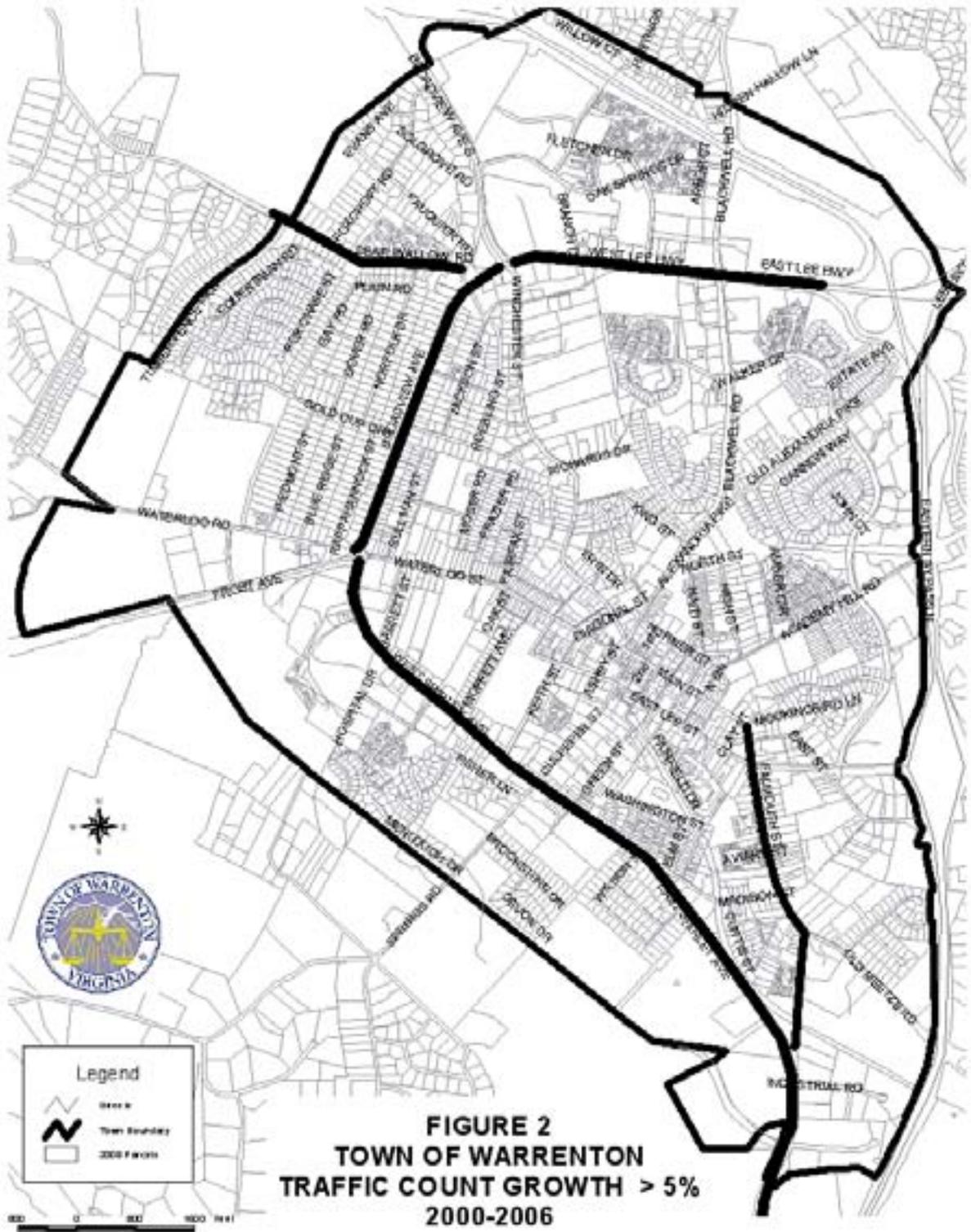
**Table 2**

**Town of Warrenton  
Existing and Projected Arterial Traffic – 2006/2030**

<b>Arterial</b>	<b>Road Segment</b>	<b>Length (miles)</b>	<b>Prior Counts</b>	<b>Existing 2006*</b>	<b>Annual Percent</b>	<b>Projected 2030</b>	<b>Annual Percent</b>
Main St.	Falmouth to Alex. Pike	0.37	6619	7200	1.5	6918	-0.2
Falmouth	Shirley to Lee St.	0.78	1964	4700	23.2	7890	2.8
Falmouth	Lee St. to Main	0.43	1964	6346	37.2	6402	0.1
Alex. Pike	Main to King	0.45	6619	8300	4.2	10330	1.0
Blackwell Road	Alex. Pike to Lee Hwy.	0.58	10556	8300	-3.6	14229	3.1
Waterloo Street	Main to Broadview	0.72	8696	7800	-1.7	10206	3.9
Winchester Street	King to Lee Hwy.	0.69	4537	4700	0.6	4651	0.1
Culpeper Street	Main to Shirley Ave.	0.42	2722	2846	0.8	2983	0.2
Lee Street	3 <sup>rd</sup> to 4 <sup>th</sup>	0.05	NA	4100	--	NA	--
Bear Wallow Road	Broadview to Town Line	0.49	2516	5000	16.5	4580	-0.4
Oak Springs Lane	Broadview to Branch	0.26	3798	4200	1.8	3413	-0.8

\* Average Annual Daily Traffic Volumes

Source: VDOT Daily Traffic Volume Estimates, Special Locality Report #156



## **Arterial Improvements**

The first clear priority of the Warrenton Strategic Plan was the improvement of the Broadview Avenue Corridor. The existing traffic of nearly 40,000 vehicles per day and the anticipated growth to 53,000 over the next 20 years (VDOT, 2030 projections) makes this the most urgent transportation problem in the Town. Both the Strategic Plan and the HNTB Report noted the highest incidence of traffic accidents and the greatest severity in this corridor. These reports identified a number of projects to improve the arterial network and enable better operation of the transportation system in Warrenton.

As part of the Comprehensive Plan Update, a Transportation Advisory Committee (TAC) was named to assist with sorting out the proposals and insuring that the long-range coordination of the projects would benefit Town land use and the network. The TAC was appointed by the Town Council in December 2006 and met every month for 8 months to review the options and improvements for inclusion into the comprehensive plan. Their recommendations were presented to the Warrenton Transportation Safety Commission that reviewed the results and determined which proposals were to be included in the Comprehensive Plan for the Planning Commission.

The first component tackled was the Route 211/17 Connector (Figure 3) and an assessment of alternative routes. Prior opposition to this route using Timberfence Parkway suggested a review of options in the county as the only other prospect for parallel travel around the Broadview Avenue Corridor. This had been the basis for removal of Timberfence Parkway from the Fauquier County Comprehensive Plan and would have to be addressed before it could be reinstated. The TAC agreed that the Route 211/17 Connection did not offer as much prospect for a Town bypass as it did a collector due to the close proximity to the Town and the limited expansion to four lanes without affecting surrounding residences. They identified the following options farther west along Route 211 that could provide a bypass more appropriate to the town:

1. Clevenger's Corners to Route 66, Culpeper Route 622/613 and Fauquier Route 688 – Very rural area with significant topography; use of local roads would be extremely disruptive to farm activity and improvements would promote access and development (Orlean, Hume); the longest of the options, the cost and direct access to Interstate 66 would be a poor precedence. Other options within the same area would be Fauquier Routes 647 and 732.
2. Harts Crossroads, Route 688 – Closer to Town (5.1 miles), this route offers the option of Route 688 or 689 (new link required) north at Waterloo; very rural areas with topographic limitations and difficult to link with Route 17.
3. Hade Forks to Drake, Routes 691 and 680 – This route is about 3.8 miles west of Town and requires three new sections of two-lane road. Easier to implement, this route requires a new segment at both Route 211 and Route 17. The Route 17 terminus has severe topography and the route is disruptive to Waterloo Farm Estates and Bellevue Farms.
4. Route 211/17 Connector – Convenient to Town (0.4 miles) and short-term relief of traffic in the Broadview Corridor; not a bypass and could adversely impact Gold Cup and Silver Cup subdivisions although the subdivision plans included a four-lane facility.

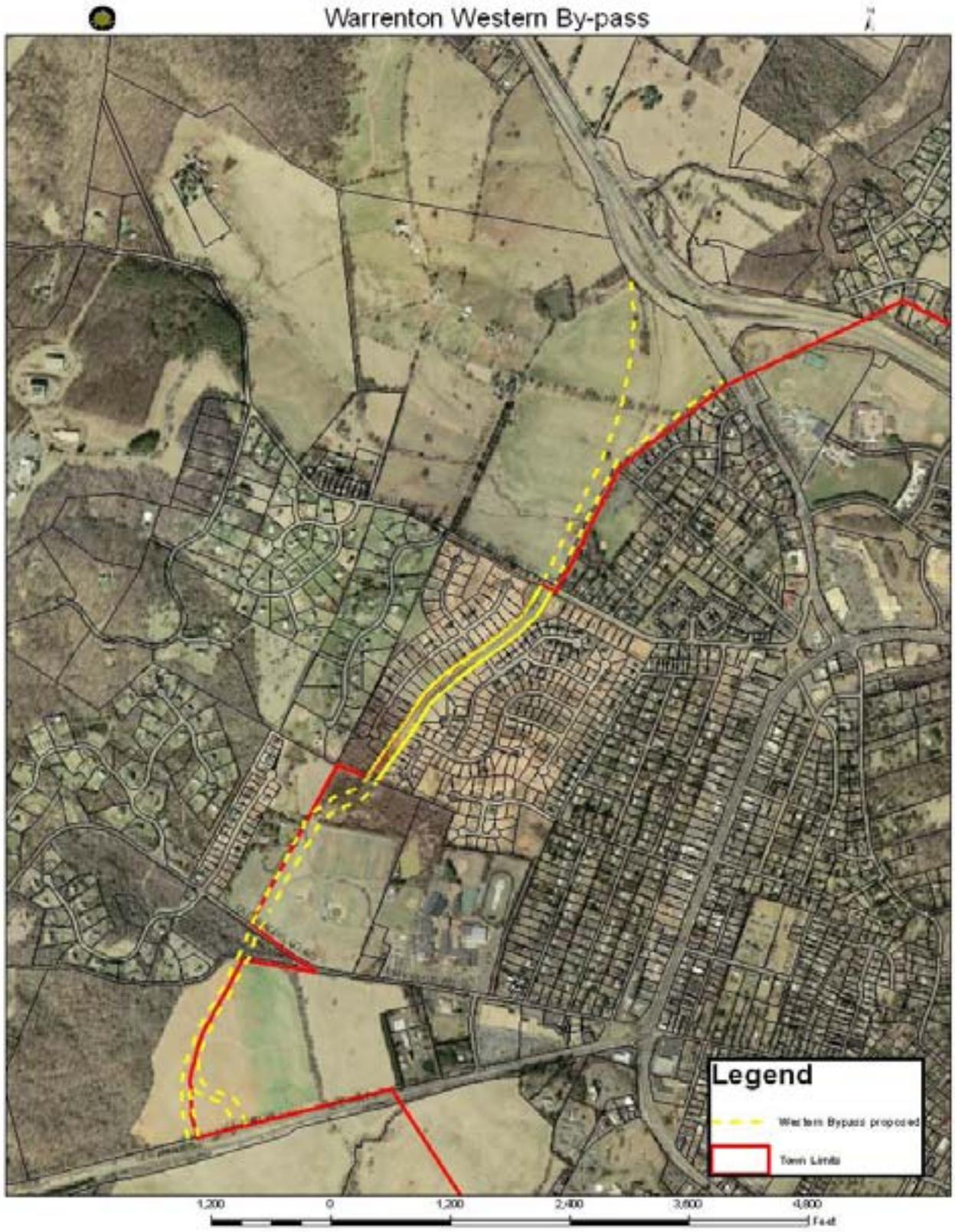
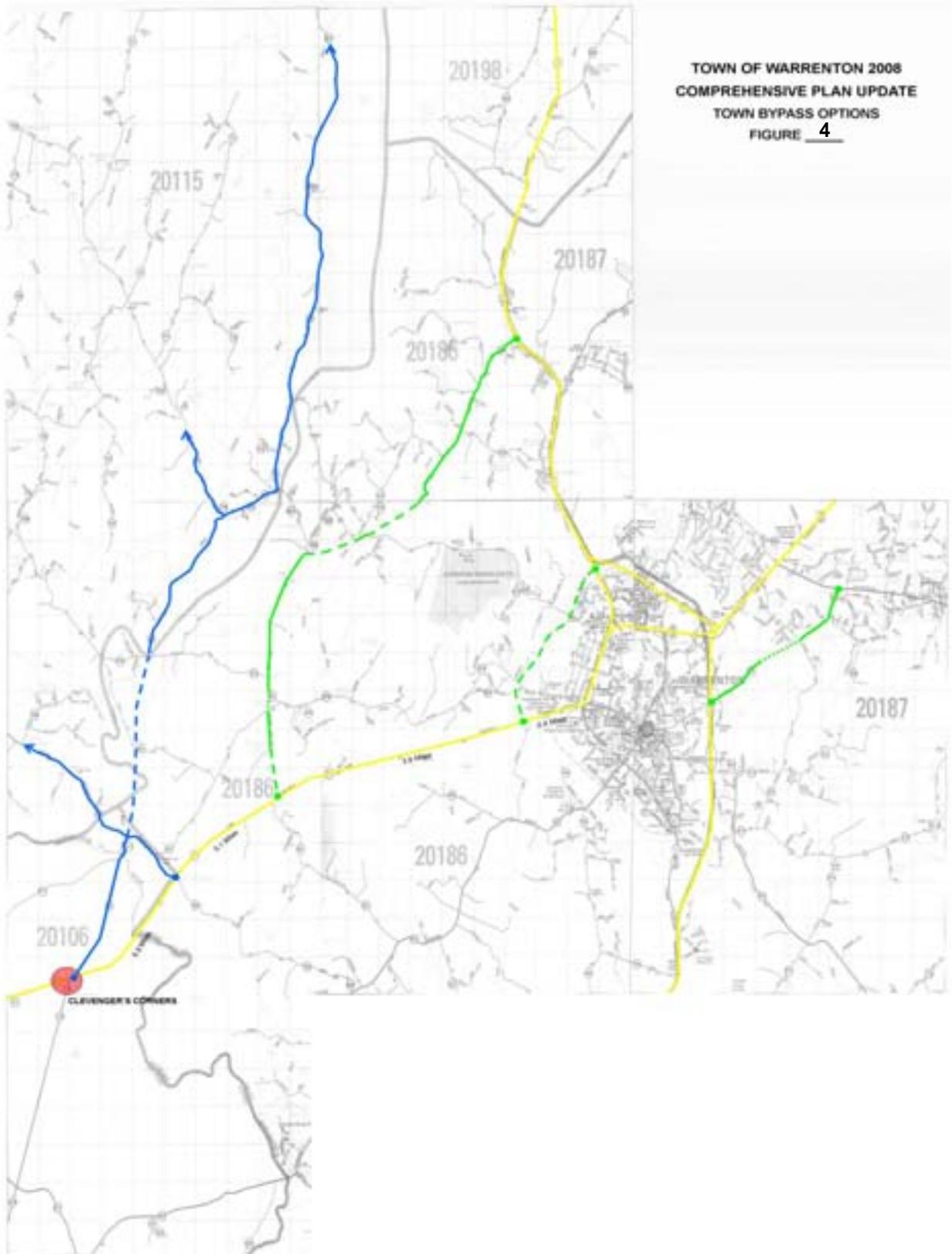


Figure 3



One of the problems with searching for an alternative route is that the arterials to be connected are diverging. Route 211 follows a westerly and south route toward Culpeper County, while Route 17 moves west then north toward Interstate 66. The farther away from the Town, the greater the length of the connection between the arterial roads becomes (Figure 4). The TAC concluded that Alternative #4 above represented the best option for a capacity expansion to Broadview Avenue in compromise between distance and use of existing right-of-way, where feasible. However as all of the options were in Fauquier County, they could not proceed with a formal selection for inclusion of the route in the Fauquier County comprehensive Plan.

The TAC unanimously supported the Route 211/17 Connector as a collector route of two-lane profile that was needed immediately. In addition to the benefit of expansion of the Broadview Avenue Corridor (beyond the existing four lanes, which would compromise business), the planned Timberfence Parkway facility had never been implemented which left the subdivisions without adequate access, emergency service or alternative routes for travel. The result was nearby streets such as Foxcroft, Norfolk/Rappahannock and Bear Wallow Road had to take on the local traffic and emergency access intended for Timberfence with the attendant inconvenience and congestion to the residents of those neighborhoods. Completion of Timberfence Parkway would fill in the local collector network, protect the adjacent neighborhoods and provide safer access to an area of the Town that is currently underserved.

Other arterial improvements were included in the TAC review and recommendations, coming primarily from the technical memos prepared by Kellerco and the Strategic Plan, which identified arterial problems throughout the Town. These included:

- *Academy Hill Road Extended:* The growth of subdivisions east of the Route 29 Bypass has increased traffic on this road and Walker Drive. White's Mill, Woods at Warrenton, Warrenton Chase and other county approvals (518 lots) have produced traffic generation that can only egress through Academy Hill and Walker Drive to Route 29. The Town has worked with county staff to identify an alternative link to Route 605 by extending Academy Hill across Cedar Run to connect with Frytown/Atlee Road (Figure 5a). This, in concert with a connection to Meetze Road through Warrenton Chase Subdivision, will offer alternative egress for traffic instead of all being concentrated through Walker Drive.
- *Route 29 Commercial Collector:* During the investigation of an alternative egress for the subdivisions east of Town, Town and county staff reviewed the circulation along Route 29 north of town for a parallel service road or collector. This was to remove the congestion along that section of Route 29 and eventually connect to Route 605 via Cedar Run Drive. A parallel service road was planned behind the commercial development on Route 29 and at the top of the rise located behind the lots and the car dealerships (including Jacoby/Stafford). This would connect Comfort Drive at the south end with Route 605 using county site plan review as the tool for inclusion (Figure 5).
- *Walker Drive/Blackwell Road Round-a-bout:* The Town considered a round-a-bout for this intersection as the low traffic level and north-east turn movements simplified the facility. While detailed traffic analysis by VDOT indicated that this was appropriate, the cost and delay involved suggested a signal would be more effective.

Other round-a-bouts have been studied for Lee Highway and Broadview Avenue, but the main-line volume and cross-traffic has proven too great for this application.

- *Route 29 South Interchange:* Fauquier County prepared strategic plans for Bealton, Calverton, Catlett, Midland, Opal and Remington in February 2004. This effort was coordinated with Warrenton as a compliment to the Town's strategic planning with surrounding arterials. The county developed a plan for the south interchange of Route 29 (Business/Bypass) that was supported by the Town and has been jointly presented to the Virginia Commonwealth Transportation Board. It has also been used in negotiations for the development of the Arrington property on the south side of the Town and potential proffers for access and public improvements, including a revised alignment to separate local land use from the highway. The plan is included in the Appendix.
- *Warrenton Aquatic and Recreational Facility (WARF) Access:* The Town reviewed the access and circulation for the WARF and a new subdivision of forty (40) lots created as part of the county rezoning when the property for the WARF was annexed into the Town. The traffic generated by the WARF suggested a separate access to the western portion of the site and this was consolidated with the subdivision access on the new Route 211/17 Connector. Traffic calming was proposed as part of the technical memo evaluating the development (Kellerco, December 2002; Figure 5) and a small round-a-bout indicated for the intersection with the WARF/subdivision – about 500 feet from Route 211. This avoided any new entrance onto Route 211 other than the Connector.

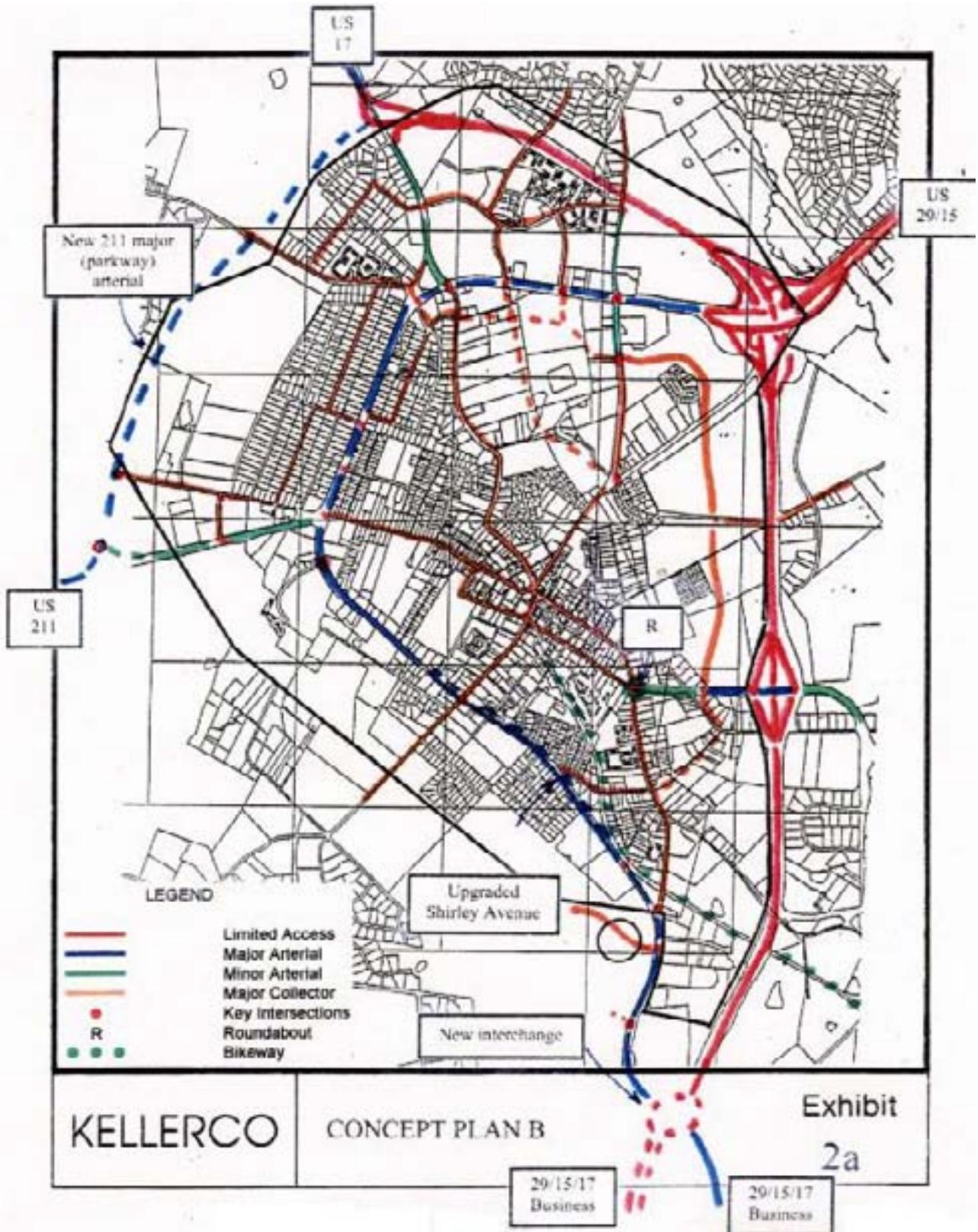


Figure 5

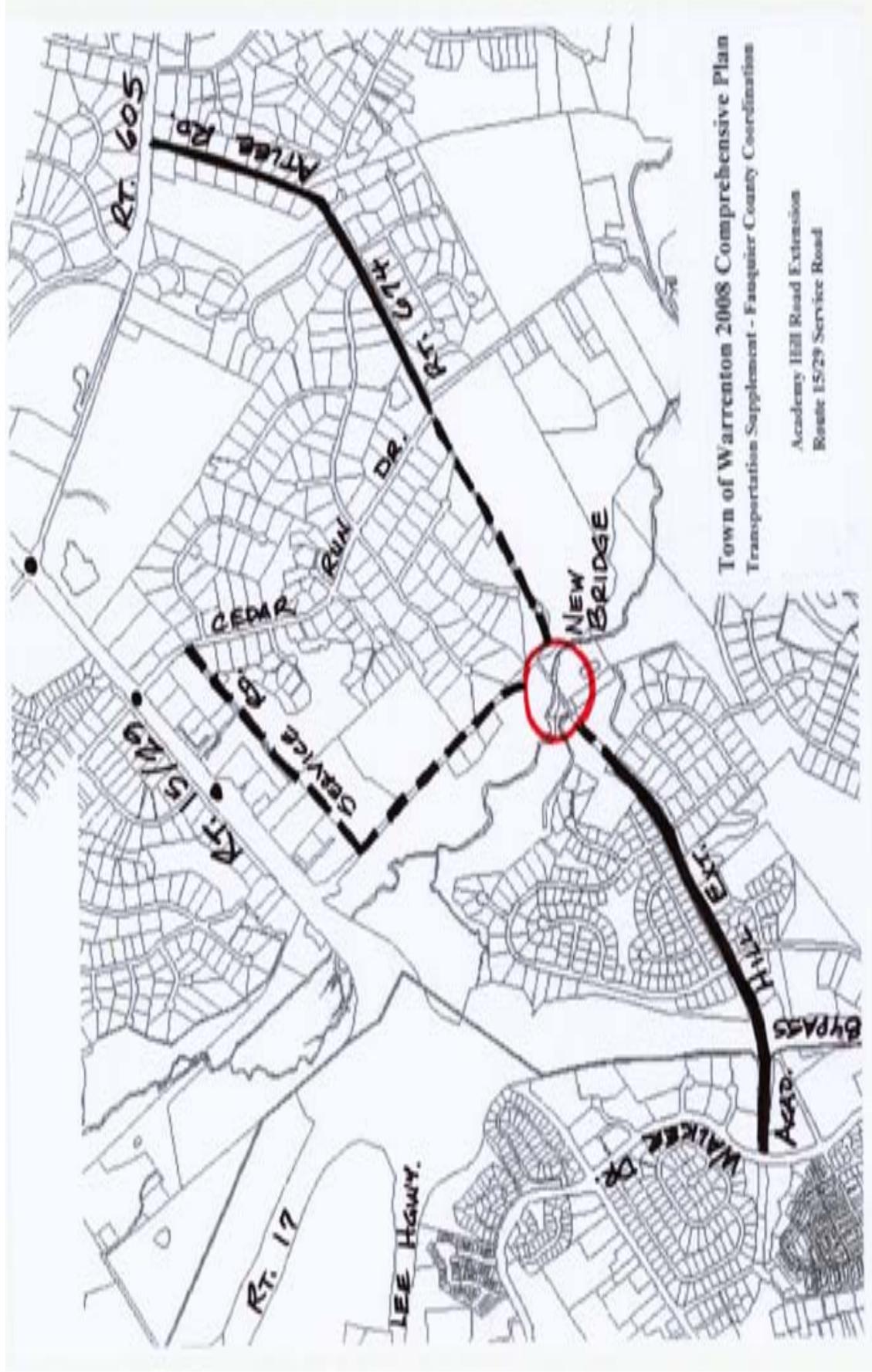


Figure 5a

## **Arterial Intersections**

A corollary of the traffic routes in the Town are the critical intersections, which handle the traffic and provide for access/egress to streets that serve the rest of the town. While much of the Town's traffic problems are concentrated on the circumferential routes and the congestion of through travel, Town neighborhoods and commerce share these same corridors and depend on the ability to access them or diverge to important areas within the Town. The success of Old Town over the years and its preservation as an important historical center of Warrenton has been the diversion of through traffic around leaving tourists and shoppers to walk and visit without the congestion or nuisance of typical suburban areas. Similarly, the pressures to replace structures in Old Town with suburban facilities (Wal-Mart, CVS, etc.) have not compromised the historic character or architectural attraction that is now becoming desirable.

The intersections with peripheral streets and the decision to avoid signals, wherever possible, are key elements of the Warrenton community development. This same approach has made the Town neighborhoods an equally critical element of the community and suggested that access without nuisance is a transportation policy. The Warrenton Strategic Plan identified key intersections from the traffic data (Figure 6) and reviewed these with the Planning Commission and Citizens Advisory Committee (CAC, August 2004 Work Session). They adopted the following list of intersections that were essential to the functioning of the Town:

Gateway Corridors – To be protected and enhanced as the entrance to the community; promotion of Town character and traffic flow important elements including the approach length into Town.

- Frost/Broadview Avenue
- Lee Highway/Blackwell Road
- Route 17/Broadview Avenue to Lee Highway
- Academy Hill Road Extended/Walker Drive
- James Madison Highway/Route 29 Bypass, including the visual reference of the approach to Town

Critical Intersections – Access to other Town areas and preference for improvement to protect land use and circulation; not to be compromised by through travel.

- Winchester Street/Lee Highway – Traffic channelization and access management to facilitate flow and maintain local access.
- Waterloo Street/Shirley-Frost-Broadview Avenues – Restrict turn movements with median and improve flow from Broadview to Frost west. It was suggested that Waterloo be restricted to one lane through to Frost to enable the traffic from Broadview to retain a separate lane for continuous travel west on Route 211. This would necessitate the closure of Rappahannock Street Extended at Frost Avenue in favor of all turn movements at Van Roijen Street, which has a traffic signal.
- Shirley Avenue/Culpeper Street – Channel traffic flow by adding lanes on E. Shirley between Culpeper and Green Streets. This would separate traffic and improve the capacity of the intersection.
- Blackwell Road/Walker Drive – Signalize.



- Broadview Avenue/Gold Cup Drive – Need to consolidate turns with Stuyvesant Street and signal for access to adjacent areas separated by the arterial traffic.
- Bear Wallow Road/Broadview Avenue – The odd configuration of this intersection is producing problems as traffic out of Town increases. While the Route 211/17 Connector will resolve part of the problem, the egress with the two adjacent arterials must be addressed (VDOT to study as part of the Urban Fund Program, future years).
- Main Street/Alexandria Pike/Winchester Street/Waterloo Street – This multi-street intersection is a problem to pedestrians and vehicles with limited sight distance, multiple directions and sharp curve radii (traditional truck problems at corner). A series of one-way traffic circulation was proposed to simplify and direct traffic to reduce the prospective conflicts (see Neighborhood Analysis).

Roundabouts – The Town has investigated the potential use of roundabouts for various intersections to better manage travel and maintain traffic flow. Roundabouts were identified and recommended in the 2002 Comprehensive Plan for the Frost/Broadview and Winchester/Broadview intersections. They have been considered for those intersections as well as the Lee/Falmouth Street, Blackwell/Walker Drive and Blackwell/Lee Highway intersections. VDOT studied the potential for roundabouts along the Old Route 211 bypass in June 2006 in lieu of traffic signals (Figure 8). The traffic volumes indicated the need for a two-lane roundabout with slip lanes (unrestricted right turn ramps) to handle the existing traffic volumes. While a roundabout was demonstrated to accommodate existing traffic and reduce the delay and accidents in comparison with traffic signals, they failed in the future/projected traffic conditions which exceeded the 60,000 vehicle per day typically recognized as the maximum capacity of this traffic control (VDOT project traffic for the intersection is 63,117 vehicles per day).

Studies have shown that, in general, roundabouts can reduce the motorist's delay by much as 75% over a 24 hour period over a typical signalized intersection. There are nine (9) major roundabouts in Virginia and twenty-five (25) being planned for construction in the next five (5) years. Modern roundabouts are engineered and are considerably different from the old traffic circles. The existing ones in Virginia include:

- Alexandria – Numerous ones along Main Street in the city accommodating urban traffic.
- Amherst – Intersection of Route 60 and Route 29 Business.
- Charlottesville – Two (2) near the airport at Route 606 and 649 and Route 606 and Earlysville Road (new).
- Gloucester – Center of Town.
- Gordonsville – Intersection of Route 15 and Route 33 (two-lane facility).
- Newport News – Avenue of the Arts at Christopher Newport University (Warwick Boulevard).
- Oakton/Vienna – Subdivision intersection.
- Powhatan Courthouse – Center of Town.
- City of Richmond – Numerous in the city.
- VA Tech – Washington Street and West Campus Drive at McComas Hall.

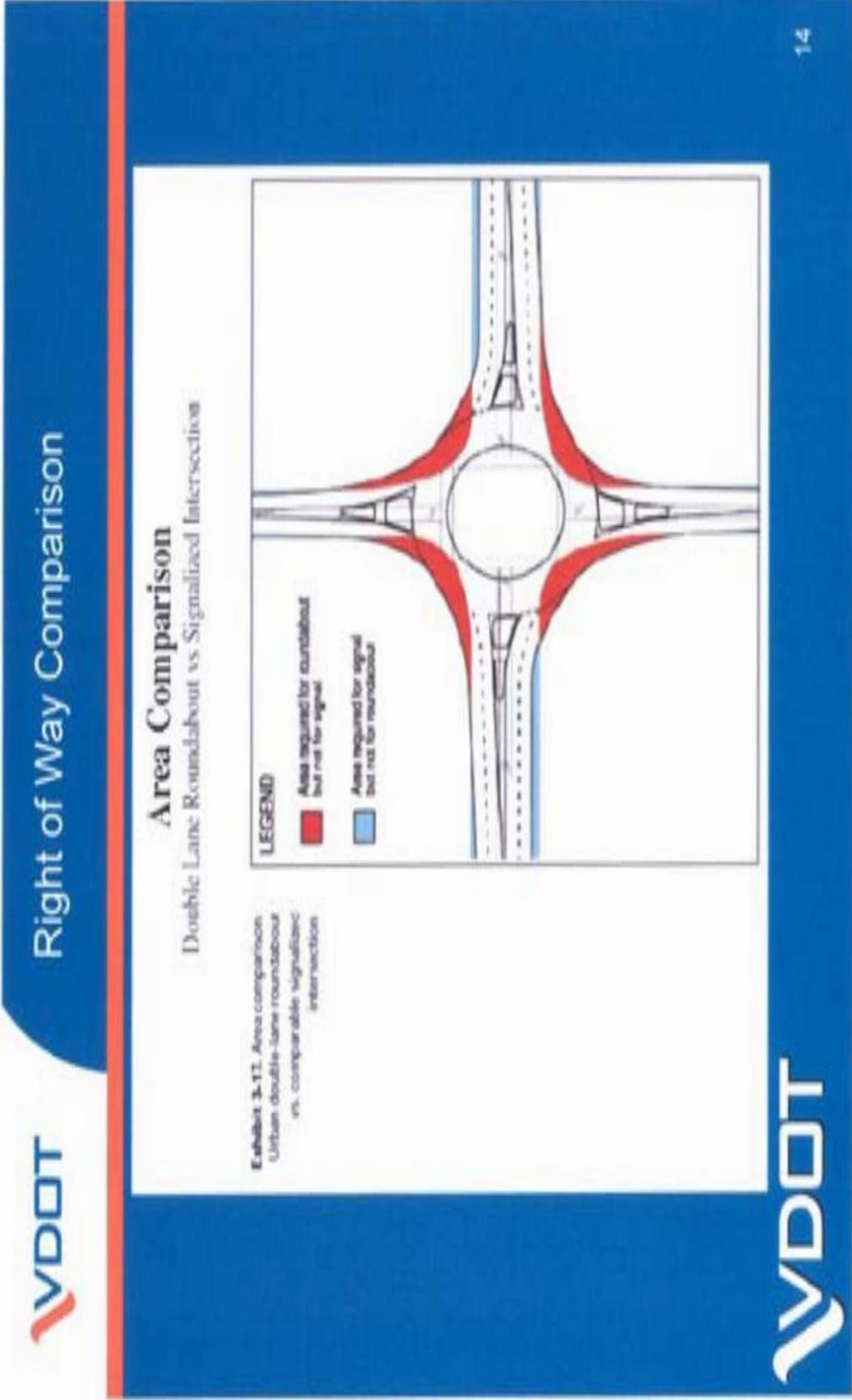


Figure 7



# Roundabout Summary

## Roundabout Analysis Results (Based on 2-lane Roundabouts)

Intersection (Existing Traffic) Year 2005	AADT (2005) (PB L205)		Delay (Sec)		Min Queue (Feet)		* Intersection (PB/C)	
	AADT	PH	AADT	PH	AADT	PH	AADT	PH
Route 211 From Ave L, Winchman Dr. and Brookshaw Bys.	3	0	15.5	15.4	83	83	2,861	3,445
Route 17 Brookshaw Ave., Winchman Dr. and Lee Highway	3	0	15.1	21.1	71	148	2,747	3,429
Stockwell Road and Walker Road	3	0	13.8	14.8	18	28	777	1,028
Intersection (Future Traffic) Year 2020	AADT (2020) (PB L205)		Delay (Sec)		Min Queue (Feet)		** Intersection (PB/C)	
AADT	PH	AADT	PH	AADT	PH	AADT	PH	
Route 211 From Ave L, Winchman Dr. and Brookshaw Bys.	0	0	204.9	750.9	2,388	3,037	5,123	6,782
Route 17 Brookshaw Ave., Winchman Dr. and Lee Highway	0	0	34.8	147.3	477	8,189	4,488	4,786
Stockwell Road and Walker Road	0	0	10.2	17.8	22	71	1,981	2,873

\* Existing traffic volume based on April and June four counts  
 \*\* Future Traffic volume projections based on historical growth rates

JUNE 9, 2009



Figure 8

In addition, there is a major roundabout scheduled for construction at Gilbert's Corners in Loudoun County at the Route 50/15 intersection, which handles significant commuter traffic daily.

The VDOT modeling for Warrenton indicated that the intersections along the Old Route 211 Bypass would fail in the future with extensive time delays and back-up due to congestion. However, traffic signals failed as well and did not perform any better than the roundabouts. The only intersection that would work was Blackwell Road/Walker Drive with adequate right-of-way and traffic volumes that allowed it to operate at a Service Level B currently and in the future (Figure 8). While the Town advanced the roundabout to the feasibility and preliminary design stages as a pilot project for this intersection, the additional cost and excessive time for construction ultimately scrapped the proposal for a traditional traffic signal.

The only remaining roundabouts for consideration in the Town are along the Route 211/17 Connector. This is a coordinated Town/County project with a small roundabout proposed as traffic calming for the rezoned subdivision at the Van Roijen property, north of Route 211. The proffered entrance to the subdivision is a joint access to the western portion of the WARF to access the soccer fields and trails. This access is currently proposal for a roundabout as part of the concept for the Connector. Other roundabouts are under consideration for intersection along the Connector route including the Old Waterloo and Bear Wallow Road intersections, if at grade. While difficult for arterial streets with significant cross-traffic, roundabouts are excellent for collector streets and applications where the main travel volume is in the mainline direction and should be further considered within the Town.

The Town has already improved traffic flow along Broadview Avenue and Lee Highway by coordinating the timing of signal phasing of the traffic lights. This has allowed for continuous movement along those routes during peak travel hours for commuter traffic (morning and evening peaks) and reverts to a more equitable timing in off-peak hours. The compromise is that cross-traffic is restricted by a longer phase delay for the side- streets. However, this is only during the peak hours. VDOT modeled this as part of their review of Lee Highway/Broadview Avenue in 2005 and concluded that this signal coordination would be very effective in managing traffic congestion. The back-ups on Broadview and Branch are not as severe and short-cuts through residential streets to avoid the delays are not as great. The signal timing has been an excellent short-term technique for traffic management.

## **Neighborhood Protection**

The last phase of the supplement to the Transportation Plan was the application of transportation planning principles to individual neighborhoods in Warrenton. This provides a functional component of the concepts from the 2002 Comprehensive Plan by analyzing the global elements of the arterial network and applying these to the corridors, intersections and neighborhoods. The intent is to offer useful improvements at the local level which can be followed and address problems for all aspects of community development.

The Planning Commission and the CAC identified a recurring problem that many neighborhoods planned prior to the Town's expansion in 1959 had to endure the inconvenience and nuisance of piecemeal transportation planning at later stages. As a result, the residences were receiving a disproportionate share of traffic as a result of congestion and lack of connectivity with the network. The Commission had received complaints from Falmouth Street residents where commercial traffic destined for the new stores on the south side of Town used Falmouth as the access rather than Shirley or the south Route 29 Bypass exit. Norfolk/Dover and Rappahannock/Blue Ridge/Piedmont are used a cut-through streets to connect with the Fauquier County High School, Route 211 or the new WARF rather than arterial streets.

The subdivisions between Winchester Street and Broadview Avenue were developed in stages without street coordination or continuity. While some completion has recently occurred (most notably Jackson Street, Stuyvesant to Chappel), the platting of these streets by the county and eventual annexation by the town created a mixed standard of lots and development leaving the area incomplete. The Foxcroft area also has experienced increased travel from outside the neighborhood due to adjacent development and the lack of access with arterial streets.

An analysis of neighborhoods Town-wide was requested to review these issues and identify techniques and areas appropriate for improvement. It was determined that the neighborhoods were the basis of Town character and held the most important elements of community. These need to be protected and enhanced along with the historic resources as indicative of the town's future. The TAC and Planning Commission reached the same conclusion through independent review that Town planning at the neighborhood level is the next stage of comprehensive plan application. The Planning Commission with the assistance of the CAC divided the Town into thirty one (31) cohesive areas, generally bounded by streets that defined areas of similar character and development. Twenty four (24) of the neighborhoods were predominantly residential and seven (7) were commercial (see attached list and map). These can be used for other planning work in the future and are convenient for data and land use analysis.

The designation of neighborhoods followed the downtown core from the 1810 plan and the evolution of development along the radial streets. Town growth generally occurred along these routes until the construction of new peripheral roads in the 1950's (Route 211) and the commercial growth along those corridors in a sector pattern. Alternative areas beyond the Town boundaries grew with a different character and infrastructure, nonetheless defined by the roadway system. Eventually, new suburban subdivisions grew into the Town and filled in the areas previously vacant. These two patterns produced a divergent development which is not always consistent or compatible, giving rise to some of the problems today.

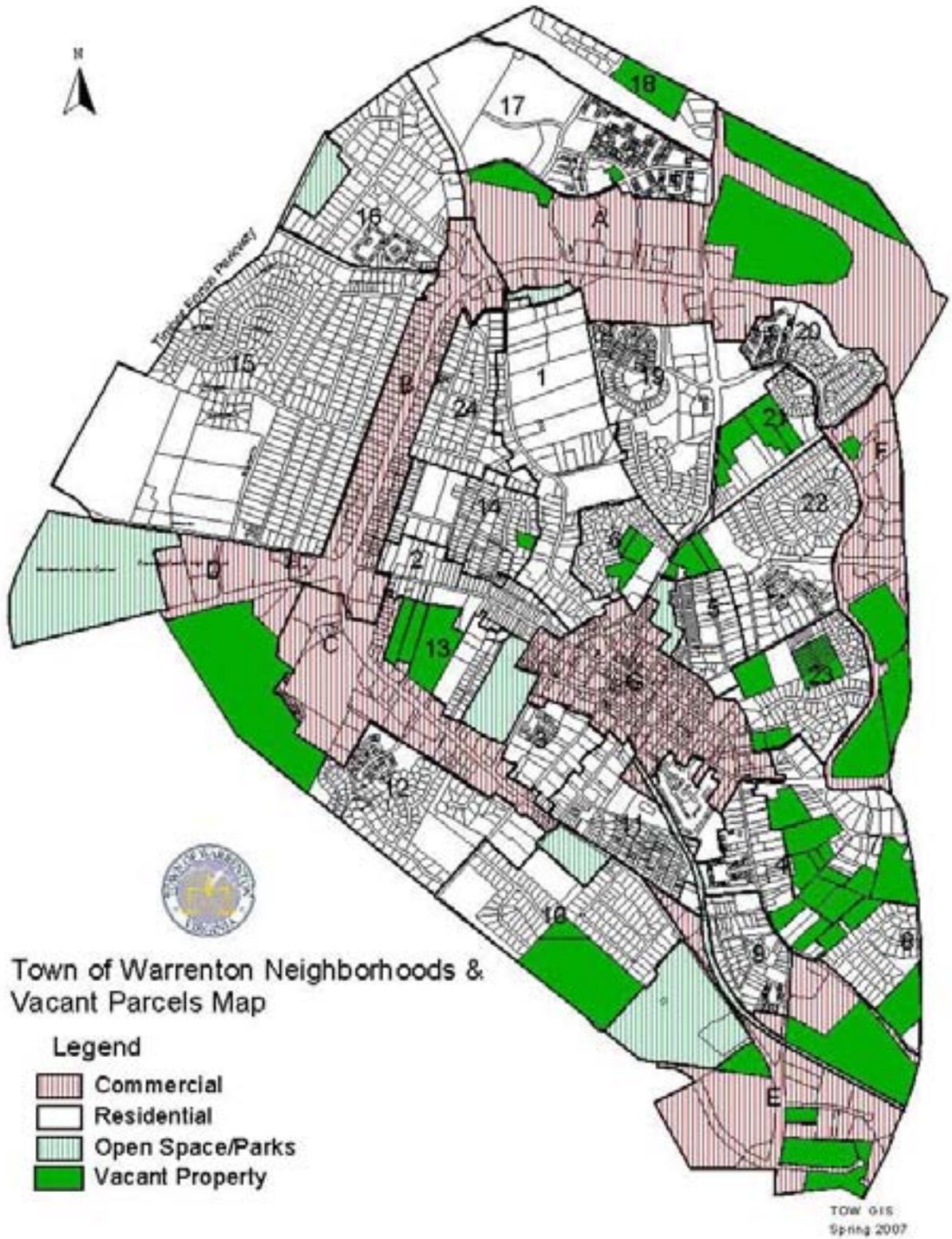


Figure 9

**Town of Warrenton  
2007 Comprehensive Plan Update  
NEIGHBORHOODS**

**COMMERCIAL**

- A Lee Highway
- B Broadview Avenue
- C Shirley Avenue
- D Frost Avenue
- E James Madison Highway
- F Walker Drive/Lineweaver Tech Park
- G Olde Town Warrenton

**RESIDENTIAL**

- 1 Winchester Street
- 2 Waterloo Street
- 3 Culpeper Street
- 4 Falmouth Street
- 5 High/Haiti Streets
- 6 Conway Grove Subdivision/Alexandria Heights (King Street)
- 7 Oliver City Road
- 8 Old Meetze Road
- 9 Madison/Taylor
- 10 Pony Grounds
- 11 Washington Street
- 12 Menlough/Carriage House
- 13 Moffett Avenue
- 14 Fairfax/Frazier
- 15 Gold Cup Drive
- 16 Fauquier Road
- 17 Oak Springs Lane
- 18 Hastings Lane
- 19 North Rock/Moorhead
- 20 Highland
- 21 Old Alexandria Pike
- 22 Villas/Ridges
- 23 Edgemont
- 24 Jackson/Roebling

The Commission and the TAC were separately asked to identify limited priority neighborhoods for detailed review and analysis – transportation, land use and design (street and development). Although separately determined, both groups came up with the same areas as priority for detailed study and consideration. They identified three (3) residential neighborhoods and two (2) commercial areas for evaluation. The residential neighborhoods were Fauquier Road/Rady Park, Falmouth Street and Oliver City Road. These latter neighborhoods selected for the probable development of vacant land lying between the two. Commercial neighborhoods included the Old Town area and the Broadview Avenue Corridor, Winchester Street to Frost Avenue. Traffic flow and local access to preserve the function of these neighborhoods were the primary priority of the supplement.

#### Fauquier Road/Rady Park (#16)

The Fauquier Road neighborhood is located at the northwest corner of the Town and bounded by Broadview Avenue/Route 17, Old Broadview Avenue (behind the Exxon Station), Bear Wallow Road and the Town line. It is predominantly residential with two through streets – Fauquier and Foxcroft. Fauquier Road runs from Old Broadview Avenue to Rady Park at the Town line and Foxcroft runs a right angle to Fauquier through the middle of the neighborhood connecting Bear Wallow Road with Broadview Avenue/Route 17. The area is mostly single-family dwellings with a townhouse development on Bear Wallow Road and strip commercial development on the periphery of Old Broadview/Broadview Avenue.

Traffic problems in the neighborhood have been frequent and characteristic of an area that is trapped between a collector and an arterial where the adjacent areas do not have alternative access. The park at the end of Fauquier Road is very popular throughout the year and Fauquier Road is currently the only access. Foxcroft Road offers a convenient through route for traffic to Route 17 and out of Town. These conditions also produce the source of nuisance for the neighborhood as there have been numerous resident complaints of the cut-through use of their neighborhood and increased travel on local streets. The streets are rural in profile without curb/gutter or sidewalks and do not present any substantial barrier for dwellings along the street. They were designed as subdivision streets and not collectors carrying cross traffic through the area.

The Town has sampled traffic volumes and proposed some remedial actions to reduce the speed and use of the neighborhoods as a cut-through for out-of-area travel. The most recent was the installation of four-way stop signs at Fauquier and Foxcroft Roads last year. This did slow traffic down and consideration of speed-humps or other traffic calming devices are under consideration. However, the most productive solution would be the completion of Timberfence Parkway to Route 17 providing an alternative and more efficient path for area traffic. The awkward intersection of Bear Wallow Road and Old Broadview Avenue and the destination of travel to Route 29 and 17 will continue to promote travel through the Fauquier Road neighborhood unless a shorter option exists.

The Route 211/17 Connector would offer such an improvement enabling traffic from Old Gold Cup and Silver Cup Subdivisions as well as Bear Wallow Road to reach Route 17 north to either Route 66 or 29 without using neighborhood streets (Figure 10). This road would be designed to handle such traffic where the neighborhood streets are not. The intent is to connect the road with

Rady Park on the north side to provide an alternative access to that facility. This will remove the traffic pressure on Fauquier Road for use by park visitors. In the meantime, other traffic calming techniques may be necessary to discourage through-traffic from using the local streets.

#### Falmouth Street (#4)

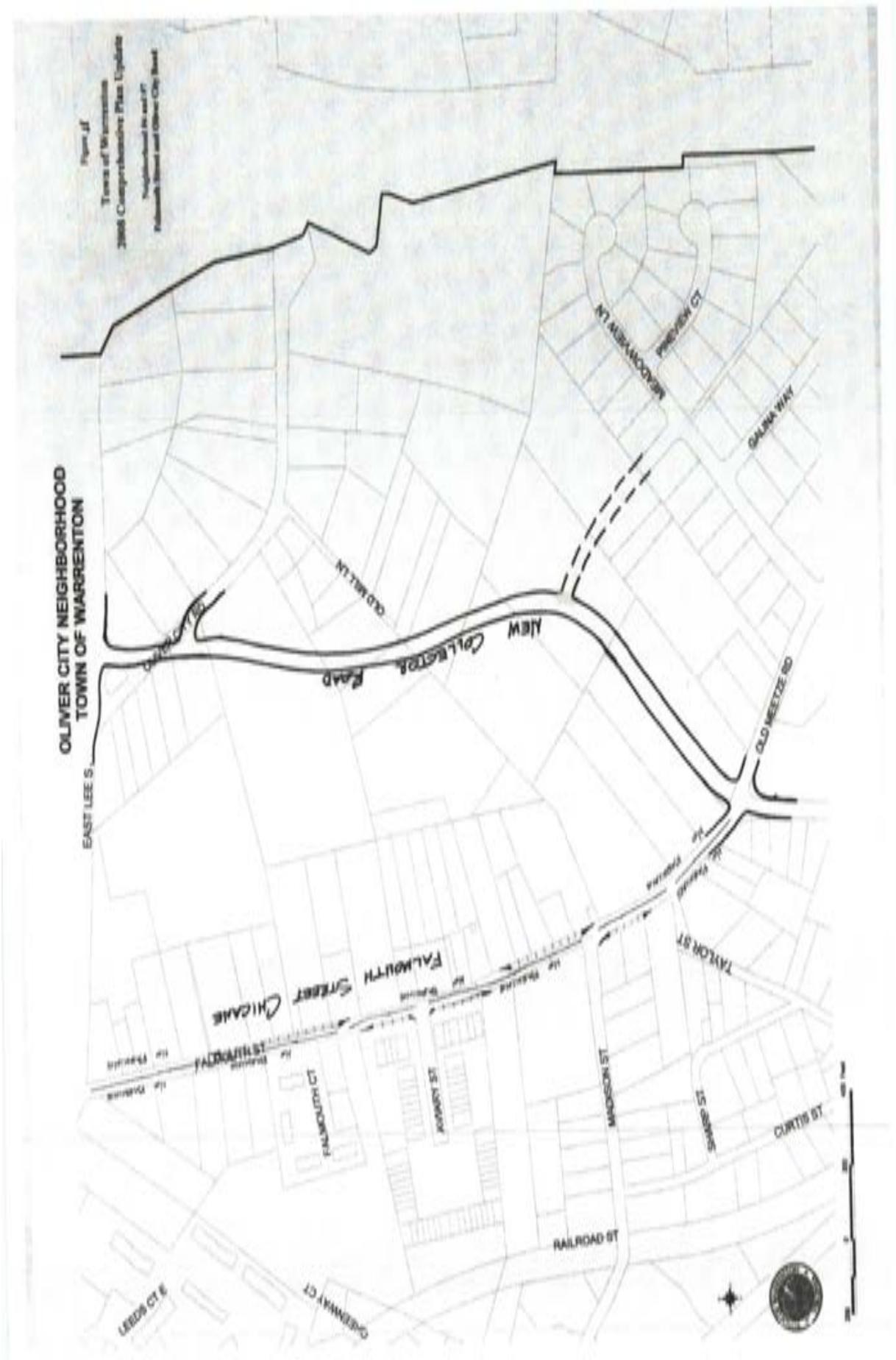
The Falmouth Street neighborhood is part of the radial collector street system that is part of the original Town development. Currently designated as US Route 15, Business, it directly connects to Main Street and accommodates all downtown traffic going to/coming from the south portion of Town. The construction of the Route 29 Bypass and the linkage of Falmouth to the improved James Madison Highway has increased the street travel and introduced local and through truck traffic that were not previously characteristic of the area.

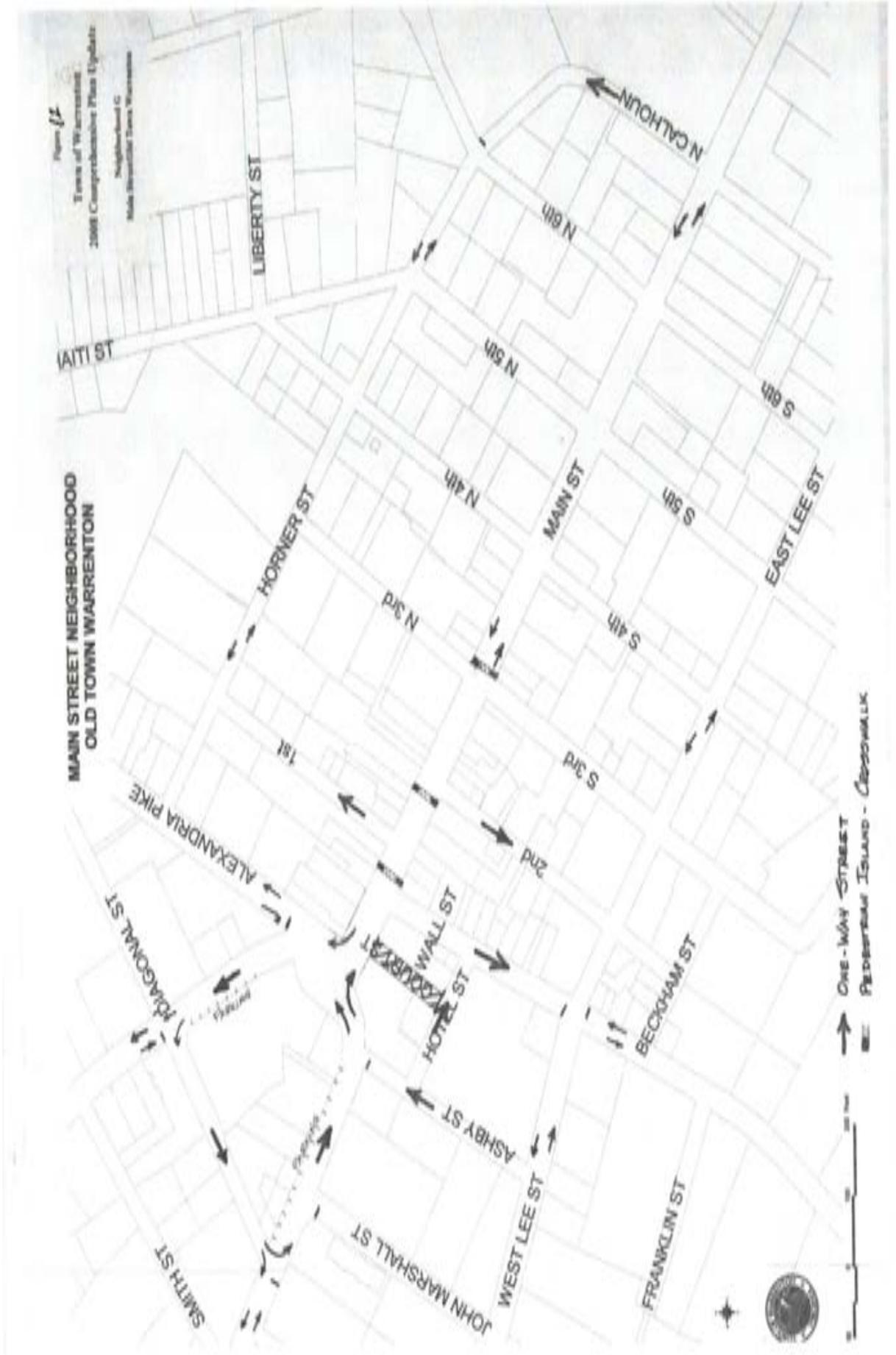
The neighborhood is oriented along the street front (Lee Street to Old Meetze Road) with only a few lots not fronting on the street. This is always a difficult situation where the need for quiet enjoyment of a residential parcel conflicts with local and through traffic at the street-front. A townhouse community (off-street) and the Warrenton Maintenance Shop are the only exception to single-family development in the neighborhood.

The Town has studied the area in response to neighborhood concerns and installed some traffic controls to reduce the speed and volume of travel through the area. A four-way stop was installed at the Lee Street/Falmouth intersection as an alternative to a signal and has worked quite well. A three-way stop was also installed at Old Meetze Road and Falmouth in 2008 which has had a positive impact on traffic speed. However, the re-use of the Sivaco Building at the Greenway and the construction of Home Depot have generated increased through travel in the neighborhood. Traffic impact studies conducted for the proposed Wal-Mart expansion and Home Depot indicated that 5-12% of the traffic destined to those uses would travel Falmouth Street as their route. There have also been examples of delivery trucks using Falmouth for access to the Meetze Road interchange with Route 19 Bypass instead of the interchange at the south end of Town. The Town has had discussions with the respective businesses to discourage this route for trucks.

A study of the traffic on Falmouth, Lee and Walker Drive in 2007 by Kellerco addressed the area travel and investigated the feasibility of a connecting route from Old Meetze Road to Walker Drive (Lee Street and Oliver City Road; Figure 11). This link was proposed in the 2002 Comprehensive Plan to connect to Madison Street via Old Mill Lane, but was modified to offer a better option for traffic through the area. The study indicated that as much as 42% of the traffic on Falmouth Street was through traffic and would be diverted to a connection route to Walker Drive significantly reducing travel on Falmouth Street. The consultant also reviewed the topography and potential profile for a street and found that the connection would be feasible from Old Meetze, through vacant land behind Falmouth and intersecting with Lee Street at the end of Oliver City Road.







The potential route for an Old Meetze/Walker Drive Connector fit well with vacant land being assembled by a developer. The old Rider properties and surrounding land was purchased by an area developer for residential use and the inclusion of a connector route on the comprehensive plan would provide the impetus for the Town to require construction of the collector as part of the development. This project would be completed as part of private development rather than at public expense.

The TAC reviewed a number of traffic calming techniques for Falmouth Street as well. There was concern regarding the urban collector function of the route and the use of any techniques that would restrict or inhibit traffic, particularly emergency vehicles or public vehicles that typically use the street. The TAC rejects rumble strips or speed humps as inappropriate for this direct route into the downtown. They recommended the use of a chicane, which moves the line of travel off a straight line to add curvature and reduce speed. This can be accomplished without curb changes by planning the on-street parking in alternating strips along the street length and varying the centerline – allow parking for 300 feet on the west side from Old Meetze, then provide for 300 feet of parking on the east side continuing along the street length (see Figure 11). At each parking group, alter the centerline to move the traffic lane away from the parking and create a chicane or “S” pattern of travel. The varying lane requires additional concentration and typically slows traffic speed. The alternating groups can also coincide with the residential uses to protect the sidewalk for pedestrian use, offering greater safety and comfort of use by parents and children. In the future, sidewalks can be revised to create “eyebrows” at each end of the parking strips and reinforce the chicane as a permanent facility on the street.

#### Oliver City Road (#7)

This neighborhood lies adjacent to Falmouth Street and to the east of the development tract mentioned above. Oliver City is a cohesive residential neighborhood with established roots prior to its annexation into the Town of Warrenton. The acquisition of vacant, adjacent land and the development of nearby subdivisions have threatened this stable neighborhood on the eastern edge of the Town. The area is laid out along Oliver City Road, Lee Street and the Route 29 Bypass. It is predominantly well-maintained single-family homes with a strong history that originally included East Street, until separated by the construction of Lee Street as a direct access to Route 29 Bypass.

The principal reason for indentifying this area is the recent development of Monroe Estates and the adjacent development potential. A second phase to Monroe Estates is planned along with adjacent property that could access the cul-de-sac at the lower end of the street. The vacant Rider tract could also be developed in a way that severed Oliver City Road near Old Mill Lane damaging the community and producing incompatible uses in the midst of the existing development. The intrusion of new roads and development could, if allowed to alter the neighborhood significantly, further divide the area and compromise the stability of the community.

The potential development of the vacant land adjacent to this neighborhood and the connector road from Old Meetze to Walker Drive must be carefully planned to complement the existing neighborhood (Figure 11). A route for the connector that produces a boundary and buffer as well

as an intersection close to Lee Street would better suit – avoiding severing Oliver City and introducing contrasting development. The type of housing and the potential for a neighborhood park and open space to buffer the existing neighborhood would be appropriate as a complement for the area. The developer must work with the neighborhood residents in establishing a plan that will be compatible with the area and avoid compromising its integrity.

### Old Town Warrenton (G)

The historic center of Warrenton has been Old Town, which is also referred to as the Central Business District (CBD). It comprises the properties along Main Street and the area north to Horner Street and south to Lee Street, from Diagonal Street on the west (incorporating the area at Courthouse Square) to Calhoun Street on the east. The central intersection of the area is Main Street, Alexandria Pike and Waterloo Street. This is a complicated intersection of three streets with Winchester Street accessing the area only 50 feet to the north. It has been described as difficult for both vehicles and pedestrians.

The CBD is a mix of commercial, institutional and residential uses in a setting resembling the layout of the original Town (1810). Retail use line Main Street with some residences above. Recent growth in downtown commerce has expanded to the adjacent blocks with new businesses on Horner and Lee Streets. The Town and county office and related uses are concentrated on Court, Hotel and Culpeper Streets, adjacent to the central intersection. This includes the courts and associated attorneys creating substantial traffic and parking demand at this end of the neighborhood. The Mosby Museum at the opposite on Calhoun Street along with the Visitor's Center creates a great tourist draw and flow along Main Street with parking centrally located at the rear of both side of the street (3<sup>rd</sup> Street and 5<sup>th</sup> Street, on block off Main).

The CBD has a series of one-way and two-way streets to accommodate traffic into and out of the area. This facilitates vehicles flow quite well, particularly as employment traffic is early in the morning and retail travel is later, about 10:00 AM. A number of improvements have been instituted over the years including parking changes, one way street designations, street closure, bollards at intersections to protect building and others. For a long time, the primary traffic control at rush hour was manual with a policeman standing at the Main/Alexandria/Waterloo intersection. Otherwise, traffic has been relatively self-regulating with stop signs on the side streets.

The principal traffic problems identified in the CBD were the central intersection and traffic flow around the courthouse area. This intersection was identified as accommodating four (4) radial streets with 12-16 conflict points, excluding pedestrians. The multiple direction of travel creates conflicting situations for both motorist and pedestrians. Since all traffic in the downtown generally passes through this intersection, the opportunity for accident is high and the increasing traffic presents a hazard. The TAC noted that it was difficult to determine who should yield to which travel and the uphill grade from Waterloo or parked cars at Main Street often screened the speed and intent of vehicles. This produced an even more difficult circumstance for pedestrians with few "safe" areas for crossing – the beginning of the crosswalk was always between parked cars and screened pedestrians until in the travel lane.

A proposal supported by the TAC was for simplification of the traffic flow through the Main/Alexandria/Waterloo intersection. This was created by designating a series of one-way streets around the Courthouse Square at the foot of Main Street. Main Street would remain two-way, but Alexandria Pike would be one-way to Winchester Street, Winchester would be one-way to Diagonal, Diagonal one-way to Waterloo and Waterloo one-way to Main Street. This produces a large round-a-bout circulating in a counter-clockwise direction at the foot of Main (Figure 12). The number of vehicle conflict points is reduced to only four (4) with significantly greater predictability for both vehicle and pedestrian travel. Traffic within the loop has priority for movement with stop signs/lines at Alexandria Pike (north), Winchester Street (south), Waterloo Street (east) and the side streets. Parking could be facilitated on both sides of the streets in the direction of travel increasing on street parking by about 30 spaces.

A revision in the one-way streets was also considered to complement the new traffic pattern. First Street was recommended to be one-way, north. This was due to poor sight distance for vehicles exiting onto Main, the narrowness of the street and safety concerns. Second Street was recommended for one-way south traffic for similar reasons. Culpeper Street was suggested to become one-way south to Lee Street as a parallel with Ashby Street to become one-way north as part of a loop from and returning to Main Street. All other street in the CBD would remain as their currently designation. There was also a suggestion to close Court Street to all but police vehicles due to the known conflicts of turns into this one-way street. However, the changes above would eliminate the need to close the street as the conflict points have been removed from that intersection with Main.

Pedestrian crossings on Main Street are particularly challenging. As mentioned, the on-street parking and mid-block crossings often screen pedestrians until that are already in the travel lane. In addition, pedestrians often continue into the street for the curb without considering that drivers cannot see them, until they clear the parked cars, creating a hazardous situation. The TAC recommended “eyebrows” at each end of the crosswalks, which extend into the street to the edge of the parking area. This would add height to pedestrians, provide a clear break between the safe sidewalk and the street level (causing pause before crossing), and enable drivers to see an approaching pedestrian. These are not needed at the foot of Main Street where the simplified travel direction reduces pedestrian conflicts and increases visibility of competing vehicles.

### Broadview Avenue Corridor (B)

This neighborhood is identified as both sides of Broadview Avenue from Frost Avenue to Winchester Street. It includes the Old Broadview Avenue area of Bear Wallow and Fauquier Roads to Route 17. This is an exclusively commercial area of mostly retail and service uses. The neighborhood also includes the properties to the rear of Broadview Avenue along Sullivan Street, Rappahannock Street and Norfolk Street as the commercial strip directly influences these areas and any proposed changes. The area developed as strip commercial with driveways at each parcel; individual access; and small, shallow lots along the Old Bypass (Route 211) following World War II. The lots contain multiple access points and little area sufficient for circulation or future development/expansion. As a result, the lots have remained intact while adjacent areas have been renovated and consolidated for larger, planned development.

The Town sought the assistance of VDOT for a traffic access management study of the neighborhood to analyze the problems and recommend solutions. The study prepared by HNTB (May, 2008) reviewed a number of options and recommended safety and operation improvements within the existing right-of-way (Summary attached, entire report incorporated by reference). The Business and Transportation Subcommittee (BTSC) to the Warrenton Economic Development Advisory Committee acted as the Steering Committee for the study and included representatives from the business community and commuters to review the report and its findings. The report and the BTSC recommendations were presented to the Warrenton Traffic Safety Commission (WTSC). The WTSC approved a resolution to the Town Council for the Lee Highway-Broadview Avenue Corridor to recommend both the HNTB report findings and additional improvements for a landscaped median and land use improvements. This report is attached.

In the course of the Broadview Avenue study, a few proposals arose that related to the functioning of the area but were outside of the review. The consultant identified that service roads parallel to the corridor would be most effective to accommodate commercial traffic and remove it from the mainline travel. This would facilitate rear access to businesses along Broadview and offer off-street circulation to and from the commercial land use along Broadview. However while Sullivan Street on the east side functions in this manner; there is no similar street on the west side to accomplish a parallel circulation route. Rappahannock Street offers limited parallel access, but has been a problem to the residents as short-cuts though this mixed-use area is a nuisance.

The consultant recommended transitional zoning and extension of this street to function as a commercial service road, similar to Sullivan Street. They acknowledged that this would require considerable time to complete and would not offer a significant short-term option for Broadview traffic relief. As one-half of Rappahannock Street is residential (except at the corner with Old Waterloo Road), the continuation of mixed uses in this area would not support the use of this street as a service road for the commercial area. The long term goal for this area is to promote service road circulation and rear access to the commercial uses as with Sullivan Street. Therefore, the zoning should be revised over the next 10-15 years to a mixed use district such as Residential-Office (RO) to encourage conversions and a transition of land use that offer better block depth for commercial parcels fronting Broadview Avenue - and the eventual establishment of a service road for circulation on the west side of Broadview.

Attempts can also be made to extend Rappahannock Street north toward Bear Wallow Road to complete the service road concept. This may lead to a similar transition zoning to the parcels on the east side of Norfolk Street, subject to the evolution of development in this area. This is the same transition zoning that has been placed along Sullivan Street and has served that side of Broadview well. To complete the service road concept for Sullivan Street, the right-of-way needs to be extended to Stuyvesant Street and linked to Jackson Street along the east side of Broadview. This will require the acquisition of two parcels on Stuyvesant Street to construct the connection with Jackson.

The other traffic flow suggestion for the area came from the public meeting held to review the HNTB study. Merchants from Broadview Avenue identified that the traffic moving south on Broadview and turning west on Frost Avenue (Route 211) were delayed by the mixing of the two lanes on Frost at the intersection. There is a designated right-turn (slip) lane, but traffic must yield to the other traffic in the road. The suggestion was to dedicate one lane of the two on Frost Avenue for the Broadview Avenue traffic to provide a continuous flow heading west (the most frequent volume in the intersection) and eliminate the back-up on Broadview Avenue. Traffic proceeding west from Waterloo Street and turning left from W. Shirley Avenue would be required to use the left lane on Frost and not be able to cross into the other lane.

Minimal intersection modification would be required to accomplish this – striping and possible the extension of the right-turn curb to discourage traffic crossing lanes on Frost. The impediment would be the closure of Rappahannock Street Extended between Old Waterloo Road and Frost Avenue. This has traditionally provided access to Old Waterloo Road for access to the high school and now the WARF. However, field samples of traffic volumes at the intersection specifically to assess this for the HNTB study indicated that this turn movement was less than 3% of the intersection traffic and can be easily accommodated further down Frost Avenue at Van Roijen Street where there is a traffic signal. This suggestion requires detailed engineering analysis of the intersection and travel to confirm, but offers an inexpensive and reasonably quick improvement to traffic flow in this area. This would also that complement the intersection and the investment in signal phasing along the Route 211 bypass that has greatly improved the corridor.

The HNTB Study identified a number of other improvements to better manage traffic and facilitate safety within the corridor. First among these was the implementation of a diversion of through-traffic from Broadview Avenue by the approval/execution of the Route 211-17 Connector to reduce through travel on Broadview and focus on the accommodation and management of local traffic for the commercial uses. The Report concluded that Broadview Avenue could not accommodate both local and through travel in the future. Other improvements for the Broadview Avenue Corridor in the HNTB Report recommendations included:

- Four-lane Profile with a Raised Median – Frost Avenue to Winchester Street with openings/cross-overs at Church, Gold Cup, Stuyvesant, Chappell and Roebing. These would reduce crossing traffic and significantly improve safety within the corridor.
- Driveway Consolidation/Inter-parcel Access – Encouragement of voluntary shared access and circulation via connected parking lots between adjacent parcels to reduce turn movements promote off-street travel. While the Report identifies potential driveway elimination, these are only suggestions and would require voluntary agreement with the property owners involved, most likely at the time of redevelopment.
- New Traffic Signals – Suggested at Gold Cup Drive, subject to confirmation of Warrants in accordance with the VDOT requirements and authorization of the Warrenton Town Council.

- Dual Left Turns – Suggested on Shirley Avenue for turns onto Frost Avenue and W. Lee Highway (Broadview) onto Route 17/Broadview out of Town; the W. Lee Highway project is being implemented by VDOT.
- Uniform Sidewalks – Improve sidewalks along the length of Broadview Avenue and provide crosswalks at key locations (generally, with cross-overs) for pedestrian safety.

The recommendation of the HNTB Report for Broadview Avenue are suggestions for future implementation and are shown from the traffic analysis to be effective options for traffic circulation and management. Any of these will require substantial additional evaluation and design prior to implementation. In addition, the Warrenton Town Council must concur and identify the appropriate funding source – Federal, state or local – and confirm that the selected technique is, indeed, in the public interest. The suggestions for property entry consolidation and the new traffic signal are specific techniques that will require further action before their use in land development and planning. The installation of a new traffic signal requires the satisfaction of “wants and warrants” in accordance with standards of the Virginia Department of Transportation. Driveway consolidation and inter-parcel access may conflict with the potential livelihood of the affected businesses along Broadview Avenue. Such effort requires the cooperation of the property owners through the site plan review process or an appropriate incentive program, without which this technique should be deferred in favor of others.

The Virginia Department of Transportation (VDOT) has continued the planning process for Broadview Avenue and conducted a detailed access management study of the corridor as a follow up to the 2008 HNTB report. Performed in 2011 and 2012 by HNTB, the study presented some refined design options for the corridor and aligned the medians and driveways more closely with the distribution of businesses along the street. The breaks in the medians were increased to allow more cross-traffic and access to land use. Driveways were not eliminated in favor of restricted left-turns and suggestion for alternative entry points, where feasible and voluntary only. Additional stacking lanes for turns were included for reduction of conflict in the travel lanes. This plan represents an improved review of the access issues and traffic circulation within the corridor and offers more efficient solutions for both traffic management and land use access.

The plan was thoroughly reviewed with business owners and residents of the corridor to vet problems and identify options to insure land use access while improving safety and circulation. VDOT held a public meeting in November 2012 and made final revisions to the plan for consideration by Town Council. The resulting plan, entitled the Warrenton Broadview Avenue – Access Management Study (September 28, 2012), has received general support and is included in the Warrenton Comprehensive Plan (Figure 15-17), replacing the previous 2008 HNTB Corridor Plan I its entirety (previous Figures 15-18).

The Warrenton Transportation Safety Commission took a more comprehensive approach to the Broadview Avenue Corridor, suggesting that it become a boulevard in concert with Lee Highway. Their Initiatives (adopted March 2006) included traffic safety, pedestrian, bicycle, beautification and business access improvements for a consolidated corridor. These are included in the Appendix.

## Alternative 4 Four Lanes, Median, Consolidation

### Typical Section



### Evaluation

- Addresses safety by eliminating left turns into driveways, reducing the number of driveways, and providing left-turn bays in median at intersections
- Addresses capacity by reducing merge and diverge conflicts
- All parcels continue to have access from Broadview Avenue
- Completes sidewalks and provides pedestrian refuge in media, but may encourage more pedestrian crossings
- Median offers opportunity for beautification

1

**Note: Previous 2008 Study Recommendation**

## **Recommendation**

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### **Recommend implementing Alternative 4 and Proposed Connector:**

- Four lanes with 32-ft raised median
- Median openings and left turn lanes at Church, Gold Cup, Stuyvesant, Chappell, and Roebling
- Driveway consolidation and interparcel access for elimination of redundant access points
- Traffic signal at intersection of Broadview Ave and Gold Cup Drive (subject to warrants)
- Dual-left turn lanes from Shirley Hwy to Frost Ave and from W Lee Hwy to Broadview Ave
- Uniform sidewalks extending the entire length of Broadview Avenue



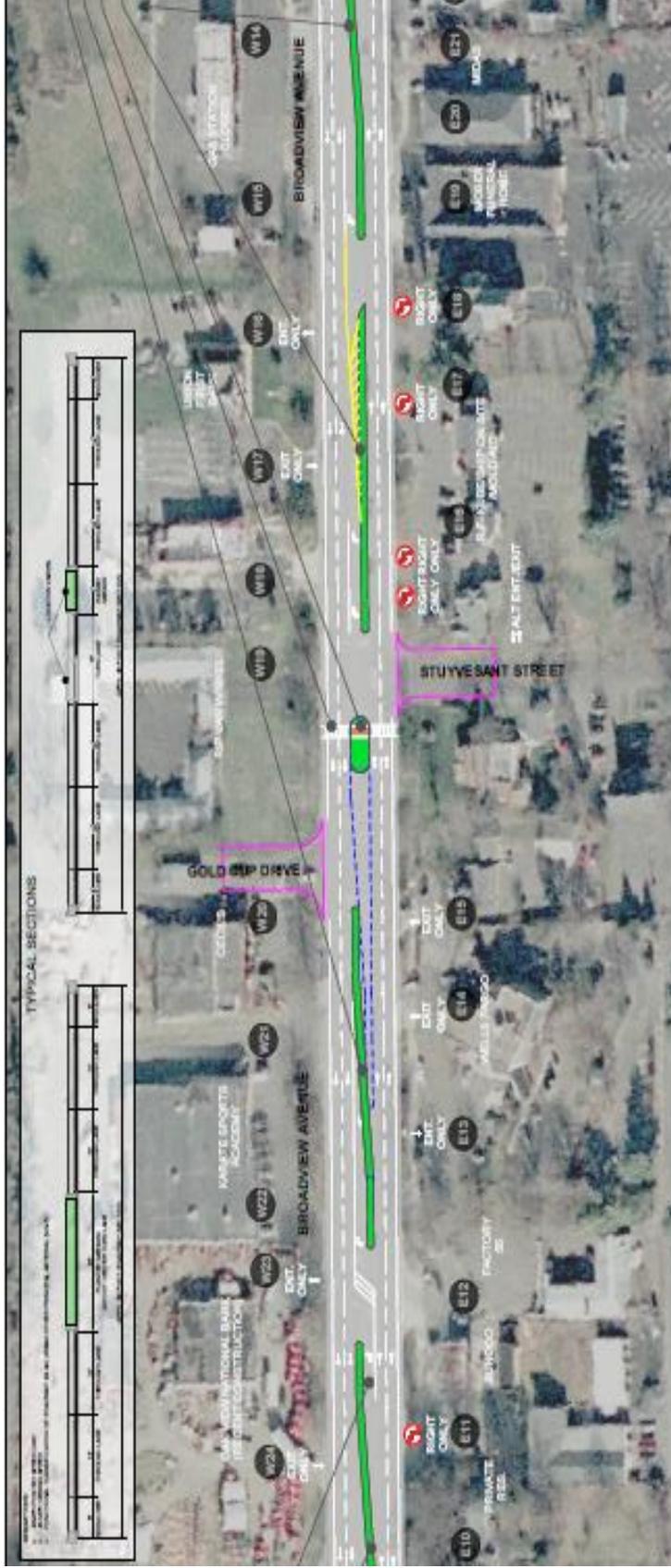


Figure 16 – Proposed  
Layout – 2012 HNTB  
Study



Figure 17 – Proposed Layout – 2012 HNTB Study

## **Neighborhood Traffic Calming Program**

There has been considerable interest in the protection of neighborhoods within the Town, particularly residential neighborhoods that have been threatened by commercial growth or cut-through traffic from adjacent subdivision development. In addition, increasing traffic and congestion on the arterial streets in Town have encouraged the use of residential neighborhood streets for short-cuts to other arterials to avoid traffic back-up or traffic signals that delay travel time through Warrenton. While studies have documented the back-up on Broadview Avenue and Lee Highway for commuter travel to Routes 17 and 29 in the morning and Route 211 in the evening, there have been recent indications of travel through downtown to avoid these corridors and their congestion and access the Route 29 Bypass. The result has been the disruption of neighborhoods and residential enjoyment of local streets.

The neighborhoods most recently impacted have been specifically addressed in the analysis above. However, complaints have been received from a wider area leading to the conclusion that more neighborhoods are affected and in need of approaches to reduce or “calm” traffic on local streets. As a result, we reviewed the program in other communities to see if any or a modification of the procedures there would aid in establishing a traffic calming program in Warrenton. The program would establish the procedures and technical approaches as well as the threshold of criteria for qualification that would apply to requests from any are of the Town.

The Departments of Planning and Public Works reviewed examples from other communities that currently operated traffic calming programs. These included Arlington, Alexandria and Manassas, VA and Baltimore County, MD. These were used to identify the potential content and organization of a program for Warrenton. While larger in size and urban complexity than Warrenton, they offered procedural and technical elements and experience that guided the formation of the program here. Some of the common elements applicable for the Town included:

1. Minimum support of residents for the application petition (60%) or by the HOA;
2. Process each application as a development review through P&CD to log in and tract within process;
3. Department of Public Works will determine eligibility of the requested street modification within 2 weeks and perform review analysis (generally within 4-6 weeks), if needed;
4. Town Manager will coordinate resources/staffing and determine funding – maintenance budget or Council review for supplemental funding/annual budget;
5. Establish plan for requested area and define the technique(s) to be used to address the traffic problem;
6. Minimum neighborhood area defined; obtain public input from the neighborhood to confirm support for the selected option - Staff generates the mailing material and HOA/Neighborhood Group posts or distributes the cards (addressed to Town);
7. Public support established as 67% of defined members of neighborhood;
8. Warrenton Transportation Safety Commission (WTSC) participation in the review of proposed projects and their priority; and
9. Implementation determined by Town Manager for fund designation and need for formal Council involvement.

The City of Alexandria process for review of traffic calming improvements offers an excellent example of the technical elements for review. They include collecting traffic counts and turn movements, identification of the street width and profile, evaluation/confirmation of the traffic problems (speed, out of area short-cut) and recommendation of the appropriate techniques to correct the problem - whether support for the proposed traffic calming technique or another technique that would be more effective. This would be followed by a petition in the neighborhood for consensus and eventual authorization by the Town Manager for implementation of the selected approach or traffic calming technique.

One of the key aspects of the review process is the establishment of threshold standards for eligibility of a traffic calming request. These include the following criteria to define or classify identified problems as significant and warranting public action:

- *Speeding* – 85<sup>th</sup> percentile of average daily traffic on the affected street (24 hour count) exceeds the posted speed limit by 5 mph.
- *Excessive Traffic Volume* – Field counts of travel (24 hour, average daily traffic) exceeds the street capacity by 15% using VDOT criteria for the functional classification of the street and calculations of the Highway Capacity Manual.
- *Excessive Cut-through* – Through traffic counted on the affected street exceeds the locally generated traffic by more than 30% based on professional traffic engineering standards.
- *Accidents* – Combination of vehicle, pedestrian and fatal crashes that represent the street segment as a hazardous location (street segment or intersection) as identified by the Town Police.
- *Other Neighborhood Traffic Related Issues* – Identification of lack of crosswalks in a pedestrian area, lack of sidewalks, blind intersections or entries, difficult approach on a hill or to an arterial, excessive truck traffic, proximity to public facilities that generate significant traffic, etc.

The above elements can be used individually to assist Public Works in determining the eligibility of a specific request by assessing if the field condition meets a minimum standard for speeding or accidents, for example. They can also be used in concert as with the City of Alexandria which rates such problems with a point system based on the combination of conditions as noted above. A minimum of points are required to advance a request for consideration in the traffic calming program.

The Warrenton Traffic Safety Commission is identified as the coordinating group for traffic calming as it contains the appropriate agency representatives for consolidated review of requests within the Town. These include VDOT, Public Works, Fire/Rescue, schools/school buses, planning and others. They meet on a regular basis to discuss traffic issues and discuss the technical merits of traffic problems and the most appropriate solutions in a specific area. Some requests that are minor can be addressed directly by Public Works as a maintenance item due to the small or inexpensive character of the technique. Signage, landscape remediation, lane striping, crosswalks, etc. are minor projects that can be accommodated internally. Others such as speed bumps, changes in curbing or street configuration and street improvements must be

reviewed by the WTSC and recommended to Council for funding prior to implementation. These would require full assessment and coordination of resources to complete.

The program outline is included in the Appendix to this supplement and represents the initiation of the Traffic Calming Program for Warrenton.

## TRAFFIC CALMING PROGRAM TOWN OF WARRENTON

September 2008

A. Request	B. Analysis and Review	C. Neighborhood Coordination	D. Public Support	E. Implementation	F. Evaluation
<p>Application for traffic calming proposals are submitted by residents representing at least 60% of the dwellings fronting on a street, neighborhood groups/homeowners associations, civic associations, businesses, developers, Town Councilmen and/or Town staff are processed through the Planning Office by logging the request in, issuing a case number, packaging the application with a cover sheet and distributing the case to DPW and other agencies (Town Police, emergency services and planning) for eligibility determination. The agencies will review the proposal (approximately 2 weeks) and provide a report to Planning for an initial determination with DPW as to whether it meets the requirements for the program or can be accommodated through budgeted traffic control measures (maintenance). Those that meet eligibility for consideration under the Traffic Calming Program are submitted for Analysis and Review as coordinated by the Town Manager for commitment of Town resources.</p> <p>See Appendix I for Process Flow Chart.</p>	<p>DPW Staff review of each proposal for eligibility, which includes:</p> <ol style="list-style-type: none"> <li>(1) Identification of the scope of the problem, affected areas, traffic generators and street use analysis;</li> <li>(2) Collection of traffic data including traffic counts, speed studies, destination studies and field observation;</li> <li>(3) Analysis of data and neighborhood traffic flow to either confirmed/not confirmed the problem.</li> </ol> <p>Each proposal is reviewed (approximately 4 to 6 weeks) under the criteria for traffic calming to determine if it meets the minimum requirements for use of techniques to avoid overuse or installation of traffic calming devices that must be removed within a year.</p> <p><b>NOT ELIGIBLE:</b> Report sent to Town Manager recommending no action taken; request is eligible for re-evaluation after 2-year waiting period.</p> <p><b>ELIGIBLE:</b> Report to Town Manager is generated to initiate work on traffic plan.</p> <p><b>Traffic Calming Criteria:</b></p> <p><i>Speeding</i> - A speeding problem exists when the 85<sup>th</sup> percentile of speed on the affected street travel in excess of 5 mph over the posted speed limit for at least a period of 24 hours or an appropriate time period as determined by Staff (i.e. more than 15 percent of drivers on the street travel more than 5 mph over the speed limit occurring over the course of the entire day).</p> <p><i>Excessive Traffic Volume</i> - A disproportionately high volume of traffic that seems to promote excessive speeds, unsafe driving behavior and diminished livability on neighborhood street(s). Excessive volume determined on a case by case basis.</p> <p><i>Excessive Cut-through Traffic</i> - More than 30% of the traffic in any given hour during the day uses the street/streets as a through street. Cut-through traffic is defined as traffic not originating in or destined to the immediate neighborhood.</p> <p><i>Other Neighborhood Traffic Related Issues</i> – Lack of convenient cross-walks, lack of sidewalks, hazards for bicyclists, excessive noise from vehicles/trucks, etc.</p>	<p>The Town Manager will set up a meeting with the Neighborhood Group/HOA, Town Councilman from the area and DPW to discuss results and review design options. A consolidated Traffic Calming Plan of the device(s) to be installed will be developed for review and distribution by the HOA or neighborhood group sponsoring the request. This organization will distribute the plan for comment and support by all of the previously petitioned homes. Comments are collected by the neighborhood/HOA representative.</p> <p>The Town Manager may establish a Neighborhood Task Force to review, discuss and make decisions for the area where multiple uses or more than one neighborhood is involved. A meeting between the neighborhood/HOA representative and Public Works may be arranged to carry out the objectives of this element.</p> <p>The Warrenton Transportation Safety Commission (WTSC) shall be advised of the request for traffic calming, the intended location and the preliminary design of the device(s). As the WTSC meets quarterly, the notice will be informal and request any comments or suggestions of the members. Each Traffic Calming Plan and neighborhood proposal shall be reviewed with the WTSC, should the meeting schedule allow in a timely manner.</p>	<p>After all design issues are resolved and the Traffic Calming Plan established for the neighborhood, a survey of support will be distributed to the affected households in the neighborhood. The Town will prepare a letter explaining the plan and location of the traffic calming device accompanied by a postage-paid return card (addressed to Town) with resident's name, address, a "yes/no" box to be checked and a space for comments on the proposed plan of Traffic Calming Plan/device. The Town will mail out the letter and provide a thirty (30) day period for receipt and tabulation of the responses.</p> <p>The survey requires an overall approval of 67% of the households in the affected area. The affected neighborhood is defined as all dwellings and businesses fronting on the street(s) that are part of the plan and any cul-de-sac streets that empty into the street or 50% of adjacent streets to access the neighborhood.</p> <p>Additionally, all of the homes immediately adjacent to, and one parcel on either side of, the proposed traffic calming device must sign in favor of the installation to avoid a few households which are directly affected by the device suffering the responsibility for the majority.</p> <p><b>SUFFICIENT SUPPORT:</b> Public Works will proceed with final design and develop a schedule for construction.</p> <p><b>INSUFFICIENT SUPPORT:</b> Project dies.</p>	<p>The Warrenton Transportation Safety Commission (WTSC) will routinely review the Traffic Calming Plans developed for implementation and recommend their advancement as a project for the Town. The WTSC includes representatives of the fire company, DPW, police, emergency services and others relating to street safety within the community. They will establish a priority plan for the projects and their funding.</p> <p>The WTSC will be guided in its deliberations by the severity of the traffic problem, safety of the neighborhood and the Traffic Calming Toolbox (Appendix 2) which contains a matrix of traffic calming measures, their uses, criteria, minimum neighborhood support needed and the relative costs for each measure.</p> <p>Projects that receive funding eligibility will be recommended to the Town Manager for implementation with existing Town funds available through the Capital Improvements Program or other existing programs. The Town Manager will evaluate the requests and provide a decision on whether or not to implement the traffic calming plan and how it's funding should be established as follows:</p> <ul style="list-style-type: none"> <li>• Funds may be provided out of an existing departmental or operations budget; or</li> <li>• A recommendation may be forwarded to Town Council for action in accordance with standard budget procedures.</li> </ul> <p>The decision of the City Manager can be appealed to Town Council within thirty (30) days of issue. The appeal must be signed by at least one member of the households from the original request for traffic calming.</p>	<p>Once installed, traffic calming devices are considered permanent unless part of a specific temporary or pilot program for a neighborhood. After a device has been in place for at least one (1) year, the DPW shall conduct field assessments similar to the original studies for the neighborhood and recommends modification of the traffic calming device or close-out of the project as satisfying the needs of the traffic flow.</p> <p>The DPW shall review the use and function of the installed device and may determine that a hazardous situation or condition is caused by the traffic calming measures. The situation or condition shall be immediately corrected through modification or a recommendation may be made to the WTSC for removal of the traffic calming device as inappropriate for the situation. The WTSC shall make the determination if a device must be removed and recommend to the Town Manager if any cost is involved.</p> <p>The neighborhood may request the Town to remove the device. This request must be accompanied by a petition signed by at least 75% of the neighborhood households fronting on or directly accessing the street segment where the device is located and requesting the removal.</p>

## **Neighborhood Design Guidelines**

The goal provided in the Plan states that it is “to maintain and promote a visually pleasing and sensitive Town environment while preserving and protecting the environment of the Town as development occurs”.

Relevant objectives to this application are as follows:

- a. Establishment of design review standards for all development in Town.
- b. To maintain the visual variety and unique character of Warrenton by encouraging a mix of development types and styles which are generally compatible with Warrenton Historic, small Town character.
- c. To provide special planning and design attention to the gateways to Warrenton in order to ensure that they convey a sense of the Town’s character and scale to travelers.
- d. To require landscaping in all new developments to provide attractive land use buffering and to prevent soil erosion.
- e. To cooperate with Virginia Power in the under grounding of existing utility lines, particularly along Main Street and new subdivisions.

Design review standards, as mentioned in one of the objectives, provide mechanisms for providing architectural variety, and compatible scale with surrounding land uses. They are intended to promote creativity and good design, in the hope that they will be used to create a landscape that is consistent with the Town’s character.

Other elements that should be integrated into the building include providing buildings that have architectural features that reduce massive aesthetic effects and recognize local features; variations in roofing; and the use of appropriate materials and colors, as they make up a significant part of the visual impact of a building. In addition, all facades of the building should contribute to the overall character of the building and should feature characteristics similar to the front façade.

The Planning Commission, aided by the Citizen Advisory Committee for the Comp Plan Update, identified five (5) neighborhoods designated as target areas for the design phase of the Comprehensive Plan. These were selected based on cohesiveness, threats from adjacent development, problems of nuisance from past growth and critical elements that should be preserved as contributory to the Town’s character.

## **Old Town Warrenton**

The Overall Goal is to encourage a more comprehensive Old Town Neighborhood by providing a greater connection of residence and expand the goals and objectives of the 1810 Plan which retain the historic integrity of the Old Town Area. This will include the retention of the character of the Central Business District for tourism and retail activity while expanding opportunities for economic growth through Agricultural/Tourism development. This involves long and short term goals aimed creating a truly interactive Old Town Neighborhood by 2030.

This should be done in a way that encourages:

- Increased connectability of neighborhood through the reduction of automobile traffic demand on Main Street and an increase of demand by pedestrian and alternative travel patterns such as sidewalk accessibility and incorporating bicycle lanes in the downtown area.
- Aesthetic improvements through eliminating overhead utility lines crossing Main Street and along some of the side streets to reduce visual clutter.
- Creation of open spaces unique to downtown – gathering space at the Visitor’s Center/Mosby Museum; amphitheater/historic interpretation area at the lower end of 4<sup>th</sup> Street (head of the Warrenton Branch Greenway); rehabilitate the train turntable on the Greenway and interpret other railroad elements; connect Eva Walker Park to downtown at Horner Street; complete Meade Palmer Memorial at the County Courthouse lawn for the Bluemont concert summer series; and redesign Courthouse Square as a distinct public space at the end of Main Street, among others.
- Introduction of form-based zoning regulations as a method of preserving the current design characteristics that exist in the Old Town Neighborhood and projecting these principal into new and or redevelopment opportunities within the area, which could be more important than zoning use regulations.
- Expansion of the economic base of the downtown, including the protection of the rural economy that is dependent upon Warrenton as a commercial center. The goals and objectives of the Central Business District should be encouraged by providing opportunities that support and encourage the growth of the Tourist Based Economy that is the hallmark of Old Town through the expansion of cultural, museum and tourist facilities and their support services.



Short Term Steps 1: Create a plan of connectability between the Old Town Neighborhood emphasizing Main Street and the off Main Commercial areas. This plan should include side street areas extending to Eva Walker Park on the north, the 5<sup>th</sup>/Franklin Streets parking areas on the south, Boundary and Chestnut Streets on the west and Falmouth and Lee Streets on the east. The Plan would consist of:

- A sidewalk plan that not only reviews current conditions, but also looks at future improvements aimed at creating better accessibility within the Old Town area and its connection to outer areas of the Old Town Neighborhood. The sidewalk

areas on the 1810 section of Main Street have seen recent improvement, but the connectivity of pedestrian travel lanes is hampered by the lack of improvements along the side streets and streets such as Main St/Falmouth extension area, Lee, Horner, Franklin and Diagonal that lie on the outer edges of the neighborhood. This may be a major reason rear parking areas are not used as efficiently as they could be thus creating a large demand for Main Street parking. This sidewalk study should include improved crosswalk areas for pedestrian travel across major corridors such as Main, Lee, Alexandria Pike, Waterloo and Winchester Streets.

- A parking availability study was completed for downtown and a plan to determine best ways to manage automobile travel and reduce parking demand on Main Street and encouraging it in the outer areas, such as Horner and Lee, through the availability of accessible parking.



- Improve and expand existing parking lot facilities using streetscape design principals within the perimeter and interior areas of the existing parking lots. Includes public and private owners.
- Improved the rear façade of existing commercial buildings to encourage entrance ways from the rear area of building rather than the Main Street areas of buildings thus creating a pleasant approach and gathering area for the public.
- Provide opportunity for after hours (low demand times) activities within the “new” parking areas.
- Provide planning for three (3) parking ramps in Old town as joint development with private and other public development. These include:
  - *3<sup>rd</sup> Street Ramp* – Behind Post Office to be accessed from Horner and 3<sup>rd</sup> Streets, allow for relocation of post office vehicles to enable expansion of the Post Office and offer potential upper floor condo development of complimentary development with a theater across 3<sup>rd</sup> Street.
  - *5<sup>th</sup> Street Ramp* – Corner of 5<sup>th</sup> and Lee Streets to be developed in coordination with private commercial/retail along 5<sup>th</sup> Street; opportunity for joint public/private development with access to Main Street shops from the rear. This area is the current location of the Farmers’ Market, which would be relocated to the south end of 5<sup>th</sup> Street at Franklin for improved facilities (subject of a grant application).
  - *Ashby Street Ramp* – Joint Town/County development for Shadow Lawn, county courts, detention center and downtown municipal employees; located at the end of Ashby Street between Lee and Franklin Streets. This location is central for access to the public offices and courts for customers and employees. Potential use off the upper floor for municipal offices has also been proposed.

Examples of rear façade areas already existing in Old Town:

Cluttered rear parking area discourages rear entry. New, more attractive rear façade to encourage

rear entry off parking area through well marked and inviting entryways.



Short Term Steps 2: Using the *1998 Historic Architectural Survey of the Warrenton Historic District* done by GIA Consultants, INC and the *2007 Report Approaching the Past: Protecting the Character of Warrenton's Entryways* done by The University of Mary Washington's Department of Historic Preservation, identify key design elements of existing buildings within the Old Town and how they impact and react to the neighborhood activity.



Preserve the historic character of the Old Town Neighborhood through development of a form-based design code that:

- Recognizes the key historic elements and incorporates them in to new development.
- Encourages infill development within the Old Town Neighborhood in a manner that highlights current trends and fits the needs of the neighborhood.

Short Term Steps 3: The Old Town Neighborhood incorporates the Town's Central Business District with the surrounding residential neighborhoods. Perform a facilities study that would encourage the Agricultural/Tourist atmosphere of the Old Town area through infill development,

the expansion of existing uses, and reasonable incorporation of the residential areas.

- Work with The Partnership for Warrenton to identify key areas and build upon existing tourist attractions in ability to expand the Tourist Economy.
- Consider creation of a Cultural District to encourage the location of live and retail arts business to compliment the tourism market in Old Town. Areas to consider in support of this include the art galleries on Main Street, prospective theater on 3<sup>rd</sup> Street, Meade Palmer Memorial on Culpeper Street and the 4<sup>th</sup> Street Park relating to the history of the railroad in Warrenton.
  - Provide cultural spaces for art and sculpture in downtown as part of parks and gathering areas.
  - Erect display facilities at the Library, 4<sup>th</sup> Street Park, Mosby Museum or Courthouse Square for protected display of local artwork for promotion or competition of area talent.
  - Seek permanent display areas for sculpture or art to be placed on loan from area artists – County courthouse, Town Hall, Post Office, etc. – as expressions of the local character. Public display space could be commissioned or solicited from competition based on local historic themes.
  - Promote and protect murals and other exterior art work that depicts the character of the Town – promote the use of the Library front wall (inside the arches) and protect the existing mural on 4<sup>th</sup> Street with a façade easement on the two remaining sides not compromised.
  - Utilize vacant Main Street display windows or office fronts for art display; establish an Arts of Cultural Board to guide and promote partnerships of public private spaces to facilitate display areas available to the public.
- Expansion of the Warrenton Greenway through the Old Town area to encourage greater accessibility with surrounding neighborhoods.
- The area along Fifth Streets has been identified as an area of potential development for an agricultural/tourist center. This area historically tied the rural community to the Town community and contains many of the historic reminders of Warrenton’s economic history. Careful attention should be placed on the retention of these contributions to the Warrenton community. Rehabilitation and development for this area, designed to revitalize public interaction through tourism and recreation, would work to preserve this history while expanding economic opportunities for the Town.

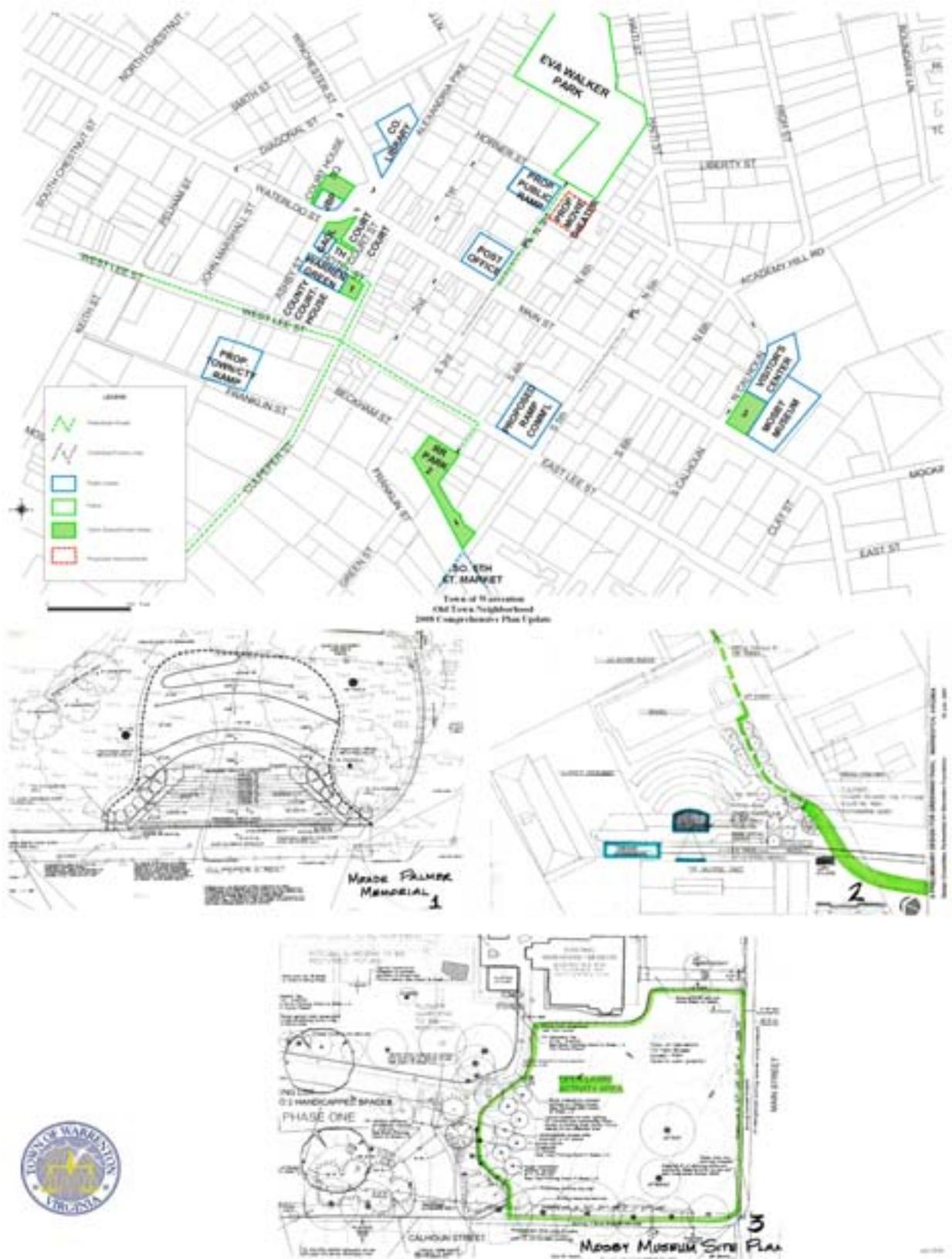


Figure 1 - Old Town Improvements



## **The Broadview Avenue Corridor**



The Broadview Corridor of our commercial district is an older commercial area that is composed of a hodgepodge of development resulting in a cluttered and disconnected area of commerce.



- Overall Goal: To develop a more cohesive commercial district that encourages accessibility in a pleasant, safe and efficient manner.
- This should be done through design mechanisms that encourage and expands economic opportunities that:
  - Incorporate traffic calming methods into the street design
  - Provide a continuation of the aesthetic character of the West Lee Highway District into the Broadview Avenue Neighborhood with landscaped median, consolidated development, reduced access points and inter-parcel connections.
  - Develop design guidelines and opportunities that provide attractive and consistent alternatives.
- Short Term Steps 1: Design a Traffic Calming Plan that encourages economic development by making the Broadview Avenue commercial district a safer and more efficient place to do business and would consist of:
  - Creating service roads designed to connect commercial properties and take the local traffic load off Broadview Avenue,
  - Reducing the ingress and egress of traffic directly onto Broadview Avenue,
  - Extending the central median from the West Lee Highway area as a method of reducing cross traffic movement and providing pedestrian relief when

crossing Broadview Avenue. This median will also enhance the aesthetics of the neighborhood.

- Short Term Steps 2: Broadview Avenue is a place where traffic congestion, hodgepodge development and the lack of continuity of design has reduced the ability of this commerce district to meet its full market potential. Reducing these trends will greatly enhance the ability of this neighborhood to develop economic opportunities. This would consist of:
  - Providing a continuance of the aesthetic character of the West Lee Highway District into the Broadview Avenue Neighborhood.
  - Using the central median as a means of enhancing the aesthetics of the neighborhood by providing landscaped areas and the inset of green areas as a bridge between the six lanes of continuous traffic and may also include a bike lane for safe bicycle traffic.
  - Providing sidewalk areas to encourage safe movement of pedestrians throughout the neighborhood and included along access ways to commercial buildings with large setback areas.



< W. Lee Hwy

Broadview >



Short Term Steps 3: Developing sign guidelines and opportunities that provide attractive and consistent alternatives would help to create a more cohesive look to the Broadview Avenue area and would assist further development of the market potential of the area. The great mixture of signage that runs throughout the area is confusing to consumers who travel through this area. A sign design plan that would meet the needs of the commercial residents and consumer base would be a major improvement to the functionality of the neighborhood.

**Falmouth Street Historic Neighborhood:**

The Falmouth Street area is an area of predominantly historic homes that show the evolution of Town development from the late 19 and early 20<sup>th</sup> Centuries. The area is characterized by large front yard areas with well defined and mature landscaping that adds to the pleasntry of the Falmouth neighborhood. The Falmouth Street study area involves Falmouth Street from Lee Street to Old Meetze and includes the Aviary Town Homes, The Town’s Public Works Department and one commercial entity know as Wines Petroleum. This neighborhood is the main neighborhood in our historic district and measures to protect and preserve the historic integrity of the Falmouth Street neighborhood should be aimed at preserving our Town’s historic structures.

General Observation 1: A review of Falmouth Street housing stock was performed and the architectural style of most houses identified. This initial review of the housing stock in the neighborhoods shows beautiful homes with architectural features that give a historic perspective of our community.



The Craftsman Style of Architect is one of the predominant styles of the Falmouth area.



General Observation 2: The neighborhood street view is garnished with mature landscaped yard that add to the historic character of the neighborhood. On the other hand the heavy tree and foliage coverage tends to hide the view of the historic properties and can hinder the security of the homes.

General Observation 3: The sidewalk areas range from red brick to modern day cement and are located on the northern side of Falmouth Street. In addition, the sidewalk is narrow and challenged as light poles and large trees tend to break the continuance of the sidewalk and restrict the ability to move at a reasonable pace. The narrowness of the sidewalk does not easily allow for pedestrians to pass each other as at some points the sidewalk’s width allows for only one pedestrian to walk comfortably. The street is a

major connector and has a heavy volume of automobile traffic which further adds to concerns for pedestrian movement.

General Observation 4: In addition to the historic dwellings that are predominant in the area the neighborhood contains a mixture of more current housing types reflected in the Avery Townhomes, the Towns Public Work Department, and a nonconforming commercial element -- Wines Petroleum. Again, this shows a progressive of development types within the neighborhood with the Townhomes being built in the late 1970's.

See attached a study of housing stock of Falmouth Street between Lee and Public Works Drive. The study shows a mixture of housing types mostly from the turn of the twentieth century. The predominant architectural style is Arts & Crafts with 60% of the structures evidencing this or Craftsman. The dwellings are well preserved with 2/2 windows and retained architectural details from the era of construction. The area is within the Warrenton Historic District and benefits from the use of guidelines to encourage similar construction that compliments the historic resources of the neighborhood.



Urban design guidelines would help preserve the pattern of the historic homes and require their reflection in any future development. However, the existing Historic District Guidelines and required review by the Architectural Review Board should be adequate to protect the area.

## **The Oliver City Neighborhood**



Oliver City is a beautiful older neighborhood within the town which emphasizes the ideal rural community with large lots and winding driveways. Additionally, this well maintained community is composed of many unnamed lanes where driveways extending off these lanes give a greater rural ambiance to the neighborhood. This is characteristic of rural minor subdivisions that exist throughout Fauquier County and shows the continuance of the history of the neighborhood's development.

The neighborhood is zoned R-15 and remains stable with many of the current residents being born and raised in the neighborhood. This strong history of family development is a strong point of the neighborhood's character.

Believed to be named after Oliver Fairfax whose home, pictured on the right, still stands in the neighborhood and remains occupied by his granddaughter, the homes in the Oliver City Neighborhood give a study in time of neighborhood's development. Fauquier County Real Estate records indicate this home was built in 1909.



The oldest home, the Smith Family home, is pictured below. Located on Old Mill Road, the home remains a vital structure with a well maintained exterior and yard area.



The Smith Home remains occupied by the Smith family and is believed to be the oldest home in the neighborhood. Fauquier County Real Estate records indicate this house was built in 1889.

The neighborhood's strong history of stability with the older homes being well maintained and a history of reinvestment, maintains itself as a cohesive neighborhood of extended families and continuous ownership. Neighbors continue to invest in their properties and there is a true sense of neighborhood pride and commitment throughout Oliver City.



This property located on Oliver City Road underwent substantial reinvestment that included an upper floor addition in 2006. This commitment to the neighborhood is reflected in many other homes as well.

In addition to property reinvestment, new development also occurred regularly over the last 30 years with new homes being built during the 1970's and 1980's and the last new home being built in 2006. Examples of new development:



<< Smith home built in the 1970's

Redd Home built in 1980's >>



<< Shaffer Home built in 2006

Currently, the developed area of the neighborhood is composed of two main roads - Oliver City Road and Old Mill Lane, as well as gravel rural lanes that offshoot from the main roads. Consistent with rural development, there are no sidewalks and either shallow drainage ditches or no ditches accompany the roadways.



There is a large undeveloped area that runs between Old Mill Road and the rear lot lines of the Falmouth Street properties. There is no evidence that this undeveloped area was ever farmed. This neighborhood seem to have been, and continues to be, a neighborhood of working class residents with a sense of pride displayed throughout.

In the late 1930's, Rider Company established an equipment storage and maintenance facility off Old Mill Lane. The facility operated until 2003. The site, currently occupied by Second Nature Landscaping and Rusty's Towing, is a legally nonconforming use that has co-existed with the neighborhood for over 70 years. The neighborhood should be protected from the heavy vehicle traffic in the future as the area is changing (property sold for residential development).



At one time the neighborhood extended over what is now Lee Street and connected to East Street. It also crossed the Route 15/17/29 Bypass connecting to Duhollow Road in Fauquier County and Meetze Road. The construction of the Bypass and Lee Street isolated the Oliver City Neighborhood to its present location. The north end of Oliver City Road contains houses that more closely reflect the East Street area and the character of downtown development (small lots, near to street, etc.). The lower end of the street contains larger lots, deep setbacks and the rural character of the county development across the Bypass.

The following four homes were moved to their present location in order to clear the land for the new bypass.



These four homes are located on one of many private lanes that exist throughout the

neighborhood. This particular private lane is composed of a long and winding gravel driveway with individual driveways going to each home.

In the 1990's the Town obtained a Community Development Block Grant to install water and sewer lines and a pumping station along Oliver City Road. This grant was based on the need to supply water and sewer to homes within the neighborhood some of which did not have running water inside the home. The picture to the left is the last home to hook up to water in the neighborhood. Notice the water pump that remains in the side yard.



Today, most of the homes remain on a septic system and many are tapped into Town water – all on Old Mill Lane are connected to Town water, while about one-half on Oliver City road are on Town water.

The Oliver City Neighborhood contains both established, cohesive residential areas that need protection from development and enhancement of facilities to stabilize its continuity. Having been severed twice in the past by transportation improvements, it cannot be allowed to be further decimated by new development that would compromise either the character or the community cohesion of the neighborhood. Public infrastructure should be improved to insure the long-term service of the area with utilities and drainage. Recognition of the neighborhood and offering recreation and signage to signify its existence would also reinforce the area and its residents.

Simultaneously, the adjacent vacant land must be either significantly buffered from the neighborhood or carefully planned for compatible development that will complement the existing character. A through connection in the area from Walker Drive to Falmouth/Old Meetze is planned, but should not be located as to impact or further sever the neighborhood in any way. Urban design guidelines for the type of structures and their rhythm would be appropriate to insure the continued character of the Oliver City area and indicate the style of dwellings for the future.

### **The Foxcroft Neighborhood**

Overall Goal: To preserve and maintain the large lot residential appearance of this affordable residential neighborhood and to further incorporate Rady Park as a central focus of the neighborhood.

This should be done in a way that maintains the affordability of the neighborhood,

encourages infill development that reflect the current design of the existing housing stock and provides accessibility to Rady Park and the commercial districts that surround it. Methodology includes:

- Preserve the Town’s scenic views, “small town” atmosphere and landscape character through the preservation of the large lot and architectural styles predominant in the neighborhood – an excellent opportunity for urban design guidelines to insure the protection of the setting of the dwellings and the continuation of the one-story, ranch type of structures in the neighborhood.
- Increased pedestrian connectability within the neighborhood and to the surrounding commercial districts.
- Enhancement of Rady Park to promote it as the center piece of the neighborhood.

Short Term Step 1: Promote the preservation of the neighbor by performing a neighborhood survey to establish existing conditions of housing stock. The study should include a documentation of architectural style and infill availability. This study should also take an inventory of housing stock type such as single family detached verse townhomes and would work to establish if a design guideline for future development is would work to preserve the viability of the neighborhood.



Short Term Step 2: Increased connectability would be accomplished through a sidewalk plan aimed at providing safe pedestrian walkway through the neighborhood. This neighborhood currently has no sidewalks. As a neighborhood located on the edge of the Town, the suburban sidewalk plan of putting sidewalks on only one side of the street may be the best practice suited for this neighborhood. Using suburban sidewalk design would work preserve the large lot pleasntry of the neighborhood.

Traffic calming measures will also assist in increasing connectability as well as encouraging pedestrian activity within the neighborhood.





Short Term Step 3: The enhancement of Rady Park as the central area of the neighborhood would support the efforts of the Town to provide healthy lifestyle amenities into Town neighborhoods. Rady Park is a popular spot for workday lunch gatherings as well as for afterschool activities. Connectibility to the park through sidewalk design and enhancement of the greenway that borders the park helps to make this a true Town asset. Suggested first steps in enhancing Rady Park are:

- As the park is an active park, expansion of parking areas for users from outside the immediate neighborhoods is a good first step in creating better accessibility to the park.
- Expanding the picnic area to provide for the increasing demands.
- Coordination of the park with the construction of the Route 211/17 Connector - As the right-of-way for the Connector is established, any void remaining with the Town boundary should be used for expansion of the park and incorporation into park facilities. This could be annexed into the town and eliminate any potential development problems from the adjacent lands. The Connector should be limited access in this area with the sole exception of access to the park to relieve neighborhood traffic.
- Potential development of a community building for seniors and year-round activities of both the community and the neighborhood.

# **APPENDIX**



MEMORANDUM  
MICHAEL BAKER JR., INC.

To: Ray Ocel, Town of Warrenton      Date: December 10, 2001  
From: Lorna Parkins                      Subject:      Western Bypass-Related Analysis

Per your request, Michael Baker Jr., Inc. conducted an analysis to estimate the amount of traffic that would be diverted to the proposed western bypass from the thoroughfare system in the Town of Warrenton. The analysis does not predict the total amount of traffic that will use the bypass; rather, it focuses on reductions in projected traffic on existing thoroughfares. Based on previously predicted travel patterns and turning movements, the following assumptions were developed:

- Approximately sixty percent of the vehicles entering the Town of Warrenton on the following roadways were through-trips: Broadview Avenue, Lee Highway, Frost Avenue, and Shirley Avenue.
- Turning movements and roadway volumes reveal that the major movement of this through traffic is between Route 211 (Frost Avenue) and Route 29/15 (Lee Highway) to north/east.

The local and through traffic movements were analyzed. Based on turning movements, a trip distribution matrix was created that identifies through trips entering and exiting the Town on the various legs of Route 211, Route 17, Route 15, and Route 29. This analysis identified 13,440 vehicles that represent through trips in 2020 on Broadview Avenue, Lee Highway, Frost Avenue, and/or Shirley Avenue. One assumption "outside" this analysis is that through-trips between Route 17/15/29 South and Route 17/15/29 North are already using the existing bypasses. While some of these trips would divert to the new bypass, they do not affect this analysis of thoroughfare roadways. Additional assumptions in the analysis were:

- Of the 13,440 vehicles wishing to bypass the town, approximately twenty percent (2,240 vehicles) would still move through the town for consumer needs (fuel, food, utilities, etc.).
- The other eighty percent of the traffic (11,200 vehicles) would divert to the new bypass.

The diverted traffic was subtracted from each segment based on three scenarios: The southern leg of the bypass was constructed (from the Shirley Avenue to Frost Avenue); the northern leg of the bypass (from Frost Avenue to Old Broadview Avenue) was constructed; and the entire bypass was constructed. The results, based on the assumptions detailed above, are as follows.

Scenario 1: Southern leg of bypass constructed

- The ADT on Shirley Avenue estimated for 2020 was reduced from 19,500 vehicles to 17,100 vehicles in the two lane section and from 27,500 vehicles to 25,100 vehicles in the four lane section.

Scenario 2: Northern leg of bypass constructed

- The Average Daily Traffic (ADT) on Broadview Avenue estimated for 2020 was reduced from 49,100 vehicles to 40,300 vehicles.
- The ADT on Lee Highway estimated for 2020 was reduced from 42,700 vehicles to 35,900 vehicles.

Scenario 3: Entire bypass constructed

- All three traffic reductions (above) would take effect.

After these traffic volumes were reduced on the specified roadways, the segment and intersection analyses were revisited. In general, traffic volumes on Shirley Avenue, Broadview Avenue, and Lee Highway were reduced to a level similar to the 2010 projections. Thus, the bypass would defer the need for capacity improvements to these segments by about 10 years. ]

Based on this analysis, the additional intersection analysis, and the November 1st comments from the Town on the draft recommendations, several refinements to the recommendations will be made and will be presented in the draft plan. The refinements include the following: ]

Add a recommendation for widening Lee Highway to six lanes in 2020 (timing based on capacity analysis, but could happen sooner given availability of right-of-way).

Add a recommendation for reconstructing/widening Broadview Avenue from the current four lane/dual continuous turn-lane configuration to six through-lanes with one channelized (with raised median) turn lane. This is a 2020 recommendation based on the assumption that the western bypass would defer the capacity problem on this roadway from 2010 to 2020.

Defer the recommendation to widen Shirley Avenue from Falmouth to Culpeper until 2020 (previously recommended for 2010).

Add intersection improvements at Broadview/Lee Highway/Winchester as follows: an additional eastbound left-turn lane should be added on Lee Highway; one northbound right-turn lane should be added; and the westbound movement should be reconfigured to include a free-flow right-turn lane. This is a 2020 recommendation.

Refine the intersection improvement recommendation for Broadview/Waterloo/Shirley/Frost as follows: Widen and reconfigure the northbound approach on Shirley Avenue to include two left-turn lanes, two through-lanes, and a free-flow right-turn lane. Another lane should be added to the eastbound approach, and these lanes should be reconfigured to include two left-turn lanes, one through-lane, and a free-flow right-turn lane. The westbound approach should be reconfigured to include one left-turn lane, one through-lane and one free-flow right-turn lane. The southbound approach should not be reconfigured. This is a 2020 recommendation.

Refine the intersection improvement recommendation for Lee Highway and Blackwell Road as follows (also for 2020): One lane should be added to the southbound approach on Blackwell Road and the approach should be reconfigured to include two left-turn lanes and one through-right lane. The northbound lanes should be reconfigured to include one left-turn lane and one through-right lane. The addition of an extra through-lane on each approach of Lee Highway would also greatly help the efficiency of the intersection if the widening of Lee Highway is pursued.

Additional refinements to the plan in response to the Town's comments (not related to the diversion analysis) will consist primarily of acknowledging the Town's concerns about certain improvements. Because the nature of the plan is to present deficiencies and recommended responses to them, and because no project on the plan will move forward without the Town's initiative, it is

better to show recommendations that may be needed and state related concerns than it is to remove recommendations because of local concerns at a particular point in time. The localities should also bear in mind that VDOT is fulfilling a broader, mandated mission to identify long-term transportation needs throughout the state and the costs of resolving them. The local thoroughfare plan will be revisited every five years, and changes in circumstances and traffic patterns will be considered anew each time. Thus, for example, while the Town does not agree with widening Waterloo Street to three lanes (a 2020 recommendation), it is possible to leave that long-term recommendation on the plan, but also add a local initiative project for traffic calming on Waterloo in the base year, and state in the plan that future updates will need to consider whether the traffic calming improvements cause shifts in traffic patterns that would make the long-term recommendation unnecessary.

Cc: Oscar Gray  
Peggy Todd  
Marshall Barron  
David Cabbage



# EXCERPT



## **Strategic Transportation Plan for the Bealeton, Calverton, Catlett, Midland, Opal and Remington Service Districts**

**February 2, 2004**

### ***Advisory Committee includes:***

*Chester W. Stribling, Current Lee District, Board of Supervisors  
Sharon McCamy, Former Lee District, Board of Supervisors  
John Meadows, Lee District, Planning Commission; Board of Zoning Appeals  
Jim Stone, Cedar Run District, Planning Commission  
Jim VanLuven, Board of Zoning Appeals  
Larry Mason, Transportation Committee  
George Muschamp, Parks and Recreation Board*

***Transportation Consultant: C. Richard Keller, Kellerco***

*Fauquier County, Virginia  
Department of Community Development*

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## BACKGROUND

With the Board of Supervisors adoption of the Bealeton, Calverton, Catlett, Midland, Opal and Remington Service District elements of the Comprehensive Plan, important building blocks for the future transportation system were established for southern Fauquier County. To insure the effective and timely implementation of key elements of each service district plan, it was necessary to further refine and to better integrate key elements regarding roadways, bike paths, airport access and future Virginia Railway Express (VRE) service into the Transportation Plan.

In developing key components of this more refined plan, it was necessary to evaluate the typical VDOT roadway planning process in view of the need to better separate local and regional traffic and its impact on more populated service districts. The document integrates the transportation elements for each of the referenced six Service Districts into one plan. It provides two basic scenarios. One represents the results with no County action, while the second illustrates the transportation system improvements if the County implements the plan.

This document also represents the staging component for the transportation element of each service district plan. Included are short term prioritized strategic actions necessary to implement key plan elements. This document can therefore be used in making County recommendations to VDOT for the six year Transportation Improvement Program (TIP). The plan also serves as a model for strategic transportation planning which could be applied to other service districts such as Marshall, Warrenton and New Baltimore for inclusion in the adopted countywide transportation plan.

The next section of this report describes key staging components of four specific modes of travel:

- Roadways
- Bus and rail service (VRE)
- Airport expansion and access
- Bike paths

### STAGING FOR KEY COMPONENTS OF THE ADOPTED SERVICE DISTRICT PLANS

Roadways provide not only local and regional vehicular access, but also the movement of local/express buses, bicycles, access to rail (VRE) stations and access for expanded airport facilities. Therefore, the roadway system component was considered first in the staging process.

#### FUTURE ROADWAY SYSTEM

In order to better understand how a future roadway system in southern Fauquier County will impact these six specific service districts, it was necessary to develop and then evaluate two distinctively different future roadway plans. The assumption here is that either scenario would be conceptually implemented (regardless of any funding constraints) in five specific stages between 2003 and 2020.

- Stage I: 2004-2005
- Stage II: 2006-2007
- Stage III: 2008-2009
- Stage IV: 2010-2014
- Stage V: 2015-2020

Both plans assume that VDOT is responsible for delivering the roadway improvements and Fauquier County is responsible for delivering land uses, proffer funds, donated or reserved right of way for future roads and public roads built by developers. The two distinctively different long range conceptual roadway plans were designated for comparison purposes only as Scenarios A and B:

- Scenario A reflects a **dominant** VDOT position with a **passive** Fauquier County position regarding staged roadway planning decisions.
- Scenario B reflects a **proactive** Fauquier County position in implementing transportation elements of its Comprehensive Plan with a **cooperative** VDOT position regarding staged roadway planning decisions.

This comparative process was conceived to illustrate the very critical role that VDOT and local government (in this case Fauquier County officials) play in making land use and related transportation (roadway/transit/bikeway) decisions, regarding a future roadway system which accounts for the permanent separation of local and regional traffic. The Federal Highway Administration (FHWA), while not specifically mentioned, is very important because of the role that federal funding plays in the highway/transit/bikeway decision making process. The next section describes a conceptual assessment of Scenario A versus Scenario B.

Assessment of Scenario A Versus Scenario B

This section first describes key staging elements of each scenario, and then concludes with a conceptual evaluation for the best future scenario to pursue for these six service districts. The comparative process is illustrated below:

Strategic Period	Scenario A Strategy	Scenario B Strategy
Stage I: 2004-2005 (2 years)	Fauquier County Passive and VDOT/FHWA <b>Dominant</b>	Fauquier County Proactive and VDOT/FHWA <b>Cooperative</b>
Stage II: 2006-2007 (2 years)		
Stage III: 2008-2009 (2 years)		
Stage IV: 2010-2014 (4 years)		
Stage V: 2015-2020 (5 years)		

It should be noted that, while a 2020 year horizon has been used to illustrate buildout for both scenarios, the year that a complete roadway system is actually built would depend on funding availability. It could therefore take until 2030 or 2040 to actually achieve a complete road network for either Scenario A or B.

It should be emphasized that both the Route 28 and Route 17 corridors currently serve both local and regional traffic, and the average annual daily traffic volumes have increased significantly in the last twelve years at Bealeton as summarized below.

	1990 ADT	2002 ADT	12-Year Increase	12-Year Percent Increase	Per Year Average Percent Increase
Route 28 west of Route 17	4,125	6,200	+2,075	+50%	+4.2%
Route 28 east of Route 17	6,350	9,900	+3,550	+56%	+4.7%
Route 17 north of Route 28	9,050	20,000	+10,950	+121%	+10.1%
Route 17 south of Route 28	10,340	25,000	+14,660	+142%	+11.8%

Here it should be emphasized that each scenario starts with the adopted transportation elements for the Bealeton, Calverton, Callett, Midland, Opal and Remington Service Districts. The Scenario A section illustrates how, with no County action, key transportation elements and strategies of the Comprehensive Plan are lost and identifies the consequences.

- Staging Elements of Scenario A

The five stage Scenario A process for conceptual roadway/transit/rail improvements is illustrated on Exhibits 1a through 1e. It needs to be noted that Exhibit 1a represents the Board of Supervisors adopted transportation elements for the six referenced service districts.

- Stage I: Scenario A: This stage shown on Exhibit 1a indicates specific actions by VDOT (dotted black box) and Fauquier County (solid black box) that would occur or have already occurred in this two year period. While VDOT takes action regarding the realignment of U.S. Route 17 at Opal and other signal improvements, the County has already adopted the future improvements shown on the comprehensive plan.

- Adoption of the Town/Warrenton Service District Route 29/15/ Bypass Route 17 Business interchange concept (see Appendix A Exhibit A1)

- Upgrading the U.S. Route 29/15 corridor to a rural freeway with interchanges in lieu of signals
- A future U.S. Route 17 connector alignment to U.S. Route 29/15
- A future two stage VA Route 28 alignment past the airport at Midland

The county's actions reflect the need to serve increasing traffic generated by new development in the six service districts.

- Stage II: Scenario A: This hypothetical stage shown on Exhibit 1b indicates some very significant VDOT and County decisions.

VDOT initiates studies to widen the U.S. Route 29/15 and VA Route 28 corridors and to apply access management changes on the Route 29/15 corridor as it is changed to a rural freeway.

VDOT also opens the first stage of the U.S. Route 17 partial interchange connector south of Opal. See Exhibit 1b' for specific details. Note that **northbound** U.S. Route 17 traffic would not be relocated by 2007 leaving this traffic to merge into U.S. Route 29/15 northbound traffic from the south at a rather hazardous merge point north of the signalized intersection at Sheetz/McDonald's.

With Fauquier County taking a more passive role; the inaction results in the elimination of the U.S. Route 17 connector south of Bealeton and the VA Route 28 two stage realignment at the airport as viable options. Since there is no protected Route 17 corridor, the County must adopt a policy to allow a new grade separated interchange at U.S. Route 17/VA 28 in Bealeton and to pursue an upgraded U.S. Route 17 corridor through Bealeton to Opal. The conceptual Route 29-15/Bypass/Route 17 Business interchange is also abandoned by the County. Now the separation of local and regional traffic in the Bealeton, Opal and Remington areas along specific Route 17 and Route 28 locations is a lost option.

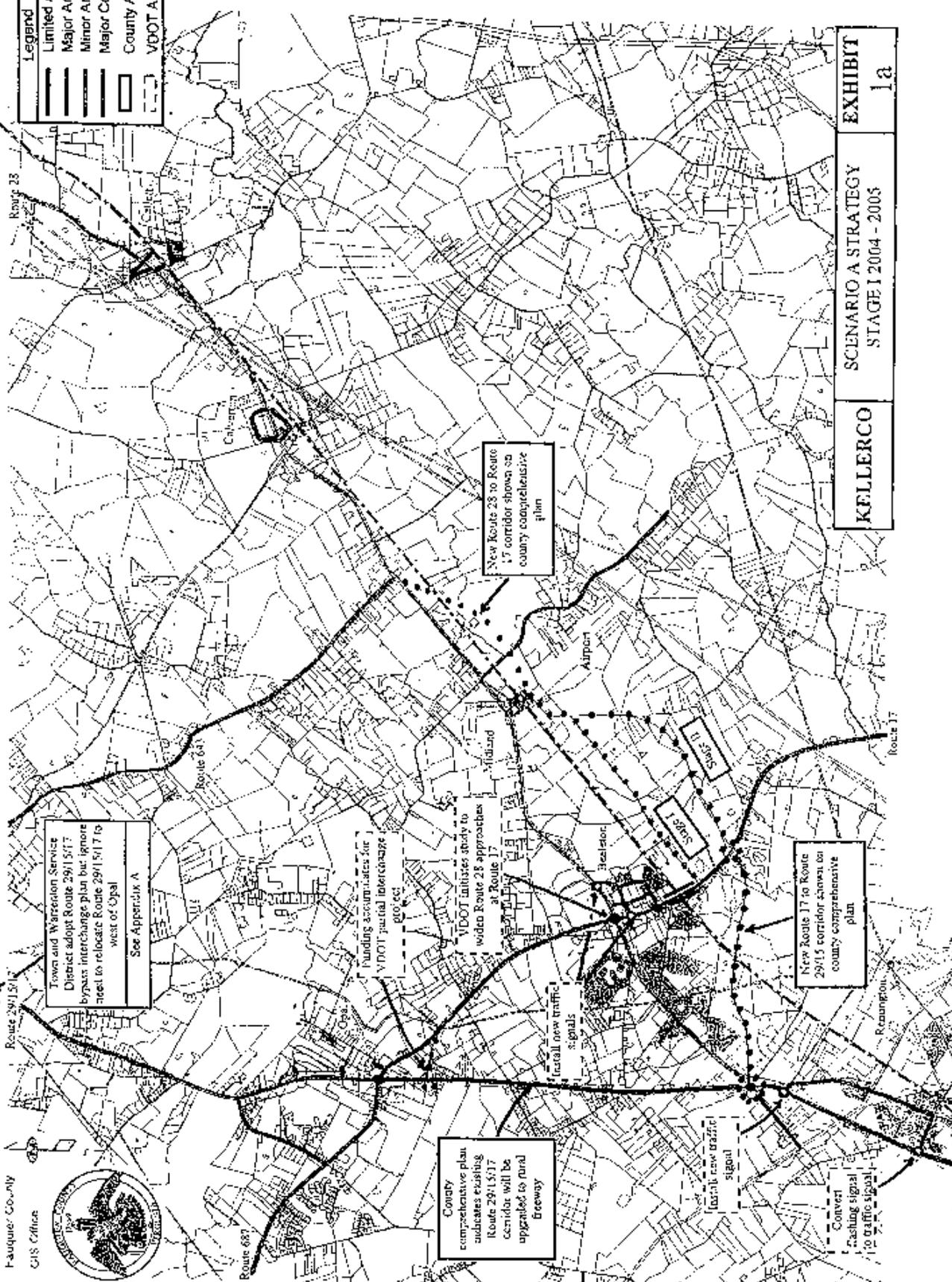
As these actions occur, new development continues in the six service districts.

- Stage III: Scenario A: This stage is shown on Exhibit 1c and indicates that VDOT takes action to continue to upgrade both the U.S. Route 29/15 and VA Route 28 corridors, including the proposal to construct a grade separated interchange at U.S. Route 17, VA Route 28 in Bealeton as the new Town Center is being developed.

Fauquier County  
GIS Office



Legend	
	Limited Access
	Major Arterial
	Minor Arterial
	Major Collector
	County Action
	VDOT Action



Town and Warrenton Service District adopt Route 291 S177 bypass interchange plan but ignore need to relocate Route 291 S177 to west of Oyal  
See Appendix A

Funding accumulates for VDOT partial interchange project

VDOT initiates study to widen Route 28 approaches at Route 17

Install new traffic signals

County comprehensive plan indicates existing Route 291 S177 corridor will be upgraded to rural freeway

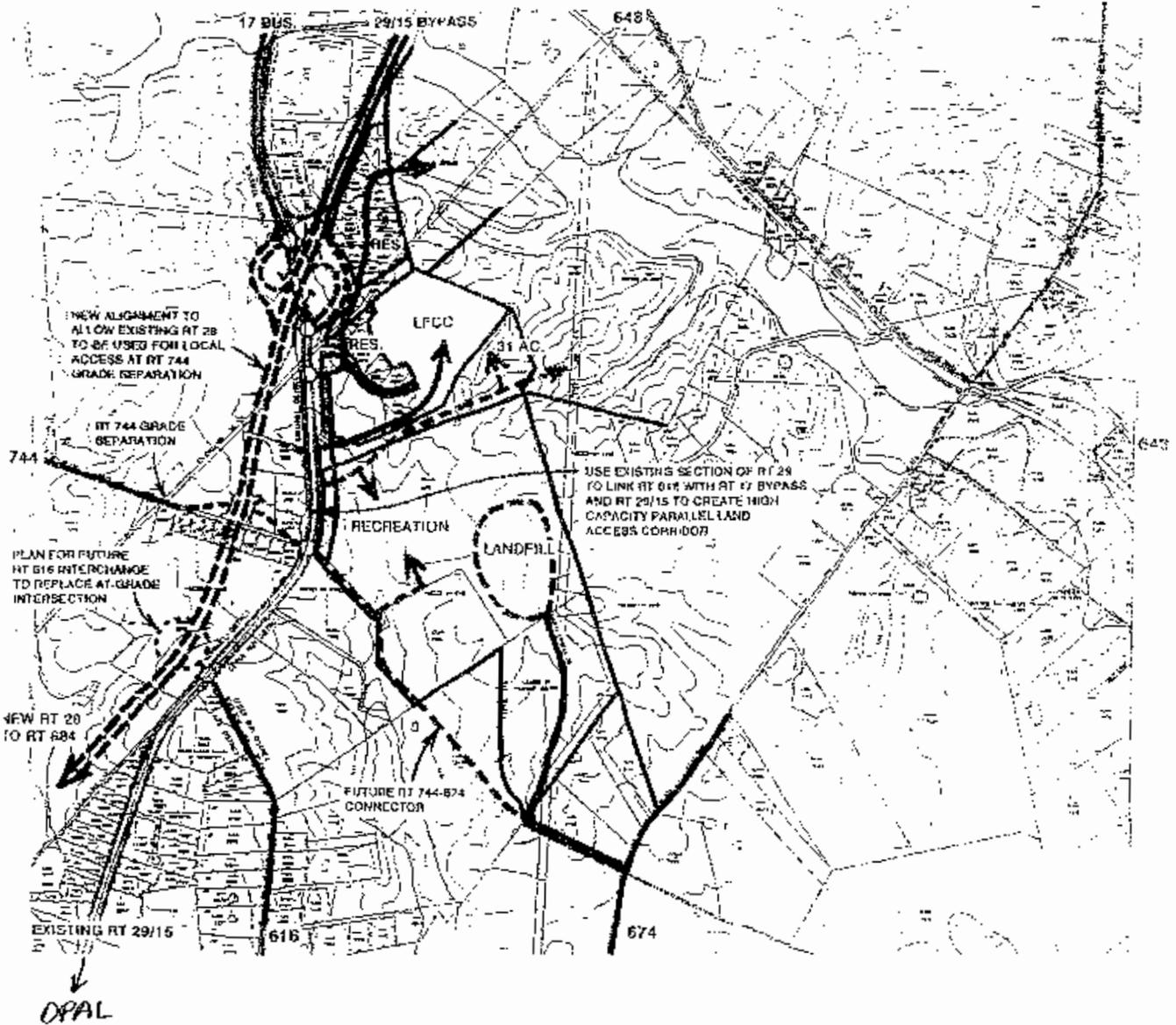
Install new traffic signal

Convert flashing signal to traffic signal

New Route 28 to Route 17 corridor shown on county comprehensive plan

New Route 17 to Route 291 S177 corridor shown on county comprehensive plan

<b>KELLERCO</b>	<b>SCENARIO A STRATEGY STAGE 1 2004 - 2005</b>	<b>EXHIBIT 1a</b>
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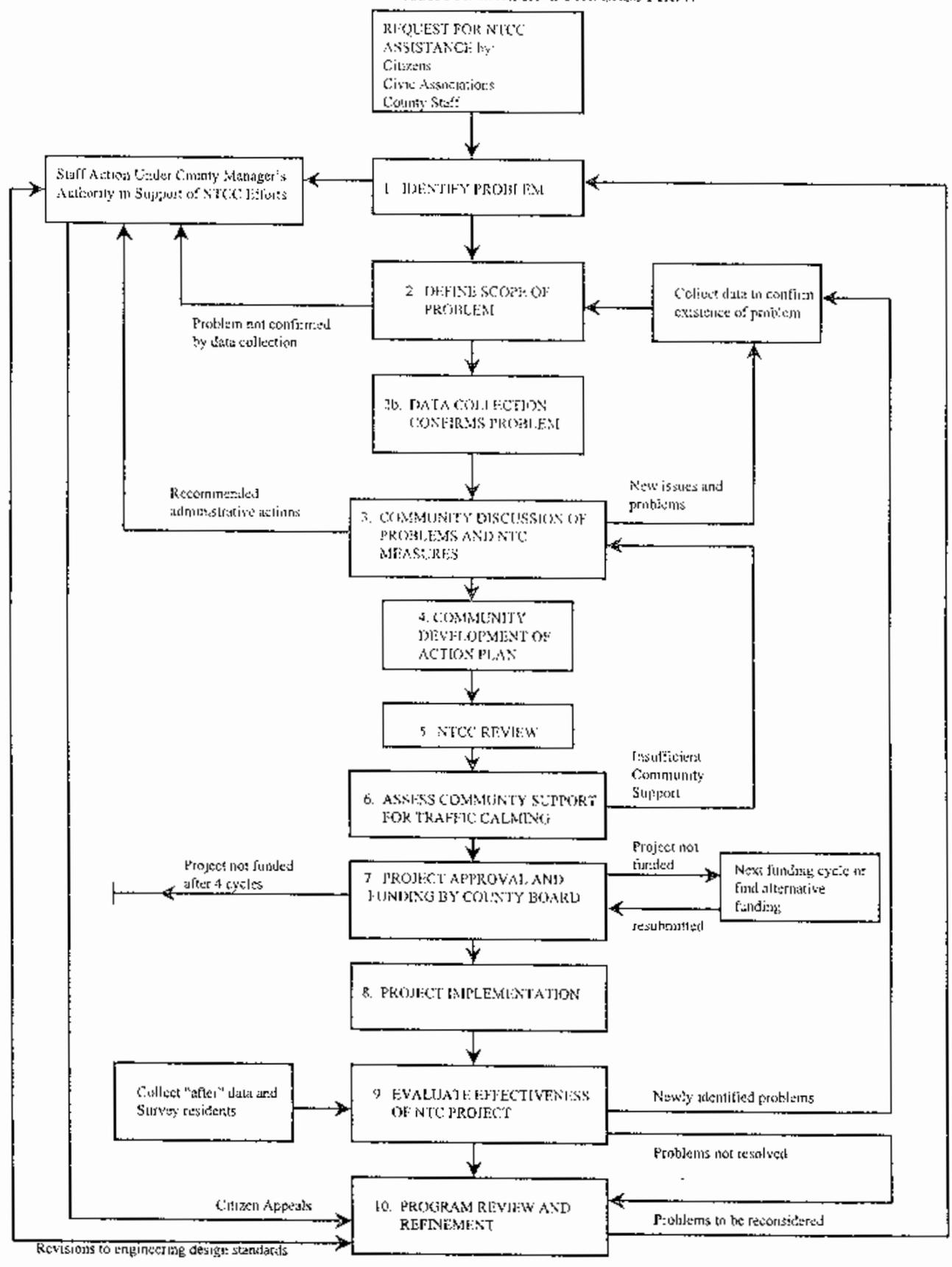


**KELLERCO**

CONCEPTUAL INTERCHANGE AT SOUTH  
END OF WARRENTON BYPASS DEVELOPED  
BY A VDOT-LOCAL TASK FORCE

**EXHIBIT  
A1**

### NEIGHBORHOOD TRAFFIC CALMING PROCESS FLOW



## Traffic Calming Toolbox

	Used for	Measure	Criteria	Minimum Community Support Needed	Relative Cost	Comments
1	Convenience, safety information	Roadway Markings*	MUTCD	none	low	
2	Cut through traffic	Street Closure	cut through traffic problem	70% of households in the designated area of impact*	high	County Board Approval
3	Cut through traffic	Diverters	cut-through traffic problem	70% of households in the designated area of impact*	high	County Board Approval
4	Cut through traffic	Half Street Closure	cut-through traffic problem	70% of households in the designated area of impact*	high	County Board Approval
5	Cut through traffic	Turn / Access Restrictions	cut-through traffic problem	70% of households in the designated area of impact*	low	Cut-through problem at certain times of the day
6	Cut through traffic	One-Way Streets	cut-through traffic problem	70% of households in the designated area of impact*	low	County Board Approval
7	Cut through traffic	Track Restrictions	5% of total traffic and an Alternative Arterial nearby	Approval of civic association	low	County Board Approval
8	Cut through traffic, speeding	Woonerf	Case by Case basis	60% of households in the designated area of impact	high	
9	Intersection safety, pedestrian safety	Midway Stop Signs*	See revised warrants adopted by the Co. Bd. On 10/7/99	Approval of civic association	low	High expectation of non-compliance if vpd is not high
10	Pedestrian safety	Midblock Crosswalk*	-significant concentration of pedestrian traffic	60% of households in the designated area of impact	low	
11	Speeding	Traffic Circle	- 85th% > 5mph above the speed limit -only after consultation with fire dept. and transit authority. -major street to have low left turn volume	60% of households within one block of circle	high	Not for 3-way or offset intersections
12	Speeding	Narrow Streets	- 85th% > 5mph above the speed limit	60% of households in blocks to be narrowed	high	Usually done where no curb and gutter in place
13	Speeding	Slow Points	- 85th% > 5mph above the speed limit*	60% of households in block to be installed	high	May impact on-street parking
14	Speeding	Median	- 85th% > 5mph above the speed limit*	60% of households in the designated area of impact*	high	Affects driveway access to residences
15	Speeding	Chicana	Case by Case basis	60% of households in the designated area of impact*	high	
16	Speeding	\$250 Fine Speed Warning Signs*	Used where chronic excessive speeding problems exist	Approval of civic association	low	
17	Speeding	Median Bollards (SPCCD)	85th% > 5mph above the speed limit -not on roads with > 1 lane in each direction -requires painted or raised median	60% of households in block(s) where installed	low	May be used to enhance pedestrian safety, messages on signs can change

## Traffic Calming Toolbox

	Used for	Measure	Criteria	Minimum Community Support Needed	Relative Cost	Comments
18	Speeding	Flat top Speed Hump	- 85th% > 32mph -only after consultation with fire dept. and transit authority. -street grades <8%	60% of households on street to receive humps	medium	Area petitioned may need to be adjusted based on street network
19	Warning	Rumble Strips	85th% > 5mph above the speed limit	60% of households in block to be installed	medium	-May cause noise complaints -Dangerous for bicyclists
20	Speeding	Speed Display	- any citizen complaint	As requested	none	
21	Speeding, cut-through traffic	Gateway	85th% > 5mph above the speed limit	60% of households in affected area	high	Affected area to be determined on a case by case basis -May discourage cut-through
22	Speeding, pedestrian safety	Nubs (curb extensions, chokers)	85th% > 5mph above the speed limit	60% of households within one block	high	Also pedestrian benefits
23	Speeding, pedestrian safety	Raised Crosswalk	- 85th% > 32mph -only after consultation with fire dept. and transit authority -major ped crossing point	60% of households on street where installed	medium	
24	Traffic Volume Reduction	Arterial Direction Signs	MUTCD	Approval of civic association	low	

\* Administrative measures can be implemented by staff without going through the NTC process

^ Areas of impact for these measures are to be determined on a case by case basis

### Note

All measures can be used on neighborhood minor and principal streets, but measures 1, 9, 10, 20, 24 can also be used on arterials and 12, 17, 22 can be used on minor arterials. Traffic issues involving arterial streets will be referred to County Staff and the Transportation Commission.

An excessive cut-through problem exists when more than 30% of the traffic in any given hour during the day uses the street/streets as a through street. Cut through traffic is defined as traffic not originating in or destined to the immediate neighborhood.

### APPENDIX 3 PRIORITY RANKING GUIDELINES

Measure	Definition	Points
Speeding	Average daily percentage of vehicles traveling more than 5 mph over the speed limit, at the point on the project street with the highest average speed. One point for each percentage point over 5 MPH, and a second point for each percentage point over 10 MPH.	0-40
Volume	Average daily traffic volume, at the point on the project street with the highest average volume, divided by 100.	0-30
Accidents	Number of reported, correctable accidents on the project street in the last three years.	5 each
Bike/Transit Routes	Street designated as Official or Unofficial Bicycle Route on the Arlington County Bikeways Map, or used as a regular transit route by Metro Bus.	5 each
Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic.	5 each
Dangerous Conditions	Conditions on the project street which lead to increased hazards, such as the absence of a sidewalk on either side of the street or inadequate, uncorrectable site distance problems.	5 each
Community Support	Support from civic association or local PTA; each ten percentage points above required 60% on qualifying petitions/cards.	5 each

**Town of Warrenton**  
**Neighborhood Traffic Calming Program Application**  
**(Working Draft)**

Thank you for expressing interest in the Town of Warrenton's Neighborhood Traffic Calming Program (NTCP). Fill out this form and return it to the Community Planning and Development Department at Town Hall, 18 Court Street (telephone 540-347-2405). If there is not a civic association in your neighborhood, indicate on the form that you are representing a neighborhood citizens' group.

Please print in ink or type.

Civic Association: \_\_\_\_\_

Civic Association President: \_\_\_\_\_

Civic Association President's Signature: \_\_\_\_\_

Civic Association President's Address: \_\_\_\_\_

Home phone: \_\_\_\_\_ Work phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

Please describe your traffic concerns and include all of the following. Incomplete applications will be returned.

- Street segment where the problem(s) exists (i.e. X Street between Y Place and Z Avenue)\*;
- Time of day when the problem(s) occurs;
- Possible causes of the problem;
- Perceived dangers to pedestrians, bicyclists, residents and property as a result of the problem; and
- Names, addresses and phone numbers of 2 - 5 nearby residents who share the concerns, (a petition is not needed at this point).

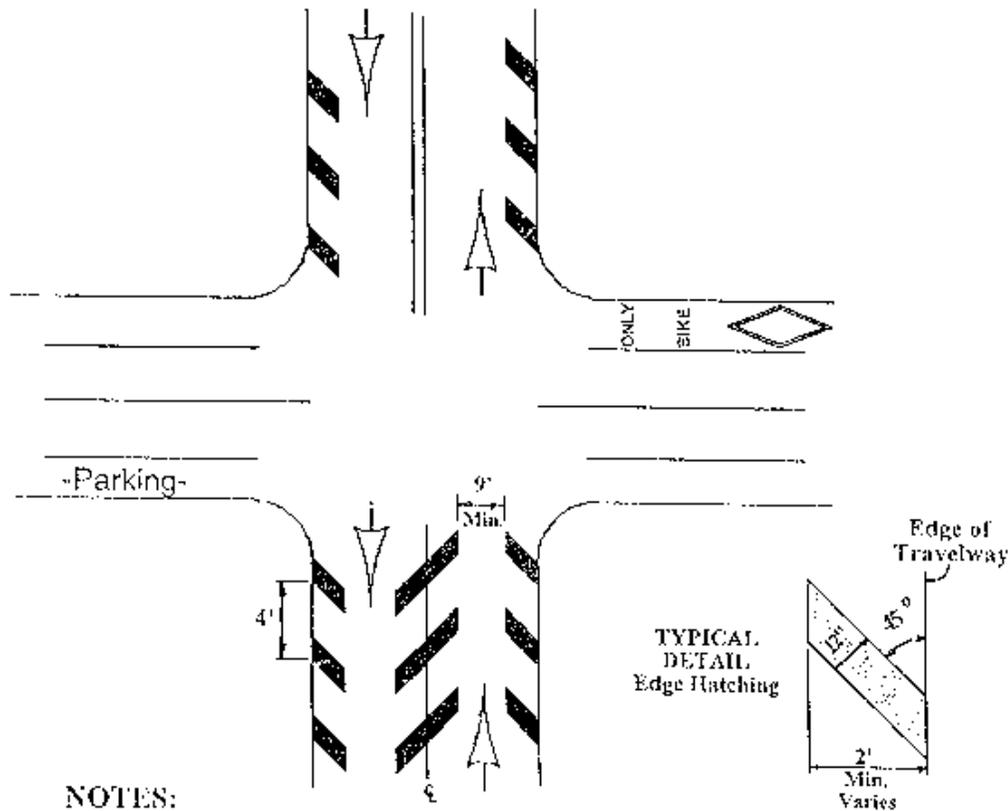
Please also include a brief description of the traffic calming device(s) which you feel might be most appropriate for your street or area.

- Note: Some streets are not appropriate for traffic calming, including dead-end and private streets.

## RESIDENTIAL TRAFFIC CALMING MEASURES

## TRAFFIC CALMING MEASURE

Figure A-1. NON-PHYSICAL MEASURE  
PAVEMENT MARKING / LANE NARROWING

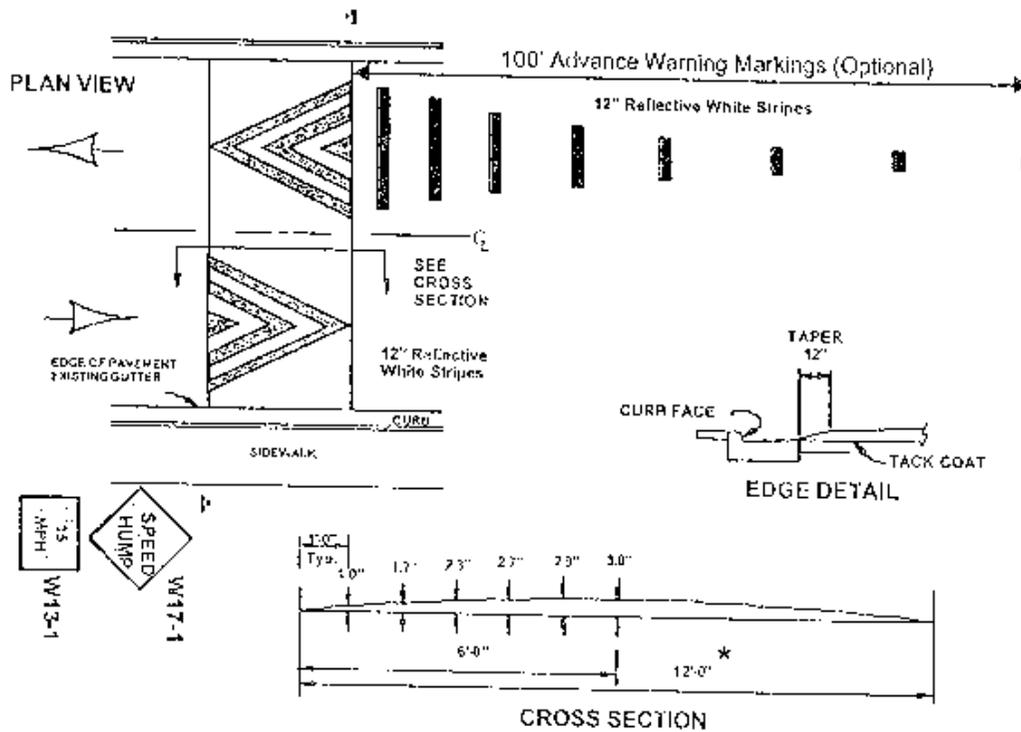


### NOTES:

- 1) Markings shall be in accordance with the MUTCD, VDOT's Road and Bridge Standards and Specification, and Road Design Manual, Sec A5.
- 2) Narrowing Design Options:
  - a) Hatching
  - b) Parking Lanes
  - c) Bike Lanes
- 3) The amount of hatching as well as widths, lengths and spacing to be determined by the Engineer. Centerline hatching optional.
- 4) Travel lanes not to be less than 9' in width.
- 5) Engineer to modify design to accommodate field conditions while conforming to AASHTO publications and acceptable engineering practices.

# TRAFFIC CALMING MEASURE

## Figure A-2. SPEED HUMP

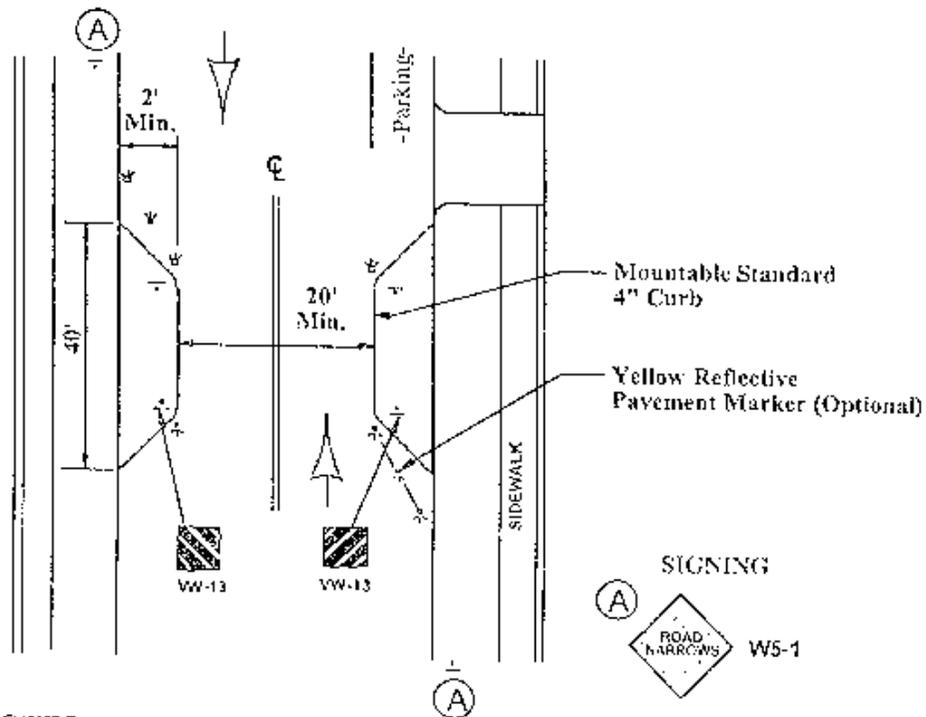


### NOTES:

- 1) Signs and Markings shall be in accordance with the MUTCD & ITE practices.
- 2) Advance signing at each location is optional when part of an area wide scheme.
- 3) Cross-section shows approximate elevation for 3" (maximum) speed hump.
- 4) Design Options:
  - a) 22' section (See Raised Crosswalk for cross-section.)
- 5) Speed Humps shall not be placed over manholes, watergates, junction chambers, etc.
- 6) Speed Humps must be placed at locations approved by Engineer.
- 7) Engineer to modify design and location to accommodate field conditions (ex. drainage) while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

# TRAFFIC CALMING MEASURE

Figure A-3. CHOKER

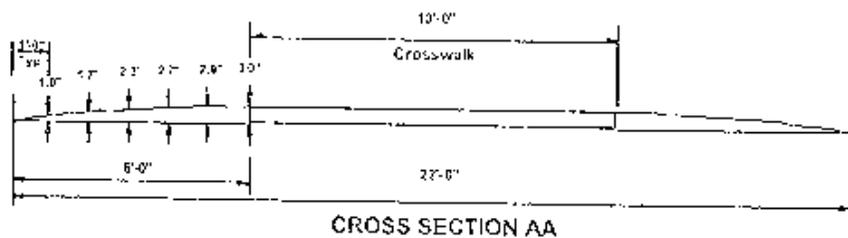
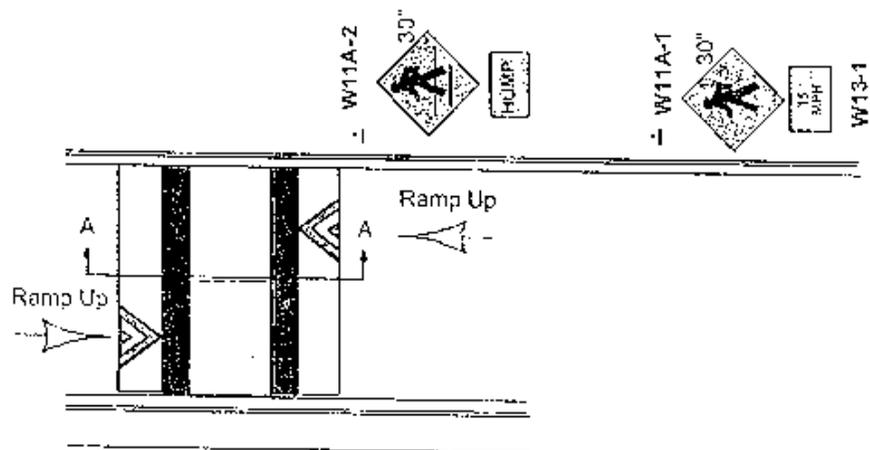


## NOTES:

- 1) Signs and Markings shall be in accordance with the MUTCD.
- 2) Advance signing at each location is optional when part of an area wide scheme.
- 3) Landscaping designs, if any, to be determined by the community and approved by the Engineer. Sight distance shall not be impacted by landscaping. Fixed objects shall not be placed in any portion of the measures that are within the clear zone.
- 4) The transition of the approach curb, and accompanying raised pavement markers, shall be in conformance to the design speed.
- 5) Design Options:
  - a) Intersection or Mid-block
  - b) One-side or Two-side
  - c) Combined with Raised Crosswalk
- 6) Engineer to modify design and location to accommodate field conditions (ex. drainage) while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

## TRAFFIC CALMING MEASURE

Figure A-4. RAISED CROSSWALK

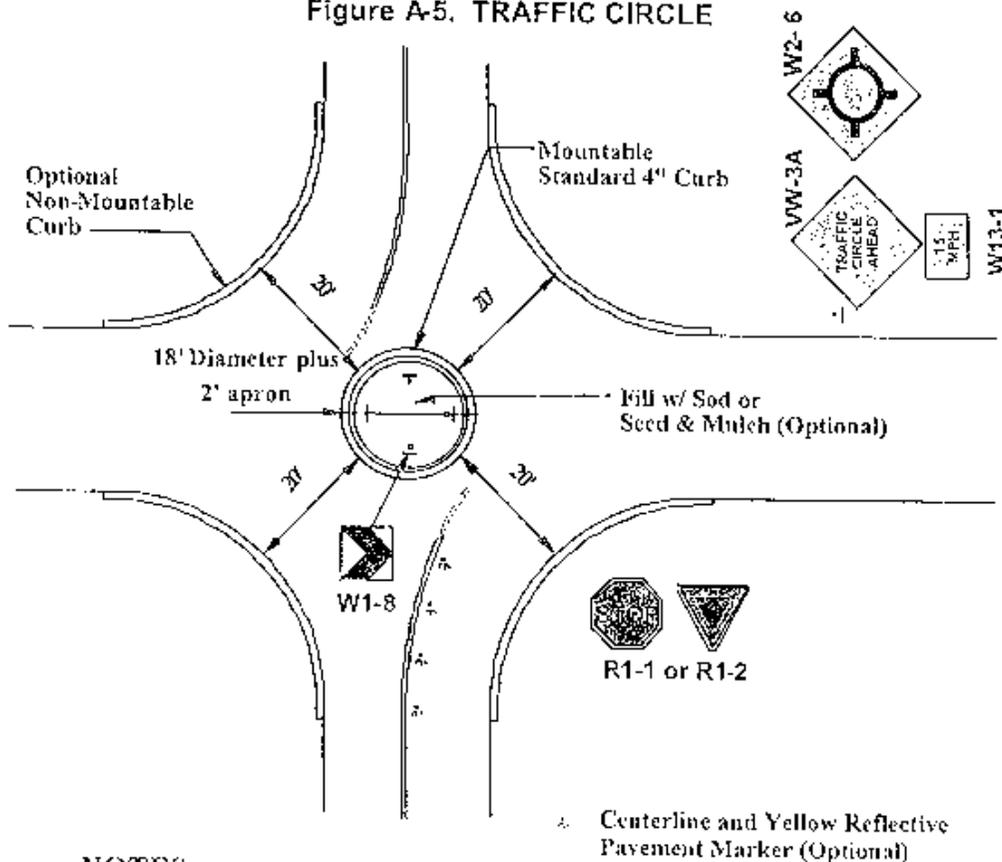


### NOTES:

- 1) Signs and Markings shall be in accordance with the MUTCD.
- 2) Advance signing at each location is optional when part of an area wide scheme.
- 3) Cross-section shows approximate elevation for 3" (maximum) raised crosswalk.
- 4) Design Options: can be combined with choker.
- 5) Raised Crosswalks should be located mid-block (edge of ramp at least 20' from intersection) and shall not be placed over manholes, watergates, junction chambers, etc.
- 6) Raised Crosswalk material and placement to be approved by Engineer.
- 7) Engineer to modify design to accommodate field conditions (ex. drainage and curb cuts) while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

# TRAFFIC CALMING MEASURE

Figure A-5. TRAFFIC CIRCLE

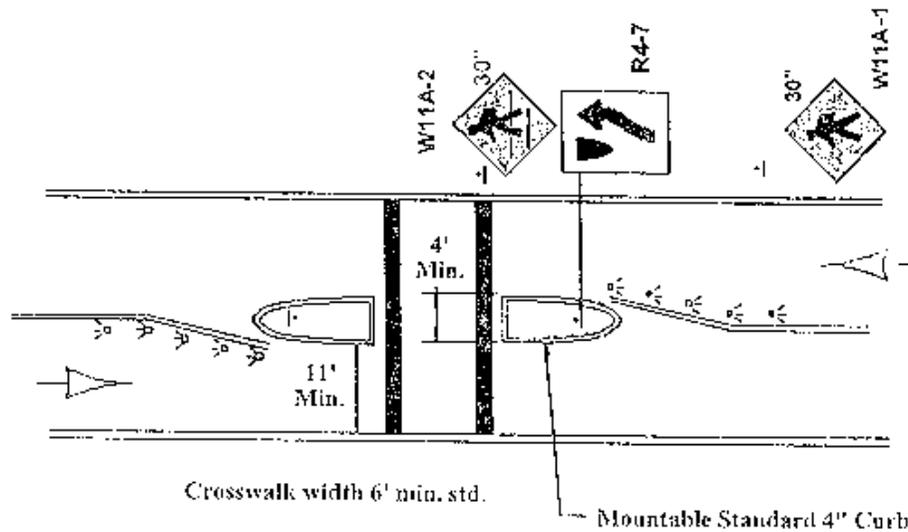


## NOTES:

- 1) Signs and Markings shall be in accordance with the MUTCD.
- 2) Advance signing at each location is optional when part of an area wide scheme.
- 3) Landscaping designs, if any, to be determined by the community and approved by the Engineer. Sight distance shall not be impacted by landscaping. Fixed objects shall not be placed in any portion of the measures that are within the clear zone.
- 4) Use of Stop or Yield Sign as determined by the Engineer.
- 5) Engineer to modify design to accommodate field conditions (ex. drainage) and available ROW while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

## TRAFFIC CALMING MEASURE

Figure A-6. CROSSWALK REFUGE



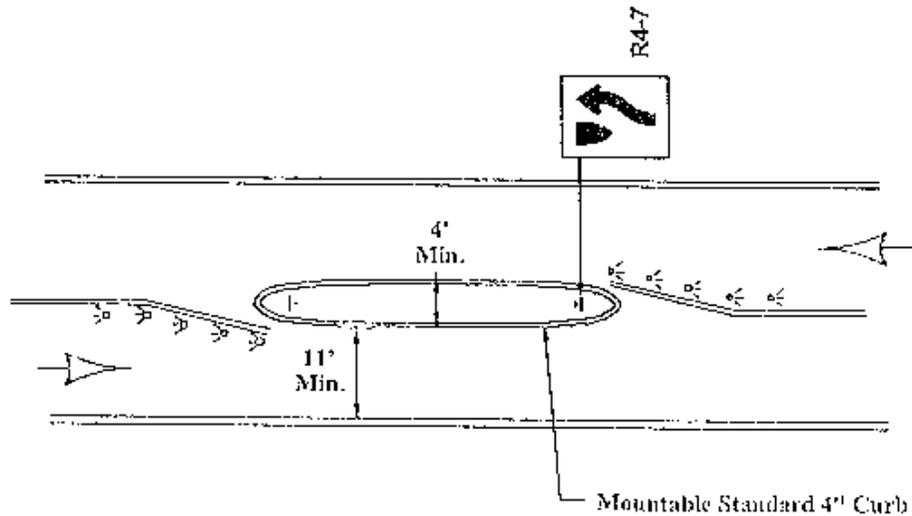
☐ Yellow Reflective Pavement Marker (Optional)

### NOTES:

- 1) Signs and Markings shall be in accordance with the MUTCD.
- 2) Advance signing at each location is optional when part of an area wide scheme.
- 3) Landscaping designs, if any, to be determined by the community and approved by the Engineer. Sight distance shall not be impacted by landscaping. Fixed objects shall not be placed in any portion of the measures that are within the clear zone.
- 4) Design Options:
  - a) Intersection or Mid-block.
  - b) Combined with Raised Crosswalk.
- 5) The transition of the approach curb, and accompanying raised pavement markers shall be in conformance to the design speed.
- 6) Engineer to modify design and location to accommodate field conditions (ex. drainage) while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

## TRAFFIC CALMING MEASURE

Figure A-7. RAISED MEDIAN ISLAND



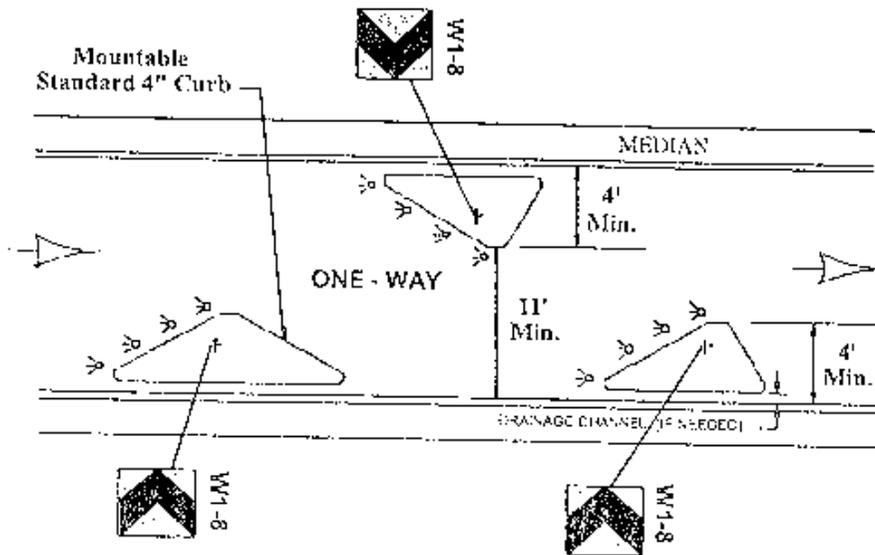
➤ Yellow Reflective Pavement Marker (Optional)

### NOTES:

- 1) Signs and Markings shall be in accordance with: the MUTCD.
- 2) Landscaping designs, if any, to be determined by the community and approved by the Engineer. Sight distance shall not be impacted by landscaping. Fixed objects shall not be placed in any portion of the measures that are within the clear zone.
- 3) The transition of the approach curb, and accompanying raised pavement markers, shall be in conformance to the design speed.
- 4) Engineer to modify design and location to accommodate field conditions (ex. Island length and drainage) while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

# TRAFFIC CALMING MEASURE

Figure A-8. CHICANE



ADVANCE SIGNING

W1-5L

⇒ Yellow Reflective Pavement Marker (Optional)

## NOTES:

- 1) Signs and Markings shall be in accordance with the MUTCD.
- 2) Advance signing at each location is optional when part of an area wide scheme.
- 3) Landscaping designs, if any, to be determined by the community and approved by the Engineer. Sight distance shall not be impacted by landscaping. Fixed objects shall not be placed in any portion of the measures that are within the clear zone.
- 4) The transition of the approach curb, and accompanying raised pavement markers, shall be in conformance to the design speed.
- 5) Engineer to modify design and location to accommodate field conditions (ex. drainage) while conforming to VDOT's Road and Bridge Standards and Specification manuals, AASHTO publications and acceptable engineering practices.

## Chris Mothersead

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**From:** Chris Mothersead  
**Sent:** Friday, May 18, 2007 4:09 PM  
**To:** Kenneth McLawhon; George Fitch  
**Cc:** Edward Tucker  
**Subject:** Transportation Studies

Ken:

The Town of Warrenton has been involved in numerous transportation and traffic circulation studies since I have been Planning Director. My background is in land use, environmental and transportation planning and I have conducted or supervised many such studies in my career. As a result, I have tended to obtain professional assistance or generated the requisite impact assessment on a regular basis. The department uses traffic impact assessment for every application that requires a Site Development Plan or a Special Use Permit. This is to insure that Town roads are protected from excessive impact due to any one project, estimate the cumulative effect from land development along any arterial or collector street and review alternatives to access and circulation to best manage the existing transportation system.

Warrenton has taken the lead in regional involvement by participating in the Rappahannock Rapidan Planning District Commission (PD9). This has included funding portions of regional transportation studies and, more recently, participating in the formation of the Rural Transportation Committee for the PD9 service area. I have been elected as Chairman of that body and we are working to establish a community group for the coordination of crucial projects and funding throughout the region. This would be the first such rural-based group in Virginia and clearly places us in the forefront of transportation initiatives and planning. From this group, we can anticipate the consolidated approach for state funding and mutual backing for improvements that will advance Warrenton and other communities as we deal with the excessive and growing through-travel from nearby urban development.

We have also worked with Fauquier County in the development of plans for relief routes for the area east of the Route 15/29 Bypass, alternative circulation for the Route 605 area and options for Route 211 that will be less invasive for the residential areas along the northeast border of the Town. We commissioned a study of the new Warrenton Recreation Center and a new subdivision for the adjacent St. Leonard's Farm property that solidified access to both facilities and resolved a circulation/access problem at Route 211 – without undue public expense. This was the first project that I worked on upon arrival in Warrenton. One of the significant benefits of the work was that it was performed by Dick Keller, who was contracted by both the Town and County to provide strategic transportation and traffic impact plans. This facilitated coordination between the two communities and provided the opportunity for integration of solutions without distraction or distortion.

Numerous other detailed traffic and transportation studies have been performed including:

- **Regional Studies**

1. Route 211 Corridor Study – Rappahannock Rapidan Regional Planning District Commission study of the Route 211 Corridor from Warrenton west to Rappahannock County along with the major collectors that feed the traffic volumes; Kellercro, 2005 (*Warrenton provided \$1000 for local share with Fauquier and other counties*).
2. Arterial Traffic Volumes, Travel Times and Regional Transportation Project Coordination – Participation in the regional base-line studies for the establishment of the Rural Transportation Committee (similar to the urban equivalent – Metropolitan Planning Organization); PD9, 2006.

3. Multi-modal Planning grant – Joint application for planning funds from VDOT for a bike path to connect the new County Park on Meetze Road with the new Town Recreation Center on Old Waterloo Road; Warrenton/Fauquier County/PD9, 2007 (*grant approved*).

- **Coordinated Town-County Studies**

1. White's Mill Impact Study – Assessment of the residential growth of 600 subdivision lots east of the Route 15/29 Bypass and their effect on Town streets (no other egress exists); Kellerco, 2002.
2. St. Leonard's Farm – Impact of a new 41 lot subdivision and Aquatic Center on Route 211 and establishment of conservation reservation for 1000 acres in joint with Fauquier County; Kellerco, 2003.
3. Warrenton Service District Transportation Study: Route 29/605 Area – Review of traffic impact with the Town from commercial development along Route 15/29 north and circulation alternatives for access to Route 605 within the Warrenton Service District; Kellerco, 2004.

- **Town-wide Transportation Studies**

1. 2002 Warrenton Comprehensive Plan – Transportation component that recommended traffic management, arterial improvements and median/round-a-bout on Broadview Avenue; Kellerco, 2002.
2. Town of Warrenton Strategic Transportation Plan - Arterial and major collector impact and priority plan for street improvements and circulation; provided priority road improvements, intersections and alternative circulation routes for the relief of Town congestion and use of transportation funds; Kellerco, 2003/2004.

- **Neighborhood and Area Traffic Studies**

1. Home Depot – Traffic impact study of a new store on Alwington Boulevard; Wells Associates, 2003.
2. Assessment of Handicapped Parking – Main Street; staff, 2004.
3. Arrington Property – Traffic generation and street impact associated with proposed development; The Traffic Group, 2004.
4. Wal-Mart Expansion – Traffic impact assessment of grocery expansion to existing store (72,000 square feet expansion); The Traffic Group, 2005.
5. Assessment of Handicapped Parking for the Warren Green Building – Impact of renovation and parking; Staff, 2005.
6. Falmouth & Old Meetze/Walker Drive Connector – Study of a new access road to redistribute traffic from Falmouth Street to Lee Street and the Bypass to relieve congestion and disruption to the Falmouth Street Neighborhood; Kellerco & MCV Associates, 2006.
7. Study of the Impact of Signal Coordination – Broadview Avenue and Lee Highway traffic assessment and modeling of existing and forecast travel; VDOT, 2005/2006. *Resulted in the adoption of replacement of signal controllers and the coordination of signal timing along the Route 211 Bypass to improve traffic flow and circulation (2007).*
8. Round-a-bout Study – Evaluation of traffic flow and circulation for the potential installation of round-a-bouts at Broadview/Frost, Broadview/Winchester, Lee Highway/Blackwell and Blackwell/Walker Drive intersections; VDOT Regional Planning, 2006.
9. Impact Assessment of Warrenton Crossroads – Review of BB&T, Chick-fil-A and circulation to/from the 10 drive-through facilities proposed for the development; Kellerco/MCV Associates, 2005/2007.

These are a representative list of the numerous traffic studies in the Town that include the investment of staff time, professional services and participation in projects sponsored by other agencies. There are other studies that are required for each development proposal as part of the development review process – site plan and subdivision. The Planning Department maintains a budget of \$10,000-\$15,000 annually that is dedicated to this effort.

Chris Mothersead  
Director of Planning &  
Community Development



Appendix 3  
Town of Warrenton  
Transportation Safety Commission

## **2008 Lee-Broadview Boulevard Initiative**

### **Improving Traffic Efficiency, Public Safety & Access to Business**

#### **GOAL**

The goal of the Lee-Broadview Boulevard Initiative is to create a safe, efficient, attractive, transportation corridor that serves local vehicular traffic, pedestrians and bikes, particularly those seeking goods or services, as well as travelers and commuters passing through Warrenton.

#### **MAJOR RECOMMENDATIONS**

In March 2006, the Warrenton Transportation Safety Commission (WTSC) recommended that the Town of Warrenton initiate professional transportation planning and preliminary engineering with the intent of extending the boulevard along Broadview Avenue and exploring the use of roundabouts on the Bypass from Blackwell Road to Route 211 (Frost Avenue). The WTSC also recommended that, concurrently, the Town initiate a program of outreach to the general community and the business community regarding transportation improvements on Lee Highway and Broadview Avenue. The Town subsequently engaged HNTB, a professional transportation engineering firm, to study the Broadview Avenue Corridor and assess the capacity, traffic flow and access management of the corridor.

The WTSC made a number of recommendations that are incorporated in the HNTB study, and these are included as part of this initiative. Primary among these recommendations is the WTSC endorsement of the construction of Timberfence Parkway to accommodate future traffic growth within the Corridor. In fact, the WTSC has supported the construction of the Timberfence Parkway and its connection to Routes 211 and 17 for many years consistent with the 2002 Warrenton Comprehensive Plan.

In response to the March 2006 deliberations, The Town's Economic Development Advisory Committee formed a subcommittee called the Business and Transportation Subcommittee (BTSC). This group was the Steering Committee for the HNTB study, entitled the Warrenton Broadview Avenue Access Management Study, and included participation by businesses along Broadview Avenue and held public hearings with the affected merchants to solicit their response and opinions.

The WTSC concurs with the conclusions and recommendations of the HNTB study and offers some additional recommendations for consideration by the Warrenton Town Council which appointed the WTSC to review these crucial transportation-related issues.

## **BACKGROUND**

There have been many proposals and studies over the years regarding the future of the “Old Route 211 Bypass” - Warrenton’s primary transportation corridor, which includes Lee Highway and Broadview Avenue. The Town of Warrenton is facing increasing traffic challenges from local growth, as well as growth in Fauquier County and neighboring counties, particularly to the West. Traffic volume is increasing and accidents are, unfortunately, commonplace.

The development of the new Warrenton Aquatic Recreation Facility (WARF) off Route 211 is complete and the center is open. This project generates more traffic in the western part of the Town, coincident with the existing high school traffic. A significant problem is access for pedestrians and bicyclists, particularly young people, who are the major users of these facilities. Crossing Broadview Avenue on foot or by bike is a very challenging and dangerous task.

Anecdotal evidence indicates that businesses along the Broadview are losing customers due to acute traffic congestion and the hazards related to turning into or out of driveways. The HNTB study lends credence to these observations identifying numerous conflict points all along Broadview Avenue and the hazards they represent. The need for better traffic management for safety is clear.

The WTSC has reviewed numerous proposals and plans, and explored new approaches with outside experts. It should be noted that not all studies reached the same conclusions or recommendations, and indeed, some offered conflicting suggestions.

The Warrenton Comprehensive Plan, which was approved by the Town Council in June 2002, set the stage for many of the recommendations presented in this document. However, the WTSC felt it was important to further develop the comprehensive plan recommendations and bring cutting-edge transportation planning ideas to the table. The HNTB Study fulfills this need.

The 2002 Comprehensive Plan offered two variations of a four-lane corridor along with roundabouts at various locations. The Warrenton 2020 Transportation Plan (VDOT Planning Division, 2002) proposes a six-lane road running from Rt. 211 to the Eastern end of Warrenton with more signalized intersections and multiple turning lanes. The WTSC has not embraced the 2020 Transportation Plan for Broadview Avenue for a number of reasons:

1. More lanes would be unsafe and would encourage higher speeds.
2. The number and severity of accidents would increase.
3. Access to businesses would be severely impacted and increasingly difficult. Customers would avoid the area and business would suffer.
4. There would be no reduction in existing conflict points to improve safety.

5. The cost of expanding Lee Highway to six lanes and widening the ramp on the east side of Town from one lane to three lanes would be considerable. Without this, bottlenecks would be inevitable.
6. Six lanes would be ugly, unfriendly and dangerous.

***Better alternatives exist!***

The WTSC has developed a set of recommendations for public review and comment, and ultimately for Warrenton Planning Commission and Town Council consideration. These recommendations will hopefully set the stage for implementation of improvements on and around the Old 211 Bypass and Broadview Avenue.

The primary focus of these recommendations is on transportation safety and efficiency, but these were not considered in isolation of other important goals. The WTSC has also developed recommendations that take a comprehensive approach to the future of the Old 211 Bypass. These recommendations address:

- *Business access, viability and marketability,*
- *Pedestrian and bike access and safety*
- *Access and safety for the disabled*
- *Beautification and commercial aesthetics*
- *Mobility for emergency vehicles*

Boulevards have been around for hundreds of years and have proven their value as a way to improve traffic safety, while enhancing the attractiveness of a business or residential area. Building medians with extensive landscaping is good for business!

Further study is recommended on roundabouts, but the WTSC recognizes there are limitations of their use because of right-of-way, traffic volumes, costs and other factors. Roundabouts have also been utilized for many years as a means of improving traffic efficiency. The WTSC concurs with major studies that have shown that accident rates dramatically decline, personal injury and vehicular damage is significantly reduced and that, in many cases, more traffic can move through an area even at lower speeds.

## **RECOMMENDATIONS**

### **Transportation Safety and Efficiency**

1. Implement the part of the HNTB Study – Modified Alternative # 4, or a variation thereof, which calls for four traffic lanes on Broadview Avenue and would also improve traffic flow from Broadview onto Frost Avenue.
2. Build a landscaped median on Broadview Avenue similar to the one on Lee Highway, as proposed by the Comprehensive Plan and the HNTB Study to create a “Boulevard”. This would be a continuation of the boulevard established on Lee Highway many years ago.
3. Provide emergency vehicles with “jump curbs” across the medians on Lee Highway and Broadview Avenue, where needed to insure safety and effective emergency response.

4. Provide for left turns and “Michigan U-turns” at various points along the medians and develop dual left-turn lanes at intersections, where possible.
5. Promote inter-parcel connectors between new and existing development.
6. Encourage the consolidation of entrances to businesses where practical and acceptable to the owner recognizing as part of the process the space limitations of the business and the effect that such consolidation could have on the business. When adjacent lots are combined and the property is redeveloped as a whole, make the redevelopment part of the site plan review process, with the goal where practical that there be only one consolidated entrance.
7. Expand and connect service roads, where possible (Sullivan/Jackson and Rappahannock/Norfolk).
8. Create and connect more rear entrances to existing service roads for local traffic.
9. Synchronize any traffic lights to allow for smoother traffic flow.
10. Commence study, design, right-of-way acquisition and construction of a two (2) lane Timberfence Parkway from Route 211 to Route 17. The first stage of the parkway should be a local collector road between Old Waterloo and Bear Wallow to ease the high school traffic problem and to help with Warrenton Aquatic Recreation Center traffic. However, this recommendation is contingent on better traffic management at Bear Wallow and Broadview North (Route 17).
11. Develop other parallel access routes for local traffic to lighten the amount of local traffic on Broadview, in addition to the Timberfence Parkway.
12. Avoid the creation of additional four-way intersections that require signaling, with the possible exception of Gold Cup Drive.
13. As re-development occurs, encourage more service or rear access roads as an alternative to direct driveways on Broadview.
14. Continue to explore the use of roundabouts as an alternative to signalized intersections.
15. Reduce the speed limit to 35 miles per hour or less.

### **Pedestrian /Bike Access and Safety**

1. Provide one or more ~~mid-block~~ crosswalks on Lee Highway and Broadview Avenue to assist pedestrian traffic, most likely at Gold Cup Drive or other streets.
2. Consider bike lanes along Lee-Broadview, if feasible.
3. Complete the sidewalk network with emphasis on safe access to the Warrenton Aquatic Recreation Facility (WARF) and Fauquier High School. The Broadview/Frost/Waterloo intersection needs particular attention for pedestrian and bike crossing.
4. Link sidewalks along both sides of Lee-Broadview with an alignment that meanders in a way that avoids destruction of existing landscaping; offers connectivity; creates access and interest; and provides a safety buffer for pedestrians.
5. Connect Lee-Broadview sidewalks and pathways to side streets and other major roads creating community-linked walkways with connectivity to Old Town Warrenton and other surrounding areas.
6. Connect Lee-Broadview with the Warrenton Greenway and trail system proposed to circumnavigate Warrenton and the new railway system within Warrenton (reference: Fauquier-Warrenton Destinations Plan).
7. Design crosswalks and curb-cuts that meet the needs of the disabled (ADA).

8. Consider architecturally attractive overhead walkways at strategic locations along Lee Highway-Broadview Avenue Corridor.

### **Highway Beautification**

1. Landscape medians and boulevard with flowers, shrubs and small trees, where appropriate and safe.
2. Retain and enhance existing landscaping along the Lee Highway and Broadview Avenue rights-of-way creating a tree lined Boulevard.
3. Identify areas for the garden club and others for beautification.
4. Encourage merchants to improve landscaping in their area.
5. Create a Town awards program for recognizing exceptional landscaping work by local businesses.
6. Promote underground utilities, where possible.
7. Create public spaces (benches, pocket parks, etc.) and encourage public art along the Lee-Broadview Corridor to encourage walking along the boulevard.
8. Use the objective of pedestrian scale of design for the corridor and property re-development instead of the current auto-oriented scale of the area.

### **Business Access and Success**

1. Create a welcoming environment for customers with shaded parking, easy access and safe entry/egress.
2. Encourage commercial signage that is visible, attractive and tasteful in compliance with the ordinances. Avoid excessive night lighting and bright plastic surfaces.
3. Create a common marketing theme around Warrenton's Broadview Boulevard – "Gateway to the Piedmont". Promote the Old 211 Bypass as the new Lee-Broadview Boulevard commercial area or the "Hunt Country Boulevard".
4. Encourage travelers and tourists to stop in Warrenton to shop and dine on the Boulevard through better and coordinated highway signage.
5. Integrate the promotion of Old Town with Lee-Broadview Boulevard - cross marketing would be fruitful.
6. Encourage retailers to improve their facilities and display areas. Enforce ordinances, if abuses occur.
7. Keep sidewalks clear of automobile and equipments sales.
8. Provide bike racks and benches for customers.
9. Create a sense of place unique to the character of Warrenton, unlike the retail sprawl common in Northern Virginia.

**Architectural Style Survey  
Falmouth Street  
Town of Warrenton**

<b>Address</b>	<b>Description</b>	<b>Style</b>	<b>Yr. built</b>
284 Falmouth	2/2 windows	<b>Craftsman</b>	1890
298 Falmouth		<b>Bungalow</b>	
308 Falmouth	6/6 & 8/8 windows, arched transom over door, Brick, 2 story	<b>Colonial Revival</b>	1937
318 Falmouth	1/1 windows, transom over door, pedimented rakes & eaves	<u><b>Arts &amp; Crafts</b></u> or <u><b>Eastern Stick</b></u>	1900
326 Falmouth	1/1 windows, transom over door;		1914
36 Falmouth Ct. (354 Falmouth)	3/1 windows, gambrel roof, 2 story, vinyl siding	<u><b>Colonial Rev</b></u>	Unkwn
293 Falmouth	2/2 windows, clapboard siding, arched attic window (1/1); pedimented rakes & eaves	<u><b>Federal</b></u> or <u><b>Queen Anne</b></u>	1913
298 Falmouth	2/2 windows, shingled front gable, clapboard siding	<u><b>Arts &amp; Crafts</b></u> or <u><b>Eastern Stick</b></u>	1890
305 Falmouth	2/2 windows, exposed rafter tails	<u><b>Arts &amp; Crafts</b></u> or <u><b>Eastern Stick</b></u>	1885
319 Falmouth	1/1 windows, fluted columns, pedimented rakes & eaves	<u><b>Queen Anne</b></u>	1929
329 Falmouth	2/2 windows, exposed rafter tails,	<u><b>Arts &amp; Crafts</b></u> or <u><b>Eastern Stick</b></u>	1870
347 Falmouth	2/2 windows, stucco, stone foundation, fluted columns	<u><b>Arts &amp; Crafts</b></u>	1929
357 Falmouth	2/2 windows, cupola, pointed arch attic window	<u><b>Arts &amp; Crafts</b></u>	1830
359 Falmouth	2/2 windows	<u><b>Queen Anne</b></u> <u><b>Arts &amp; Crafts</b></u> or <u><b>Eastern Stick</b></u>	1907

369 Falmouth	9/6 windows	<u><b>Federal</b></u>	1820
385 Falmouth	6/1 windows, stucco, 2 story	<u><b>Craftsman</b></u> or <u><b>Eastern Stick</b></u>	1933
391 Falmouth	6/6 windows, stone, covered portico, side lights & sunburst transom @ front door	<u><b>Federal</b></u> or <u><b>Colonial Revival</b></u>	1943
397 Falmouth	2/1 windows, stucco	<u><b>Arts &amp; Crafts</b></u> unkwn or <u><b>Eastern Stick</b></u>	
401 Falmouth	2/2 windows, stucco	<u><b>Arts &amp; Crafts</b></u> 1926 or <u><b>Eastern Stick</b></u>	
405/407 Falmouth	6/1 windows	<u><b>Arts &amp; Crafts</b></u> 1929 or <u><b>Eastern Stick</b></u>	
419 Falmouth	shingled gable, tapered columns	<u><b>Arts &amp; Crafts</b></u>	1939

