



AGENDA

COUNCIL OF THE TOWN OF WARRENTON

WORKSESSION

Friday, March 10, 2017

7:00 PM

1. Call to Order
 - a. Draft February 9, 2017 Worksession Minutes
2. Warrenton Library Capital Funding
3. Greenway Trail Funding Request from Piedmont Environmental Council
4. Falmouth/Shirley Roundabout
5. Walker Drive Planned Unit Development Rezoning (Zoning Map Amendment 2016-01)
6. Brentmoor-Mosby House
7. Signage Steering Group and Urban/Village Development Area Steering Group Approvals
8. March 14 regular Meeting Agenda Review
9. Adjourn



**Town Council Work Session
March 10, 2017
Draft February 9, 2017 Worksession Minutes**

ATTACHMENTS:

Description	Type	Upload Date
Draft February 9 2017 Worksession Minutes	Cover Memo	3/9/2017

MINUTES OF THE WORKSESSION OF THE COUNCIL OF THE TOWN OF WARRENTON HELD
ON FEBRUARY 9, 2017

A worksession of the Council of the Town of Warrenton was held on February 9, 2017 in the Council Chambers.

Councilmembers present: Mayor Powell L. Duggan, presiding, Ms. Sunny Reynolds, Vice Mayor, Councilmembers Sean M. Polster, Jerry M. Wood, Brett A. Hamby, Alec P. Burnett, Robert H. Kravetz and Kevin T. Carter.

The Mayor called the worksession to order.

Falmouth/Shirley Roundabout

The Manager noted that the item was discussed at the last worksession and it was noted that the matter should also be discussed in the Public Safety and Transportation and Finance Committees. He stated that both committees had discussed the item. The VDOT representative was unable to attend. Mr. Godfrey asked if there were answer questions. Council had no questions. The Manager stated that in the area three things could be done: 1) there could be no improvements made, 2) a mini roundabout with a slip lane could be installed, or 3) a signalization intersection be installed. He noted his recommendation was to hold a public hearing, perhaps two. One public hearing would be at the next Council meeting. Mr. Wood noted that the funding for the \$434,000 cost with \$217,000 and Walmart's \$180,000, left the Town with a cost for the roundabout of \$37,000. Mr. Godfrey noted that the \$434,000 had already been appropriated and no other dollars were needed to be appropriated unless the cost is over \$434,000. Mr. Tucker noted that additional funds may be needed if Council desires to "spruce up" the area. Ms. Reynolds noted that she was concerned for the traffic which would come from Mr. David Dobson's property and Mr. Tucker responded that Mr. Nathan Umberger, VDOT representative, noted he had taken that into consideration. He felt it 30% development still in the area for the concept he presented.

The Planning Director noted that usually a public hearing is held after the design phase. Ms. Reynolds felt it helps the public to see a design and Mr. Hamby asked how long it would take to have a design. Mr. Tucker noted it would take 90-120 days. Mr. Burnett noted that the March public hearing could be more of an educational process and the second public hearing could be about design.

Appleton Campbell request for sewer to new location in County

Mr. Godfrey noted that Appleton Campbell had proposed to build a building on property within the County and had initially asked to be boundary adjusted into the Town. The applicant then withdrew the request for boundary adjustment and asked for an out of town sewer connection. The Public Works/Utilities Committee discussed the matter at their January meeting and asked that the applicant attend the Worksession to update Council on their development plans. Mr. Godfrey noted that Mr. Scott Wayland, representing Appleton Campbell, and Mr./Mrs. Jeff and Judy Rose, builders, were present.

Mr. Polster asked what staff's recommendation was and Mr. Godfrey responded it would be to serve them with out of town 5/8" sewer tap which would be three times the in-Town rate or \$32,400. Mr. Polster asked why the applicant did not want to be annexed. Mr. Godfrey stated that the Town offered to annex the property but the applicant noted that the cost to install a water main and hydrants was more expensive than if they developed in the County. Mr. Polster asked about the applicant coming back later to ask for water and the Manager stated that Council could put a condition on any approval. He stated that it was his understanding that if Alwington develops it would be building a water main.

Mr. Scott Wayland

Mr. Wayland came forward and noted it was an affordability issue in that they could not afford to build the infrastructure to get the Town water to the property when someone down the road it would come to them. He stated that if they got an adequate well, they may not want a water connection. The Town Attorney noted it may be the matter of denying them water once Alwington has water. Mr. Tucker noted that there was no water readily available close to that site. He stated that when Alwington does come through they will have to loop the water line either on the back side of Home Depot or bring it down Walker Drive. Ms. Reynolds noted that as Chair of the Utilities Committee she was in favor of annexation of the property into Town. She stated that she was not in favor of giving the applicant sewer outside of the Town since the Town has a big sewer capacity concern. She asked if the Town had a legal right to turn the other requests down.

The Town Attorney noted that he had talked with the County Attorney and the boundary adjustment had been placed on hold waiting to see how it would pan out. It is not moving forward and is in a holding pattern. Ms. Reynolds stated she understood that the applicant did not want water and Mrs. Rose stated they could not afford it. Mr. Wayland noted that they had written a letter to Home Depot and they denied allowing them to tap into the line.

Ms. Reynolds asked if the Town grants sewer and another application comes before Council outside of the Town does the Council have a legal right to turn those down. Mr. Robinson stated that the Council could deny them but the question would become if it would fall under the Master Water and Sewer Agreement and it has now changed. He stated that the parcel is not in the water area but in closing Alwington part of that may be another legal issue.

Mr. Hamby asked Mr. Wayland if the intent was to hook onto Town water when it comes by their property and Mr. Wayland noted they could. Mr. Hamby asked if a condition could be imposed and the Town Attorney stated that there are conditions for out of Town residents and Council has an authority to allow it. He said he was hearing two different things: 1) we do not want you to and 2) with conditions.

Report from Economic Development Manager

Mr. Godfrey noted that Council had asked for a quarterly update from the Economic Development Manager.

Ms. Heather Stinson

Ms. Stinson, Economic Development Manager, came forward and gave a Powerpoint presentation. A copy is part of the permanent file.

Mr. Kravetz asked if the areas other than Old Town were being included and Ms. Stinson noted they were and on her list to work on.

Mr. Carter asked if there was information on some of the negatives noted on one of the slides Ms. Stinson presented why businesses did not decide to locate in the Town. She noted that the primary reason was the existing building was not suitable for the client's purpose. Mr. Carter asked going forward that Council be given something that could be used to attract businesses.

Mr. Burnett asked if there was an opportunity to refer the "no's" to other locations within the County so their needs are met as well as provide some benefits to the Town. Mr. Friedman agreed noting that an interchange like that could be both ways. He said there have been prospects which have not fit in the County and they have been forwarded to the Town. He noted the brewery as an example. He stated that it could be a way to find out what the Town is doing well and not doing well. He said as to the statement of what we can control and not control that the Council and Manager leadership and Ms. Stinson's guidance some of those issues have been addressed. He stated one of those ways has been incentives. Mr. Friedman stated a big part of it will be consulting with the business community inside and outside of the Town to say, "if you are here what worked and if you did not come, why not?"

Mr. Friedman noted that when he and Ms. Stinson were working on incentives they took a hard look at what could be done for existing businesses. After consultation with existing businesses and other communities, they came up with a grant program an outgrowth of some of the other little grant programs. He stated that the grant program had been existence for two years and they were about to start another for agriculture businesses. He stated that there had been great success and all but two could really show results and improvements and wrote letters thanking for the assistance. He stated that the County did not contribute their \$25,000 but the EDA has committed to \$25,000. With the Town's \$25,000 there would be \$50,000 for grants which may be raised to \$5,000 each.

Mr. Carter asked what the Council could do to help. Mr. Polster noted that goal should be developed. Ms. Stinson noted that she was working on developing a strategy. Mr. Polster indicated that to him that was not a goal. Ms. Stinson noted that the staff should not set the Council goals.

Leash law

Mr. Godfrey noted that the Public Safety and Transportation Committee recommended a March public hearing on the leash law. He noted that there was a draft in Novus.

Rotary Clock

Mr. Godfrey noted that Council asked for images so the scale could be determined. He stated that placement is shown in proximity to the Post Office. The Main Street merchants approved the clock and its location at their last meeting. Ms. Reynolds asked if it had to be reviewed by the ARB and Ms. Schaeffer noted it did.

Sign ordinance working group and urban/village development area working group

The Manager noted that Council needed to appoint members to the sign ordinance working group and urban/village development area working group. Ms. Schaeffer noted that staff is checking to see if there is a variety of feedback. Mr. Carter felt that the Mason Incubator Center should be considered.

Ms. Reynolds asked if Ms. Schaeffer would consider talking to someone at Rappaport since they handle two shopping centers and signage to them is probably very important to them and what they do is important to the Town. She felt it important that there be representatives from the bypass businesses and not use Old Town.

Mayor Duggan noted that he had written a letter to the winner of the "Mayor for a Day" contest to see if she could attend the Council meeting.

The Mayor stated that he had asked Reverend Kelly to attend the Council meeting recognizing February as Black History Month and asked that former Councilmembers Robert Walker Joan Williams be invited to attend.

CLOSED SESSION, as authorized in Section 2.2-3711(A) (1), for the purpose of interviewing of the Architectural Review Board applicants

On a motion by Mr. Kravetz, seconded by Mr. Wood, the meeting was recessed at 8:40 p.m. and a closed session convened on a Council vote of 7-0 (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter; against: none). Certification of closed meeting is on file.

The Closed Session was adjourned and General Session reconvened on a motion by Mr. Kravetz, seconded by Mr. Wood and a 7-0 vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter; against: none).

There being no further business, the meeting adjourned at 10:00 p.m.

Evelyn J. Weimer, Town Recorder



**Town Council Work Session
March 10, 2017
Warrenton Library Capital Funding**

**Agenda Memorandum
Submitted by: Brannon Godfrey, Town Manager**

Discussion:

The Fauquier County Board of Supervisors is considering including \$10,000,000 in its Capital Improvement Program (CIP) for construction of a new Warrenton Branch Library. The proposed site is on property owned by the County on Waterloo Street between South Chestnut Street and Pelham Street. The estimated cost of the project is \$14,600,000.

Members of Town Council have considered favorably making a capital contribution to the project in order to maintain its priority status in the County's CIP. As a body, the Town Council has not yet discussed or reached consensus on an amount for the contribution. As of February 24, 2017, the Unassigned Fund Balance in the General Fund was \$4,081,339.

Maria del Rosso, Director of the Fauquier County Public Library, will be present at the Work Session and can provide statistics and information of the library services provided to Warrenton citizens.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Warrenton Library Data	Backup Material	3/8/2017



WARRENTON LIBRARY

*“Today, no other institution rivals the significance of public libraries as gateways providing a wide range of resources that **meet personal and professional needs, support local economies, and build stronger communities.**”*

Washington, DC, City Administrator Rashad Young

Library Data - By the Numbers

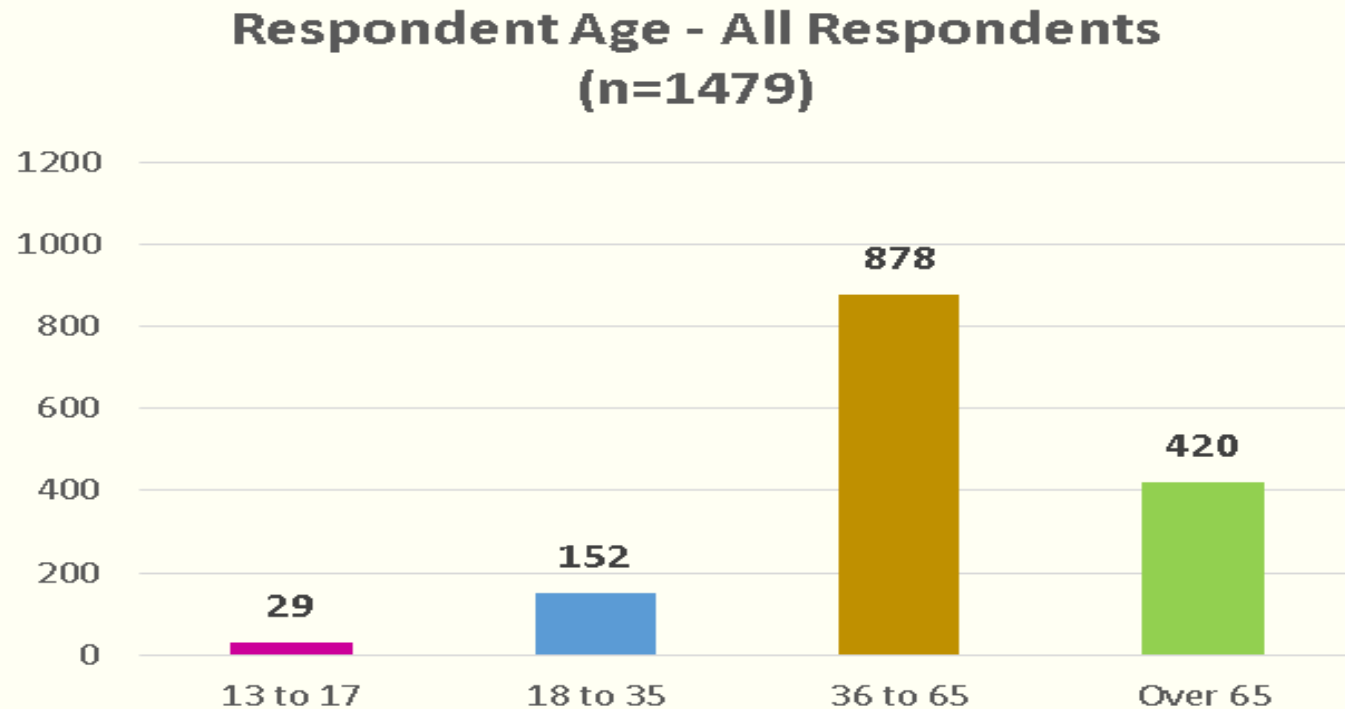
- ❑ One out of two residents has a library card
 - ✓ 8,637 or 25% of borrowers live in 20186

- ❑ Each month
 - ✓ 21,600 people visit a library branch
 - ✓ More than 13,000 visit the Warrenton library

Survey Design and Execution

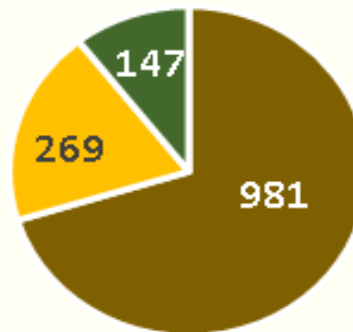
- Over 1,600 county residents completed the survey during the fall of 2016.
- In November, a group of community leaders representing a wide variety of county residents discussed preliminary survey results and developed recommendations for library services.
- The study, designed and executed by Research America and funded by a PATH Foundation grant, was the first comprehensive assessment of library services undertaken in Fauquier County.

Survey – Age of Respondents



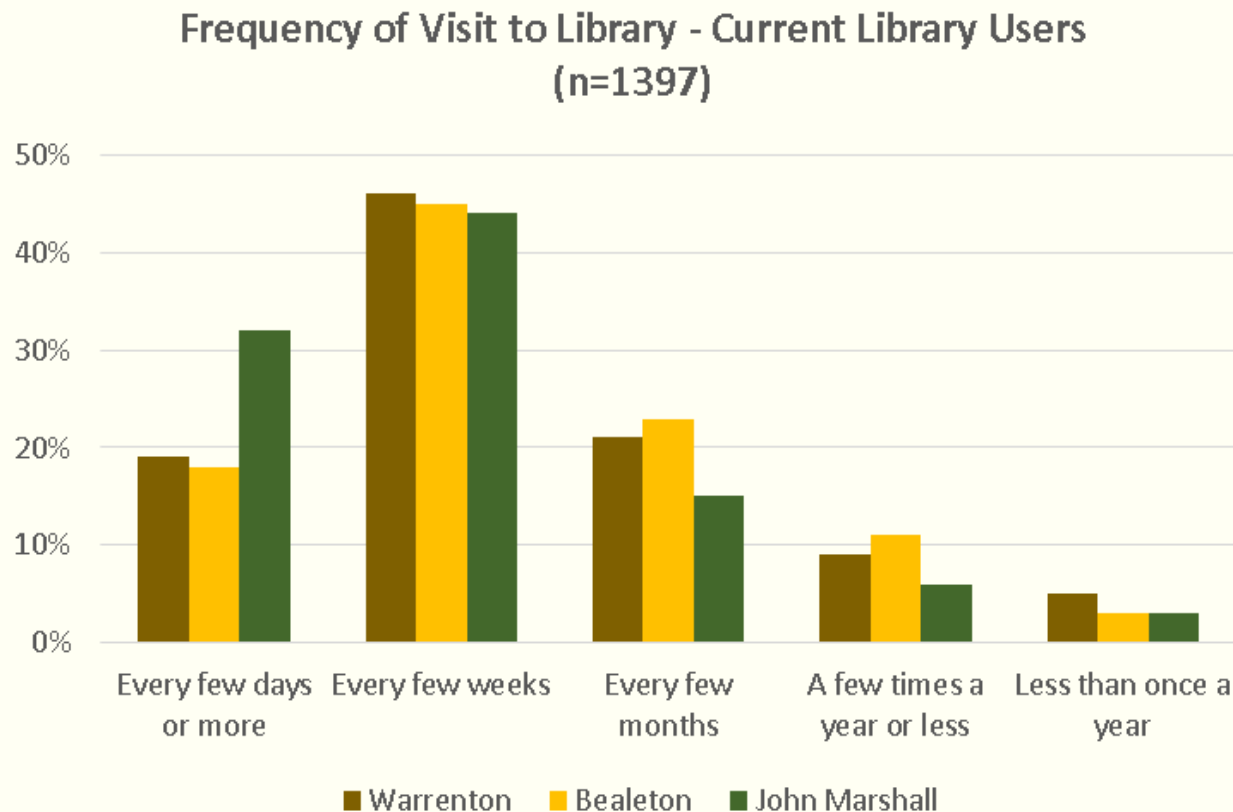
Survey – Library Used

Physical Library Location Used Most - Current Users (n=1397)



- Warrenton Central
- Bealeton Community
- John Marshall Neighborhood

Survey – Frequency of Visits



Survey – User Satisfaction

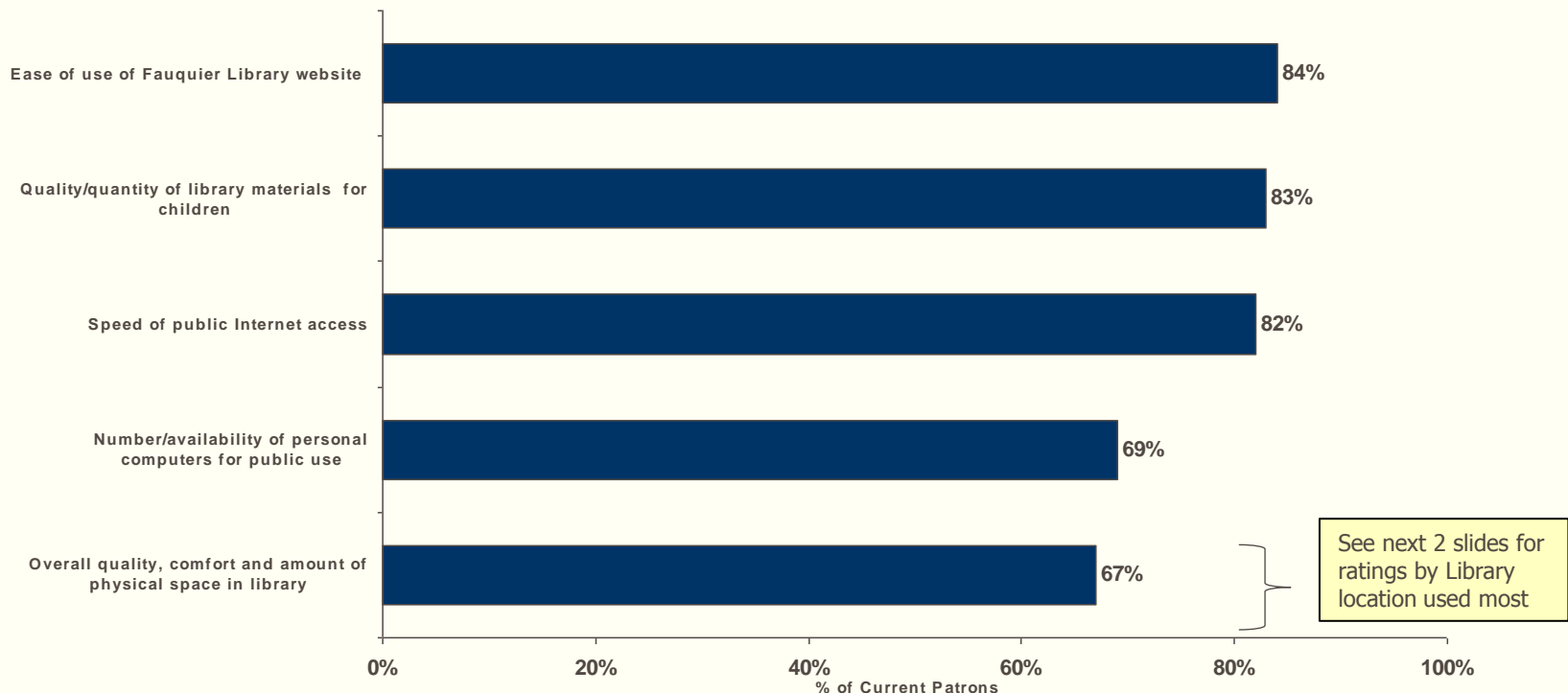
- While Bealeton and Marshall library users are satisfied with the services provided, Warrenton users rated available space and parking poorly.
- Community leaders concurred noting that “Warrenton is hampered by lack of physical space and parking in effectively fulfilling its role” as a central library for the county.

Rate the following Fauquier County Public Library resources using a scale from 1 to 5 where a 1 means "poor" up to a 5 which means "excellent".



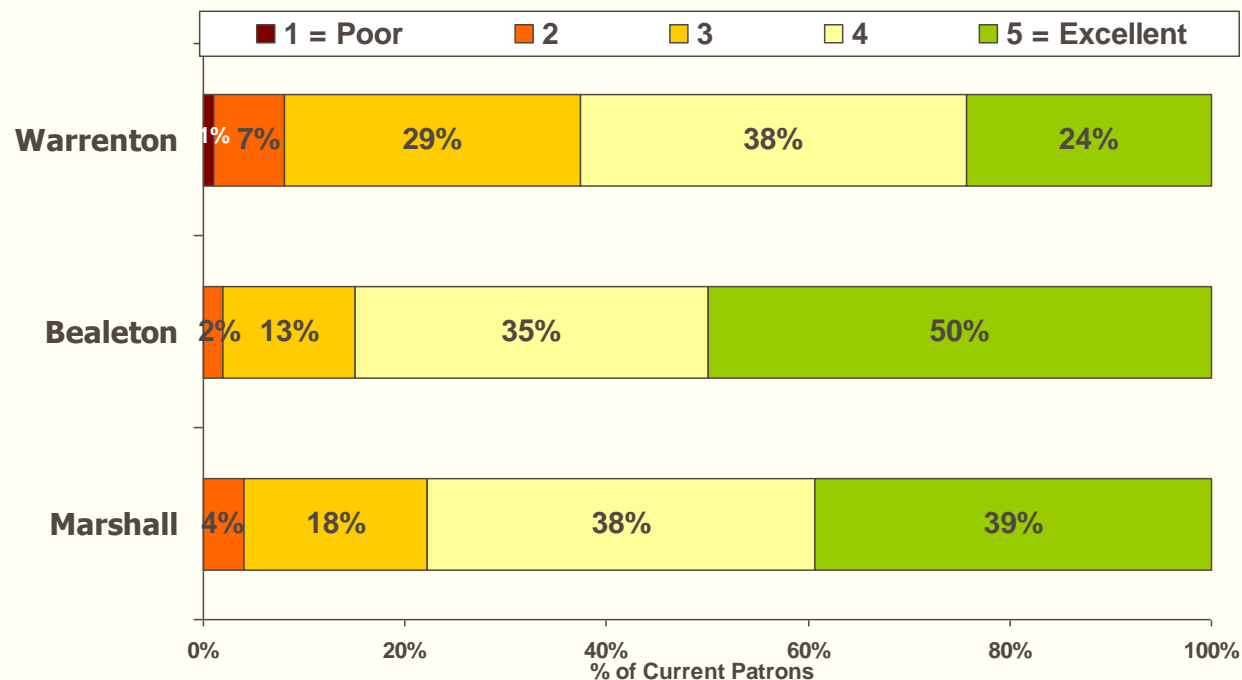
- % Rating 4 or 5 on 1 to 5 Scale-

- All Current Patrons -



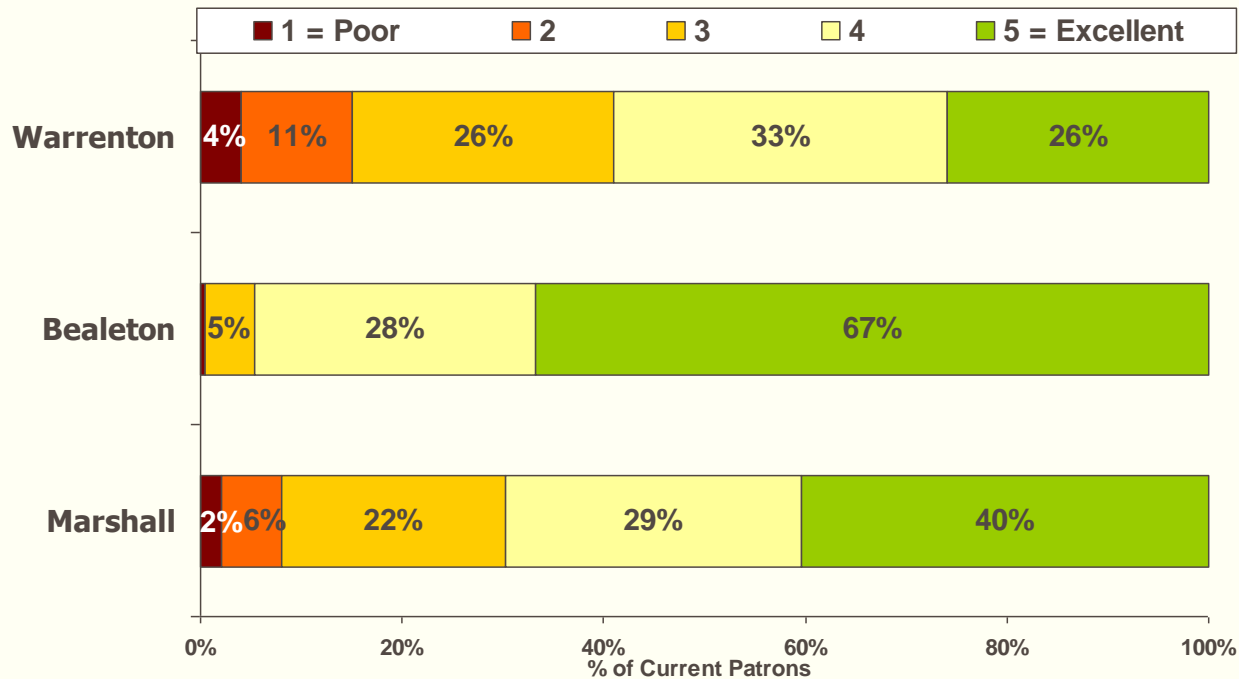
Number / Availability of Personal Computers for Public Use -

- All Current Patrons, by Library Used Most -



- Overall Quality, Comfort and Amount of Physical Space in Library

- All Current Patrons, by Library Used Most -

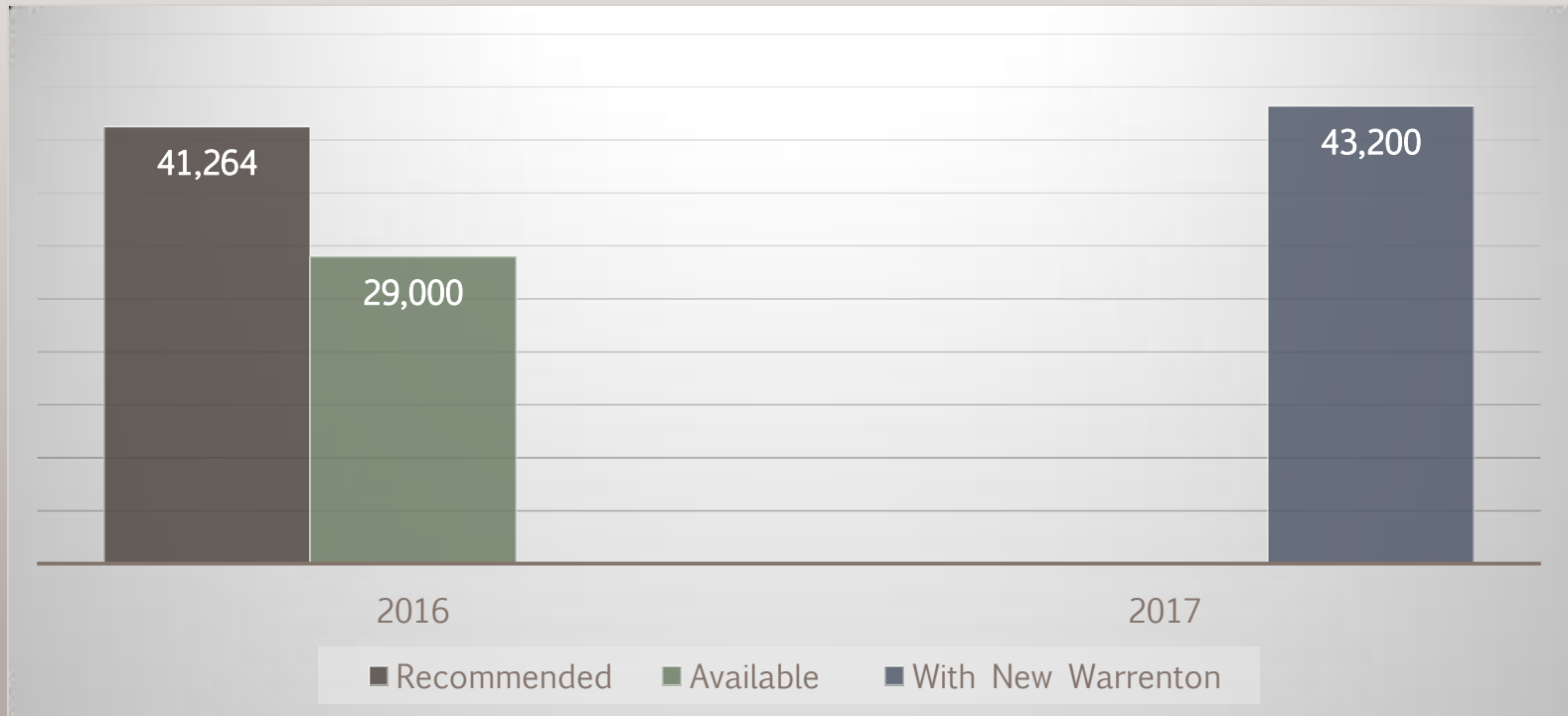


If there was one thing that the FCPL could do to improve its resources or services, what would be your top priority(s)?

- *More parking spaces.*
- *Larger library and collections.*
- *Programs.*
- *More children's books and activities.*
- *Better parking.*
- *More space, more comfortable seating for in-library reading / more parking.*
- *New facility and certainly more parking. The current building is cramped and has a bad odor. It is not a welcoming place to spend time. Parking is a very large issue as there are only a very few spaces.*
- *Parking space.*
- *There is mold in the stairways, it affects my child's asthma, so he picks the books online and my daughter and I pick them up.*
- *Expand collection and inter-library loans.*
- *Accessibility of digital books; the ones I want are almost always checked out with long waitlists.*
- *Parking.*
- *Staying relevant with technology.*
- *Modernize / refresh.*
- *Better reading areas. More choices in collection.*
- *Additional Virginiana and genealogy resources*

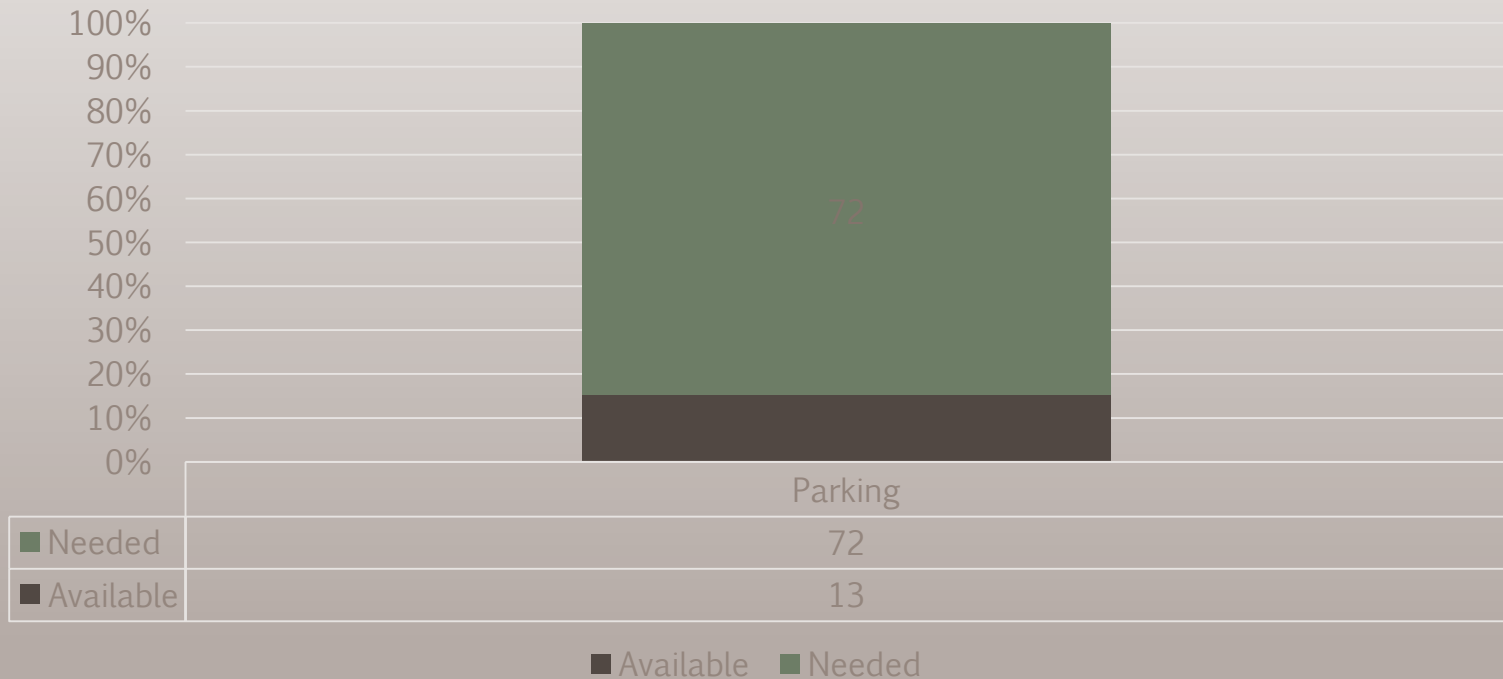
Recommended* vs. Available, Projected Space

**Library of Virginia guidelines (.6 sq. ft. per capita)*



Warrenton Parking

(85 spaces needed, current -- 13 spaces enough for 3,000 sq. ft. building)



Are Libraries Still Needed?

- Libraries Build Strong Communities
- Libraries Meet Personal and Professional Needs
- Libraries Contribute to Economic Development

Libraries Build Strong Communities

- The Pew Research Center found that 91% of Americans aged 16 or older said that public libraries are important “for providing access to materials and resources and for promoting literacy and the overall quality of life.”
- *“I find the idea that libraries are no longer needed completely absurd. A public library serves the community in so many ways it's difficult to even list or comprehend. They are community and cultural centers that provide free access to information, literature, music, art and many other things. Losing public libraries would be a shame and an embarrassment.”*

Fauquier Library Patron 2015

Highly Valued Cultural Center

- The survey found that the library is highly valued as a cultural center in the community.
- 63% of respondents interested in more lifelong learning programs and activities, including attending an author talk or lecture, or learning a new technology skill.
- In FY 2016
 - ✓ 15,536 people attended programs at a library branch
 - ✓ 452,918 items checked out
 - ✓ 53,986 reference questions answered

Libraries Meet Personal and Professional Needs

“I have recently visited the Bealeton branch after not being in a library for fifty years. I always thought that a library was way to expensive to build and maintain and the community could really do without it.

I could not have been so wrong about this.

After losing my corporate position with a large area employer due to budget cuts, I was rescued by the Bealeton library.

From this library I was able to connect daily to the many employment websites through their high-speed internet line allowing me to progress forward toward securing another position.

I had never experienced anything like it before.

Now, going forward all is coming together with the help of available services such as document scanning and copying that I readily used daily to my advantage.

Who knew ????

Without this very valuable facility to operate from, I have no real idea where or how things would have ended for me.”

Professional and Personal Resources

Survey says:

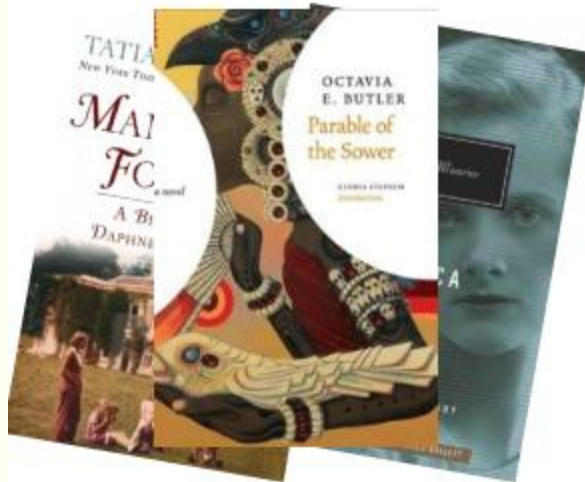
- ✓ 91% of survey respondents primarily use the library to borrow books, DVDs, CDs or books on CD.
- ✓ 77% received assistance from a librarian.
- ✓ 77% of patrons rank room for a larger collection of books/physical resources a priority for redesigned library space.

In FY 2016

- ✓ Nearly 30,000 public Internet sessions
- ✓ Over 13,680 wireless sessions

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"Internet, a mile wide, an inch deep"

Fauquier Library Patron, 2015

- ☐ Any person or organization can create a website. There is no **authority** overseeing the web to verify if the information is factual or not.
 - ✓ Library database content is subject to review for authority, accuracy and purpose (impartial/free of bias).
- ☐ Search results are often determined by past searches, money paid to search engines, etc., vs. relevance to the research topic.
 - ✓ Library databases rank by relevance.
- ☐ Archived information is not available on websites (newspaper, magazine) or you must pay per article for access.
 - ✓ Library database provides digitized articles for free.

An example

- **Search Topic: Search Topic:** “Donald Trump” (3rd grader looking for information for a report)
- **Google** gives almost a ½ billion results! Note that news shows first, then a biography from the President’s own website (bias?), links to his social media accounts, etc.
- **Gale Biography In Context**, a library database, provides a focused set of results, including biographical facts, links to academic journals, news, images, etc., all appropriate for the school-age audience.

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About 445,000,000 results (0.58 seconds)

In the news



Donald Trump's team of bitter rivals

CNN - 2 hours ago

(CNN) Donald Trump's turbulent transition already suggests that the instinctive off-the-cuff ...

Donald Trump denies transition disarray after sackings

BBC News - 1 hour ago

Trump requests security clearance for son-in-law Kushner

NBCNews.com - 3 hours ago

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Donald Trump Biography: Trump Organization Hotel Collection Real ...

www.trump.com/biography/ ▾

Donald J. Trump is the very definition of the American success story, continually setting the standards of excellence while expanding his interests in real estate, ...

Donald J. Trump (@realDonaldTrump) | Twitter

<https://twitter.com/realDonaldTrump> 

2 hours ago - [View on Twitter](#)

Australia, New Zealand, and more. I am always available to them. @nytimes is just upset that they looked like fools in their coverage of me.

2 hours ago - [View on Twitter](#)

I have recieved and taken calls from many foreign leaders despite what the failing @nytimes said. Russia, U.K., China, Saudi Arabia, Japan,

>

Donald Trump - Wikipedia

https://en.wikipedia.org/wiki/Donald_Trump ▾

Donald John Trump is an American businessman, reality television personality, politician, and President-elect of the United States. Since 1971, he has chaired ...

Make America Great Again! | Donald J Trump for President

<https://www.donaldjtrump.com/> ▾

Donald J. Trump is the very definition of the American success story, continually setting the standards of excellence in business, real estate and entertainment.

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Donald Trump



Donald Trump

Before his career move into politics, U.S. President-elect Donald Trump was best known as a reality-show celebrity and real estate mogul. Recognized for the casinos and skyscrapers that once bore his name and made him rich, Trump announced his candidacy for the 2016 presidential election in June of 2015. During debates, interviews, and campaign stops, Trump made many controversial remarks, to the ire of many Republican voters. However, he emerged as the presumptive Republican nominee in May of 2016. In one of the most heated political contests in American history, Trump defeated Hillary Rodham Clinton in the U.S. Presidential Election... [View More](#)

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Libraries Contribute to Economic Development

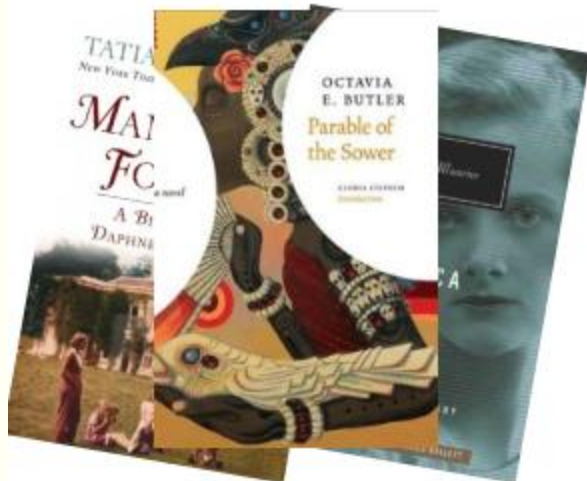
- Public libraries build a community's capacity for economic activity and resiliency.
 - Many people entering the workforce rely on libraries to get them online.
 - Local businesses are increasingly tapping into the library's online databases to keep themselves competitive and to find synergistic new business opportunities.
 - Library facilities often anchor downtown and commercial developments, and are attractive neighborhood amenities.

from Making Cities Stronger: Public Library Contributions to Local Economic Development,

fauquierlibrary.org

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Reference USA

Scenario: Looking to open a hair salon in Old Town Warrenton. What kind of competition will I have?



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45 Million Businesses
1.9 Million Closed Businesses

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U.S. Healthcare

1.2 Million Physicians & Dentists

U.S. Consumers / Lifestyles

269 Million Individuals

U.S. New Movers / Homeowners

17 Million Records

Canadian Businesses

1.9 Million Businesses

U.S. New Businesses

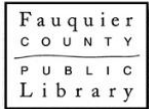
4.1 Million New Businesses

U.S. Standard White Pages

152 Million Residents

Canadian White Pages

11 Million Individuals



U.S. Businesses

The U.S. Business database contains a total of 45 million businesses including 15 million verified and 30 million unverified businesses that are updated monthly. It is the only business database that is enhanced with more than 24 million phone calls per year providing you with the most accurate data possible.

Selection Criteria Include:

Company name, Executive title, Business type, Sales volume, Employee size, Year established, And more....

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<input type="checkbox"/>	Company Name	Executive Name	Street Address	City, State	ZIP	Phone	Corp. Tree
<input type="checkbox"/>	68 Mane	Ali Zarabi	68 Main St	Warrenton, VA	20186	(540) 347-9656	
<input type="checkbox"/>	Absolute Nails	Jan Kessler	31 S 2nd St # 204	Warrenton, VA	20186	(540) 349-1441	
<input type="checkbox"/>	Charlottes Hair Studio	Charlotte Couzzo	32 Waterloo St # G4	Warrenton, VA	20186	(540) 349-2639	
<input type="checkbox"/>	Chins Hair	Chin Presgrabe	32 Waterloo St # G1	Warrenton, VA	20186	(540) 351-0776	
<input type="checkbox"/>	Emerald's Salon	Cathy Godfrey	31 S 4th St	Warrenton, VA	20186	(540) 347-3580	
<input type="checkbox"/>	Hair Cuttery	Sissy Barlow	51 E Lee St # 51	Warrenton, VA	20186	(540) 347-9755	 
<input type="checkbox"/>	Hair Designs By Fay		62 N 4th St	Warrenton, VA	20186	(540) 347-2360	
<input type="checkbox"/>	Kingdom Cuts	Mark Harrion	34 N 5th St	Warrenton, VA	20186	(540) 347-0515	
<input type="checkbox"/>	Kingdom Kutz	Mark Harris	34 N 5th St	Warrenton, VA	20186	(540) 347-0515	
<input type="checkbox"/>	Love & Light Skincare LLC		20 S 2nd St	Warrenton, VA	20186	(540) 347-0063	
<input type="checkbox"/>	Parker & Co		32 Waterloo St # G2	Warrenton, VA	20186	(540) 349-1375	
<input type="checkbox"/>	Personal Touch	Lucy Butler	24a John Marshall St	Warrenton, VA	20186	(540) 347-2310	
<input type="checkbox"/>	Redemption Beauty Salon		29 Main St # 3	Warrenton, VA	20186	(540) 428-4470	
<input checked="" type="checkbox"/>	Salon Emage	Melanee Montalvo	51 E Lee St	Warrenton, VA	20186	(540) 341-4052	
<input type="checkbox"/>	Salon Lou		147 Alexandria Pike	Warrenton, VA	20186	(540) 216-3639	
<input type="checkbox"/>	Salon Salon		36 Main St	Warrenton, VA	20186	(540) 347-5666	
<input type="checkbox"/>	Salon Xclusive		29 Main St	Warrenton, VA	20186	(540) 680-2890	
<input type="checkbox"/>	Secret Garden Salon	Scott Wray	11 Main St	Warrenton, VA	20186	(540) 347-6618	
<input type="checkbox"/>	Secrets Salon	Ashley Rawlings	195 Keith St	Warrenton, VA	20186	(540) 347-6015	
<input type="checkbox"/>	Studio 19	Sonny Reynolds	81 Main St	Warrenton, VA	20186	(540) 349-0040	
<input type="checkbox"/>	Ten Plus Inc	Patricia Noll	22 John Marshall ...	Warrenton, VA	20186	(540) 349-1612	

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Matrix View Data Extrapolated - Factor: 1.1

Home Income/Gender	Female	Male	Total
Under \$20,000	126	60	186
\$20,000 - \$29,999	84	28	112
\$30,000 - \$39,999	113	38	151
\$40,000 - \$49,999	145	106	251
\$50,000 - \$59,999	65	64	129
\$60,000 - \$69,999	86	93	179
\$70,000 - \$79,999	51	61	112
\$80,000 - \$89,999	59	56	115
\$90,000 - \$99,999	48	36	84
\$100,000 - \$124,999	84	81	165
\$125,000 - \$149,999	34	42	76
\$150,000 - \$174,999	9	14	23
\$200,000 - \$249,999	2	1	3
Total	906	680	1,586

[EXPORT TO EXCEL](#)
[PRINT](#)

Is Print Dead?

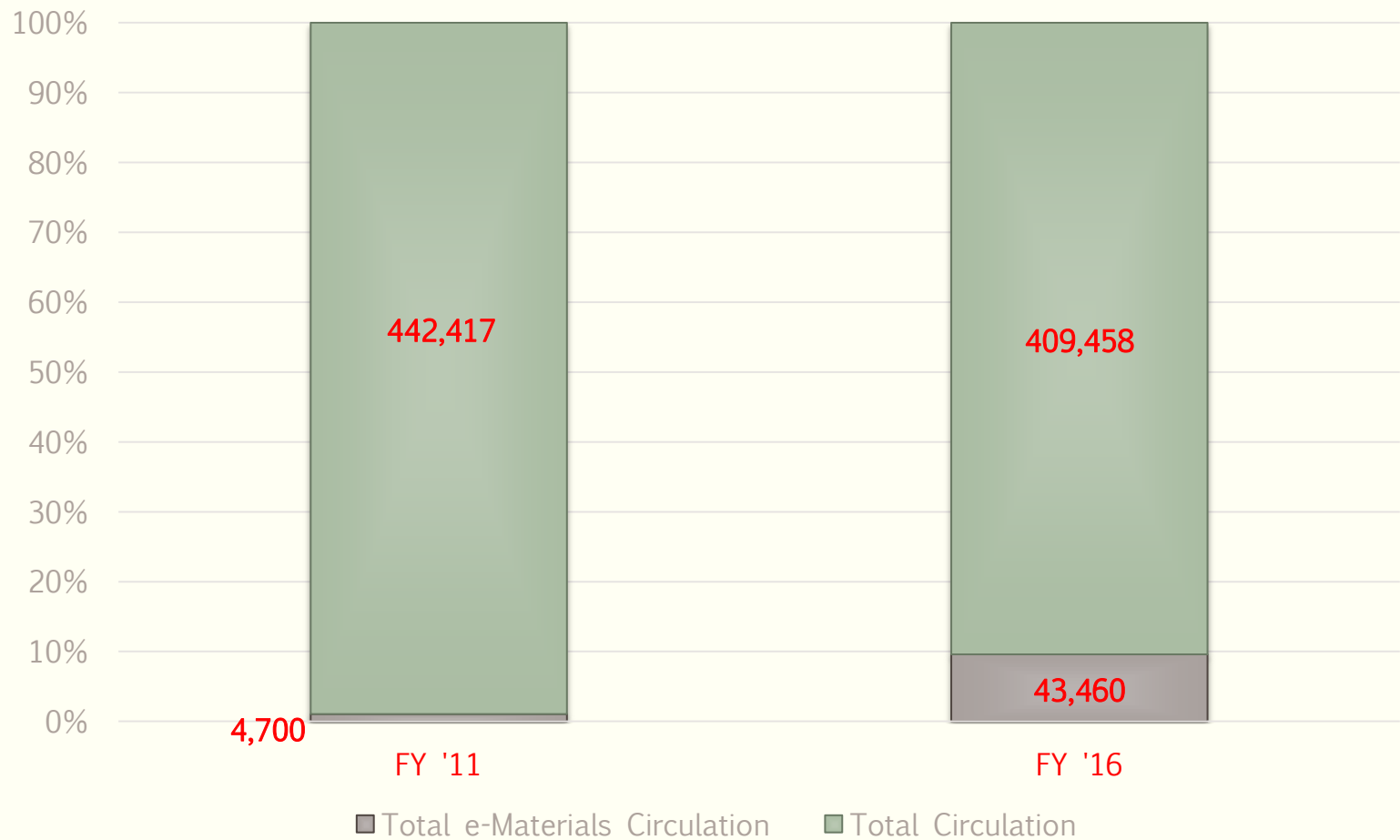
No, not really.

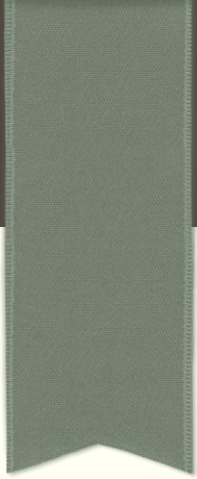
- Fully 65% of adults in the United States read a printed book in 2016 , unchanged since 2012, according to Pew.
- More than double the share that has read an ebook (28%)
- And more than 4 times the share that has listened to an eaudio book.

And closer to home

- 91% of survey respondents primarily use the library to borrow books, DVDs, CDs or books on CD.

e-Material Growth





WARRENTON LIBRARY

*“Today, no other institution rivals the significance of public libraries as gateways providing a wide range of resources that **meet personal and professional needs, support local economies, and build stronger communities.**”*

Washington, DC, City Administrator Rashad Young



Town Council Work Session

March 10, 2017

Greenway Trail Funding Request from Piedmont Environmental Council

Agenda Memorandum

Submitted by: Brannon Godfrey, Town Manager

Discussion:

The Piedmont Environmental Council has requested financial support from the Town in the amount of \$6,313 for the completion of the Warrenton Branch Greenway Trail. Completion of the trail will extend the end of the trail at the eastern Town limits to the Educational Farm and Lord Fairfax Community College.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
PEC Request Letter	Backup Material	3/3/2017
Map of Proposed Trail Extension	Backup Material	3/7/2017



PIEDMONT ENVIRONMENTAL COUNCIL

Safeguarding the landscape, communities and heritage of Virginia's Piedmont by involving citizens in related public policy and land conservation

February 21, 2017

Brannon Godfrey
Town Manager
P.O. Drawer 341
Warrenton, VA 20188-0341



Dear Brannon:

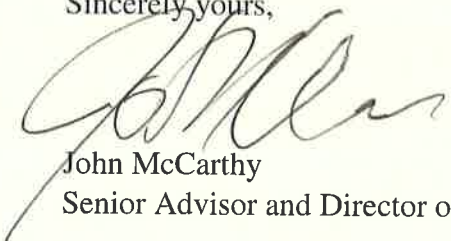
The Warrenton Branch Greenway is a major community asset for Warrenton, providing health and quality of life benefits for residents and economic benefits for local businesses and the Town. As you know, VDOT and Fauquier County are working to extend the Warrenton Branch trail so that it will connect to the trail system from Fauquier Education Farm to Lord Fairfax Community College. This one-mile missing link will create a 7-mile trail network from Lord Fairfax to downtown Warrenton.

The Piedmont Environmental Council is working with the Fauquier Department of Parks and Recreation to raise the \$58,000 needed to acquire the right-of-way needed to complete the trail link. PEC pledged to raise \$30,000 to match \$28,000 from the Fauquier Department of Parks and Recreation. These funds will leverage more than \$420,000 in grants from VDOT to design and build the trail extension. To date, PEC has raised \$23,687.

I am writing to ask the Town of Warrenton to provide the remaining \$6,313 needed to complete this last piece in funding the trail connection. This new link will offer a wide range of benefits to the Town, its residents and businesses. It will connect downtown Warrenton with the Town's elementary and middle schools, the Education Farm and Lord Fairfax Community College. It will help make Warrenton more walkable and bike-able, and attract more bicyclists and other visitors.

Please feel free to contact me with any questions, at 540-347-2334 or jmccarthy@pecva.org. We appreciate the Town of Warrenton's consideration of our request.

Sincerely yours,

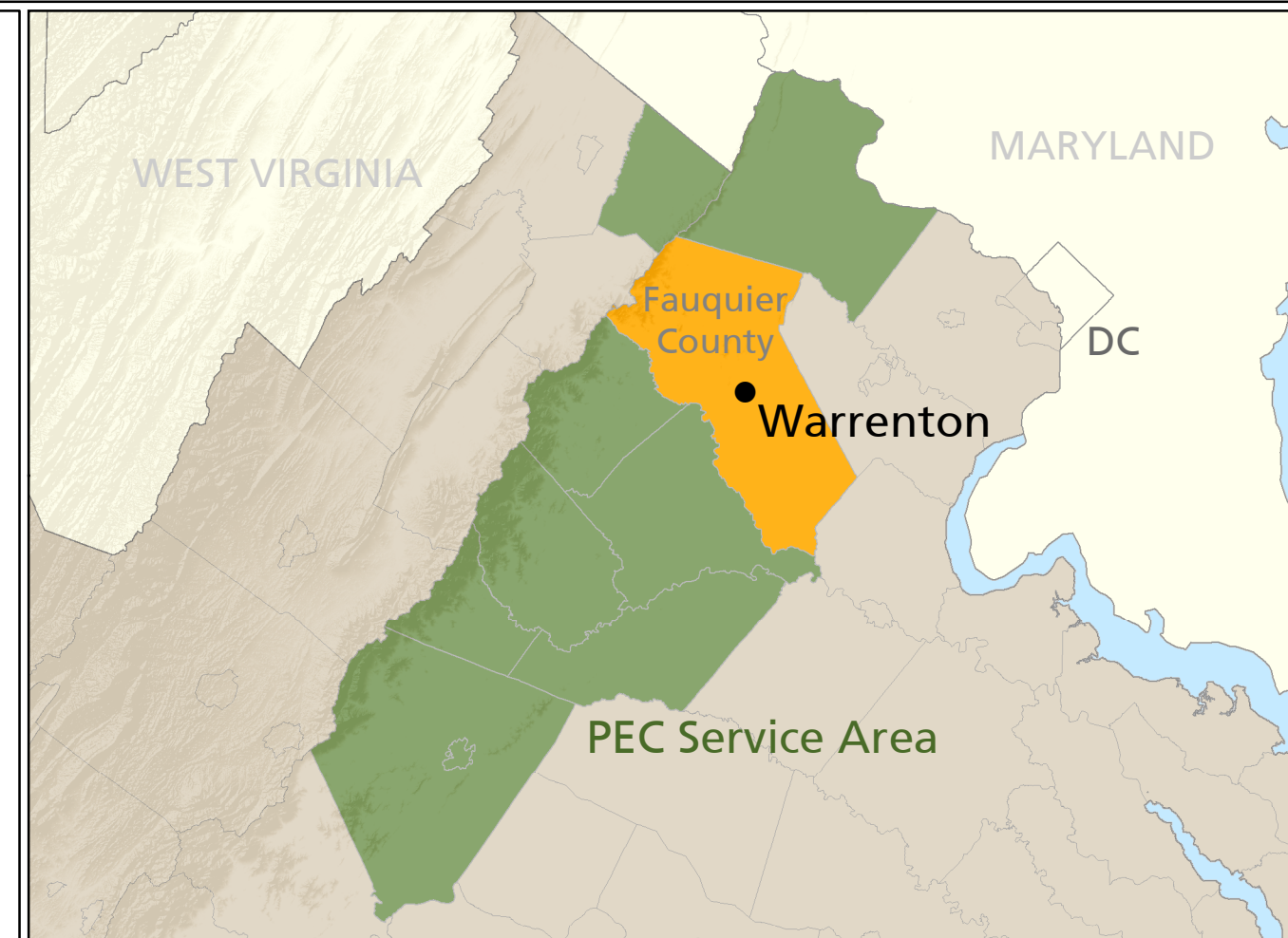
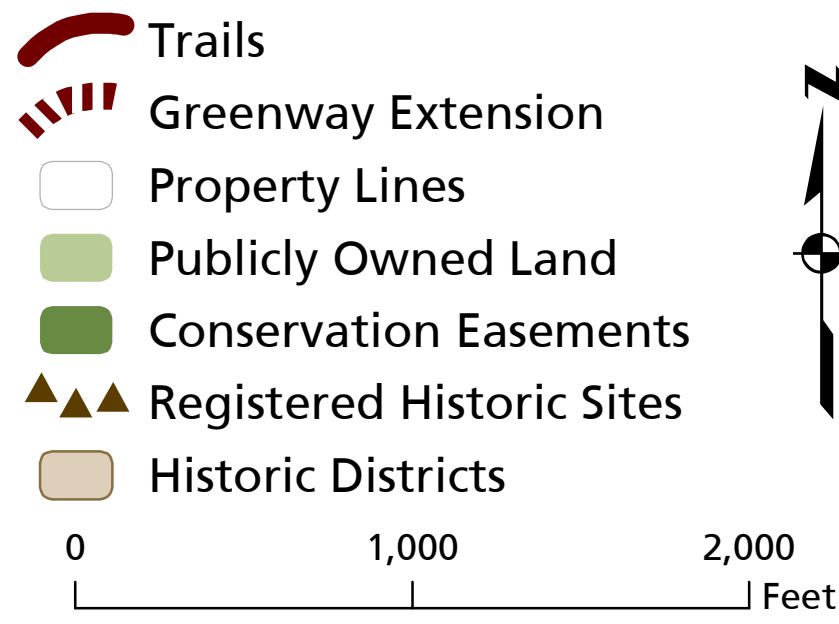


John McCarthy
Senior Advisor and Director of Strategic Partnerships

Warrenton Branch Greenway & Extension



Piedmont
Environmental
Council





**Town Council Work Session
March 10, 2017
Falmouth/Shirley Roundabout**

**Agenda Memorandum
Submitted by: Brannon Godfrey, Town Manager**

Discussion: This matter has been advertised for Public Hearing at the March 14 Council Meeting.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
February Work Session Memo	Backup Material	3/3/2017
LOS Projections	Backup Material	3/3/2017
Mini Roundabout Traffic Analysis	Backup Material	3/3/2017



MEMORANDUM

TO: Honorable Mayor and Town Council

FROM: Brannon Godfrey, Town Manager *J. Brannon Godfrey, Jr.*

DATE: February 9, 2016

SUBJECT: Falmouth/Shirley Mini Roundabout

At its January 5, 2017 Work Session, Town Council decided to continue the discussion of the roundabout at the intersection of Falmouth and Shirley to the February Work Session, after discussions at the January Committee meetings.

MOVEMENT SUMMARY

 Site: [AM Peak - HCM]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: US 15/17/29 Bus											
6	T1	584	0.0	0.577	9.2	LOS A	5.4	135.8	0.28	0.11	22.6
16	R2	184	0.0	0.577	9.2	LOS A	5.4	135.8	0.28	0.11	22.2
Approach		767	0.0	0.577	9.2	LOS A	5.4	135.8	0.28	0.11	22.5
North: US 15 Bus											
7	L2	82	3.0	0.174	6.8	LOS A	0.7	18.2	0.59	0.56	22.7
14	R2	47	3.0	0.174	6.8	LOS A	0.7	18.2	0.59	0.56	22.3
Approach		128	3.0	0.174	6.8	LOS A	0.7	18.2	0.59	0.56	22.5
West: US 17/29 Bus											
5	L2	37	0.0	0.246	5.0	LOS A	1.3	33.0	0.26	0.12	23.6
2	T1	275	0.0	0.246	5.0	LOS A	1.3	33.0	0.26	0.12	23.5
Approach		312	0.0	0.246	5.0	LOS A	1.3	33.0	0.26	0.12	23.5
All Vehicles		1208	0.3	0.577	7.9	LOS A	5.4	135.8	0.31	0.16	22.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab). Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY



Site: [AM Peak - SIDRA]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: US 15/17/29 Bus											
6	T1	584	0.0	0.739	16.3	LOS B	9.5	238.2	0.42	0.18	21.1
16	R2	184	0.0	0.739	16.3	LOS B	9.5	238.2	0.42	0.18	20.8
Approach		767	0.0	0.739	16.3	LOS B	9.5	238.2	0.42	0.18	21.0
North: US 15 Bus											
7	L2	82	3.0	0.245	10.3	LOS B	1.4	35.6	0.74	0.69	29.9
14	R2	47	3.0	0.245	10.3	LOS B	1.4	35.6	0.74	0.69	29.6
Approach		128	3.0	0.245	10.3	LOS B	1.4	35.6	0.74	0.69	29.8
West: US 17/29 Bus											
5	L2	37	0.0	0.322	7.1	LOS A	2.1	52.9	0.35	0.18	32.2
2	T1	275	0.0	0.322	7.1	LOS A	2.1	52.9	0.35	0.18	32.4
Approach		312	0.0	0.322	7.1	LOS A	2.1	52.9	0.35	0.18	32.4
All Vehicles		1208	0.3	0.739	13.3	LOS B	9.5	238.2	0.44	0.24	23.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: [PM Peak - HCM]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: US 15/17/29 Bus											
6	T1	410	0.0	0.399	6.4	LOS A	2.7	68.7	0.14	0.04	23.2
16	R2	130	0.0	0.399	6.4	LOS A	2.7	68.7	0.14	0.04	22.9
Approach		540	0.0	0.399	6.4	LOS A	2.7	68.7	0.14	0.04	23.1
North: US 15 Bus											
7	L2	273	3.0	0.327	7.7	LOS A	1.6	40.4	0.58	0.52	30.5
14	R2	15	3.0	0.327	7.7	LOS A	1.6	40.4	0.58	0.52	30.2
Approach		288	3.0	0.327	7.7	LOS A	1.6	40.4	0.58	0.52	30.5
West: US 17/29 Bus											
5	L2	20	0.0	0.645	12.8	LOS B	6.0	149.9	0.74	0.67	29.9
2	T1	649	0.0	0.645	12.8	LOS B	6.0	149.9	0.74	0.67	30.1
Approach		668	0.0	0.645	12.8	LOS B	6.0	149.9	0.74	0.67	30.0
All Vehicles		1497	0.6	0.645	9.5	LOS A	6.0	149.9	0.49	0.41	27.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

 Site: [PM Peak - SIDRA]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: US 15/17/29 Bus											
6	T1	410	0.0	0.512	9.5	LOS A	4.8	119.1	0.21	0.07	22.5
16	R2	130	0.0	0.512	9.5	LOS A	4.8	119.1	0.21	0.07	22.2
Approach		540	0.0	0.512	9.5	LOS A	4.8	119.1	0.21	0.07	22.4
North: US 15 Bus											
7	L2	273	3.0	0.444	12.1	LOS B	3.0	75.7	0.73	0.68	28.8
14	R2	15	3.0	0.444	12.1	LOS B	3.0	75.7	0.73	0.68	28.5
Approach		288	3.0	0.444	12.1	LOS B	3.0	75.7	0.73	0.68	28.8
West: US 17/29 Bus											
5	L2	20	0.0	0.860	30.2	LOS C	15.1	377.9	1.00	1.07	24.2
2	T1	649	0.0	0.860	30.2	LOS C	15.1	377.9	1.00	1.07	24.3
Approach		668	0.0	0.860	30.2	LOS C	15.1	377.9	1.00	1.07	24.3
All Vehicles		1497	0.6	0.860	19.2	LOS B	15.1	377.9	0.66	0.63	24.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

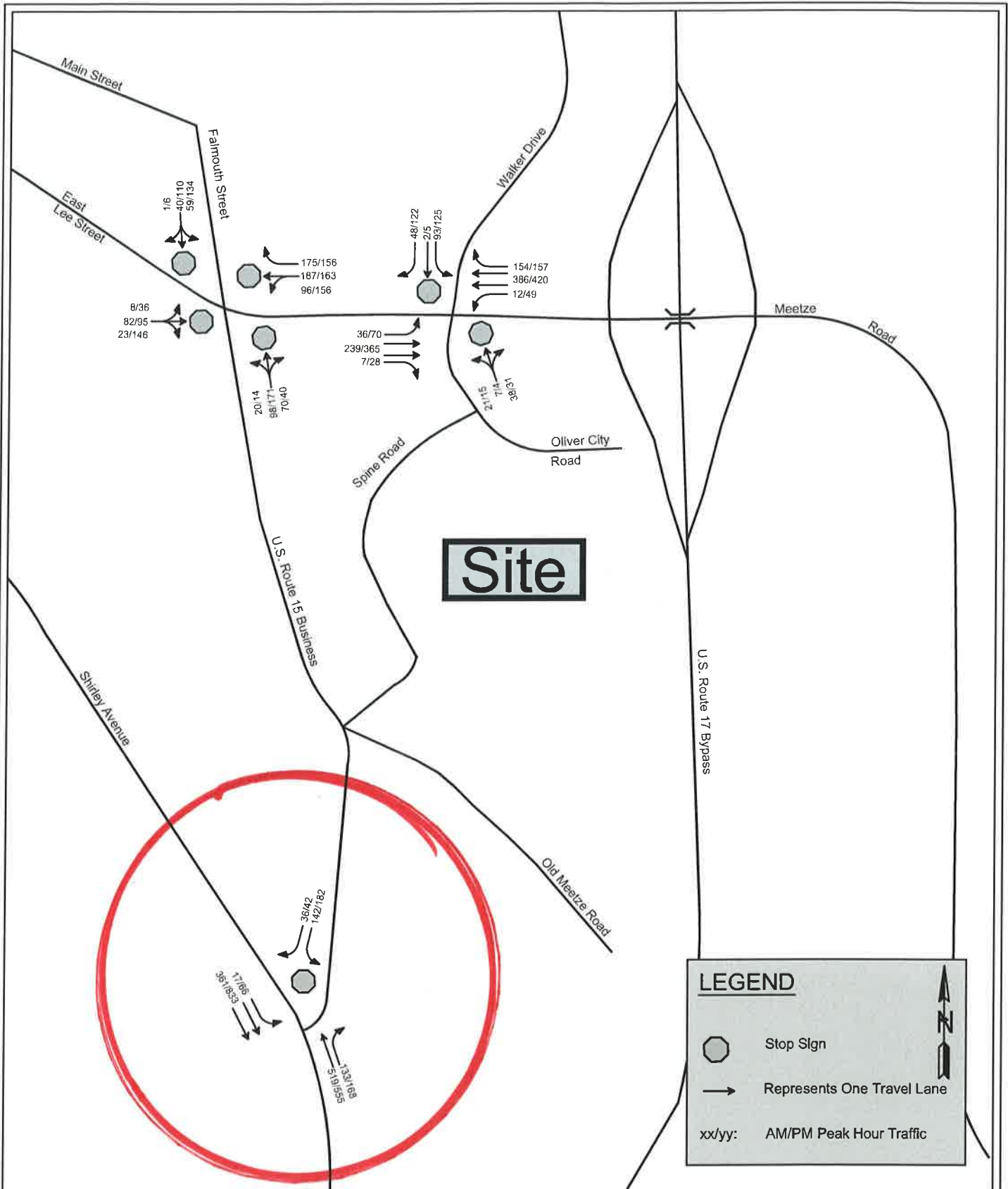
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Start Date: 12/6/2016
 Start Time: 7:00:00 AM
 Interseccion: Falmouth St and E Shirley Ave
 County: Fauquier- Town of Warrenton

Start Time	17/29 Bus E Shirley Ave From North					FALMOUTH 15 BUS From East					17/29 Bus E Shirley Ave From South				
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
07:00 AM	0	67	9	0		16	0	11	0		26	111	0	0	
07:15 AM	0	69	18	0		15	0	19	0		25	128	0	0	
07:30 AM	0	58	4	0		8	0	12	0		52	137	0	0	
07:45 AM	0	59	3	0		4	0	33	0		66	161	0	0	
08:00 AM	1	59	2	0		4	0	26	0		44	108	0	0	
08:15 AM	0	78	4	0		4	0	41	0		37	109	0	0	
08:30 AM	0	81	1	0		3	0	20	0		31	102	0	0	
08:45 AM	0	73	3	0		11	0	27	0		28	111	0	0	
11:00 AM	0	121	4	0		7	0	22	0		20	91	0	0	
11:15 AM	0	95	2	0		7	0	30	0		32	106	0	0	
11:30 AM	0	103	3	0		2	0	28	0		30	103	0	0	
11:45 AM	0	118	3	0		8	0	27	0		29	122	0	0	
12:00 PM	0	134	3	0		6	0	26	0		19	112	0	0	
12:15 PM	0	125	4	0		10	0	36	0		27	121	0	0	
12:30 PM	0	117	1	0		3	0	26	0		23	132	0	0	
12:45 PM	0	128	4	0		7	0	34	0		34	112	0	0	
04:00 PM	0	153	10	0		7	0	50	0		33	101	0	0	
04:15 PM	0	131	9	0		1	0	30	0		35	94	0	0	
04:30 PM	0	155	6	0		5	0	53	0		39	96	0	0	
04:45 PM	0	143	2	0		4	0	50	0		27	84	0	0	
05:00 PM	0	128	7	0		4	0	63	0		26	89	0	0	
05:15 PM	0	171	3	0		1	0	85	0		28	108	0	0	
05:30 PM	0	133	5	0		0	0	37	0		35	114	0	0	
05:45 PM	0	86	3	0		4	0	34	0		22	81	0	0	



MEMORANDUM

TO: Nathan Umberger, PE, PTOE
VDOT NWRO Regional Traffic Engineering Manager

FROM: Andrew Duerr, PE
Elissa Carron

DATE: October 28, 2016

RE: Mini-Roundabout Feasibility Study

WM PROJ. No.: 214043.0003

WM PROJ. DESCR.: US 15 Business at East Shirley Drive (US 17/29 Bus)

1. Introduction

At the request of VDOT's NWRO, Wallace Montgomery (WM) completed a study to evaluate the effectiveness of a mini-roundabout at the intersection of US 15 Business (Falmouth Street) and US 17/29 Business (East Shirley Avenue) in the Town of Warrenton. The study team made the following assumptions at the outset of the project:

- The capacity analyses are based on projected volumes obtained from a recent Traffic Impact Analysis for a nearby development due to time and budget constraints. Current turning movement counts should be obtained to verify the accuracy of the growth projections in the Traffic Impact Analysis.
- Roundabout analyses were completed in accordance with VDOT's *Traffic Operations and Safety Analysis Manual (TOSAM) v1.0*. This procedure is generally understood to provide conservative results compared to other roundabout capacity models.
- This study was constrained to the subject intersection to determine the feasibility of various alternatives. It did not consider the effects of adjacent intersections on the study intersection or vice versa. An additional study is required to determine the interaction of the intersections along the corridor (e.g. the signalized option, as modelled herein, may appear to operate more efficiently without consideration of adjacent intersections).

Initial analyses indicated that a single-lane mini-roundabout would operate poorly during current year peak periods. Therefore, WM completed analyses for the following alternatives:

- 75' Diameter Mini-Roundabout with Bypass Lanes,
 - 100' Diameter Single Lane Roundabout, and a
 - Signalized Alternative (no widening).
-



1.1 Location & Context

US 15 Business and US 17/29 Business are classified as minor arterial roadways in the vicinity of the study intersection. US 17 begins at I-66 to the north and continues to SR 342 near Culpepper. Approximately 1 mile south of the study intersection, US 17 intersects US 15 and continues as US 15/17/29 (James Madison Highway). At the study intersection, southbound East Shirley Avenue (US 17/29 Bus) is uncontrolled with one 12-foot through lane, one 11-foot left turn lane and one 11-foot lane that terminates as a right turn into Walmart just south of the intersection. US 15 Business consists of a channelized, stop-controlled, 15-foot right-turn lane, and an 11-foot left-turn lane. East Shirley Avenue has a posted speed limit of 40 mph, and Falmouth Street is posted at 25 mph.

The land use immediately surrounding the intersection is a mix of commercial, institutional, light industrial, and residential.

A location map is provided in **Figure 1**.

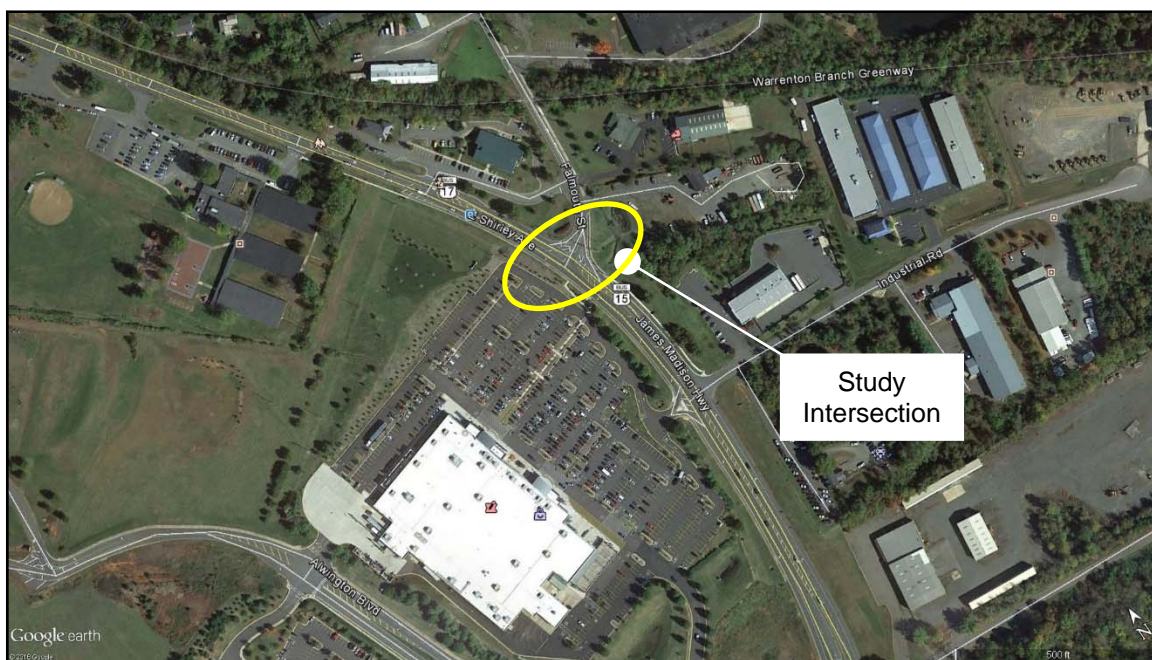


Figure 1. Location Map

1.2 Traffic Volumes

Peak hour volumes forecasted for 2017 were provided in the Mosby's Crossing Traffic Impact Analysis (TIA) Supplement dated August 2013. The TIA Supplement assumed 1.5% annual traffic growth from 2013 to 2017 for all movements. The Peak Hour Volumes for 2017 are included in **Appendix A**.



1.3 Future Traffic Conditions – No-Build Scenario

The TIA included analyses of the study intersection for both the 2017 AM and PM peak periods. As **Table 1** indicates, the westbound US 15 Business approach is expected to experience significant delay during the PM peak period.

Table 1. Mosby's Crossing TIA Supplement Total Future Traffic Conditions								
			NB US 15/17/29		SB Shirley Ave		WB US 15 Business	
			TH	RT	LT	TH	LT	RT
No-Build (Unsignalized)	AM	LOS	A		A		C	
		v/c	0.33	0.09	0.02	0.12	0.49	0.49
		Queue	0		2		65	
		Delay	0.0		0.4		24.0	
	PM	LOS	A		A		F	
		v/c	0.35	0.11	0.09	0.27	1.28	1.28
		Queue	0		7		338	
		Delay	0.0		0.7		210.8	

1.4 Signal Warrant Analysis

An abbreviated signal warrant analysis was completed using the peak hour volumes from the TIA supplement. Because we were limited to peak hour volumes, the warrant analysis could only be completed for warrant 3. Although the intersection met warrant 3 conditions using 100% values, we recommend that crash data, 12-hour volumes, and pedestrian volumes be collected to complete a full warrant analysis. The abbreviated Signal Warrant Analysis is included in **Appendix B**.

2. Operational Analyses

An operational analyses was completed for a 75' mini-roundabout, a compact (100') single lane roundabout, and a signalized alternative using the 2017 peak hour traffic volumes in accordance with VDOT policy and guidance. Concept plans for the roundabout alternatives were also developed, which are included in **Appendix C**. Each roundabout can accommodate the anticipated design vehicles (WB-67's and buses) and 2017 traffic volumes.

2.1 Mini-Roundabout

Capacity formulas for mini-roundabouts in the US are in their infancy. FHWA personnel studied the capacity of several mini-roundabouts, developed capacity formulas, and published their findings in the November 2012 ITE Journal ("Mini-Roundabouts for the United States and Traffic Capacity Models"). Using these capacity equations, volume to capacity ratios (v/c) were calculated for the mini-roundabout options with and without a bypass lane (see **Table 2**). To simulate the effects of installing bypass lanes, the northbound right turns were removed and reduced the southbound through movement by 80 percent (assuming 20% turn right into the Walmart parking lot).



Table 2. 2017 Mini-Roundabout Capacity Analyses					
			NB US 15/17/29 TH/RT	SB Shirley Avenue LT/TH	WB US 15 Bus LT/RT
Without Bypass Lanes	AM	LOS			
		v/c	0.65	0.43	0.35
		Queue (ft)			
		Delay (sec/veh)			
	PM	LOS			
		v/c	0.76	1.06	0.46
		Queue (ft)			
		Delay (sec/veh)			
With Bypass Lanes	AM	LOS			
		v/c	0.52	0.43	0.35
		Queue (ft)			
		Delay (sec/veh)			
	PM	LOS			
		v/c	0.58	0.86	0.46
		Queue (ft)			
		Delay (sec/veh)			

2.2 Compact Single-Lane Roundabout

LOS, delay, and 95th percentile queue length values for a compact single-lane roundabout are summarized in **Table 3**. The analysis for the single-lane roundabout was completed using SIDRA analysis software with criteria and assumptions listed in VDOT's "Traffic Operations and Safety Analysis Manual (TOSAM) v1.0". Detailed reports are included in **Appendix D**. A full-size roundabout with bypass lanes was not considered due to right-of-way constraints.

A supplemental analyses was also performed using a spreadsheet based on forthcoming HCM 2015 roundabout capacity formulas (see **Table 4**). The new formulas are based on recent research sponsored by FHWA to improve the accuracy of the HCM 2010 roundabout capacity models. The study is available at: <http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/docs/fhwasa15070.pdf>.

2.1 Signalized Intersection (No Widening)

LOS, delay values and 95th percentile queue lengths for the signal controlled intersection are also summarized in **Table 3**. The analysis for the Signal Controlled option was completed using Synchro HCM Analysis Software. Detailed reports are included in **Appendix D**. It should be noted that analysis was not completed for the adjacent signal at US 17 Business and Alwington Blvd which is less than a quarter mile down the road and may impact the results of the analysis.



Table 3. 2017 Capacity Analyses – Alternatives Comparison								
			NB US 15/17/29		SB Shirley Ave		WB US 15 Business	
			TH	RT	LT	TH	LT	RT
Signal	AM	LOS	A		A		C	
		v/c	0.42	0.09	0.03	0.18	0.56	0.02
		Queue (ft)	145		107		125	
		Delay (sec/veh)	5		4		32	
	PM	LOS	A		A		C	
		v/c	0.46	0.12	0.14	0.36	0.64	0.03
		Queue (ft)	197		158		116	
		Delay (sec/veh)	6		5		35	
Single Lane Roundabout	AM	LOS	B		A		A	
		v/c	0.65		0.45		0.28	
		Queue (ft)	160		260		40	
		Delay (sec/veh)	13		9		9	
	PM	LOS	C		F		B	
		v/c	0.77		1.08		0.393	
		Queue (ft)	260		1340		60	
		Delay (sec/veh)	18		75		11.5	

Table 4. Alternative Roundabout Capacity (HCM 2015)								
			NB US 15/17/29		SB Shirley Ave		WB US 15 Business	
			TH	RT	LT	TH	LT	RT
Single Lane Roundabout	AM	LOS	A		A		A	
		v/c	0.53		0.36		0.26	
		Queue (ft)	84		42		26	
		Delay (sec/veh)	8		8		7	
	PM	LOS	B		D		A	
		v/c	0.63		0.89		0.34	
		Queue (ft)	119		329		38	
		Delay (sec/veh)	11		26		9	

3. Findings & Observations

As a general rule of thumb, roundabouts usually provide more capacity than similarly sized signalized intersections. In this case, the signalized alternative is larger (i.e. provides more lanes) than the competing roundabout alternatives – and, therefore, the signalized alternative provides superior operations during peak hours. Additional findings and observations are as follows:

- The intersection meets traffic signal warrant 3 based on the information in the TIA. We recommend that crash data, 12-hour counts, and pedestrian counts be collected to complete a full warrant analysis. If warrants are not met, it is likely more appropriate to compare the unsignalized (no-build) alternative to the roundabout alternatives.

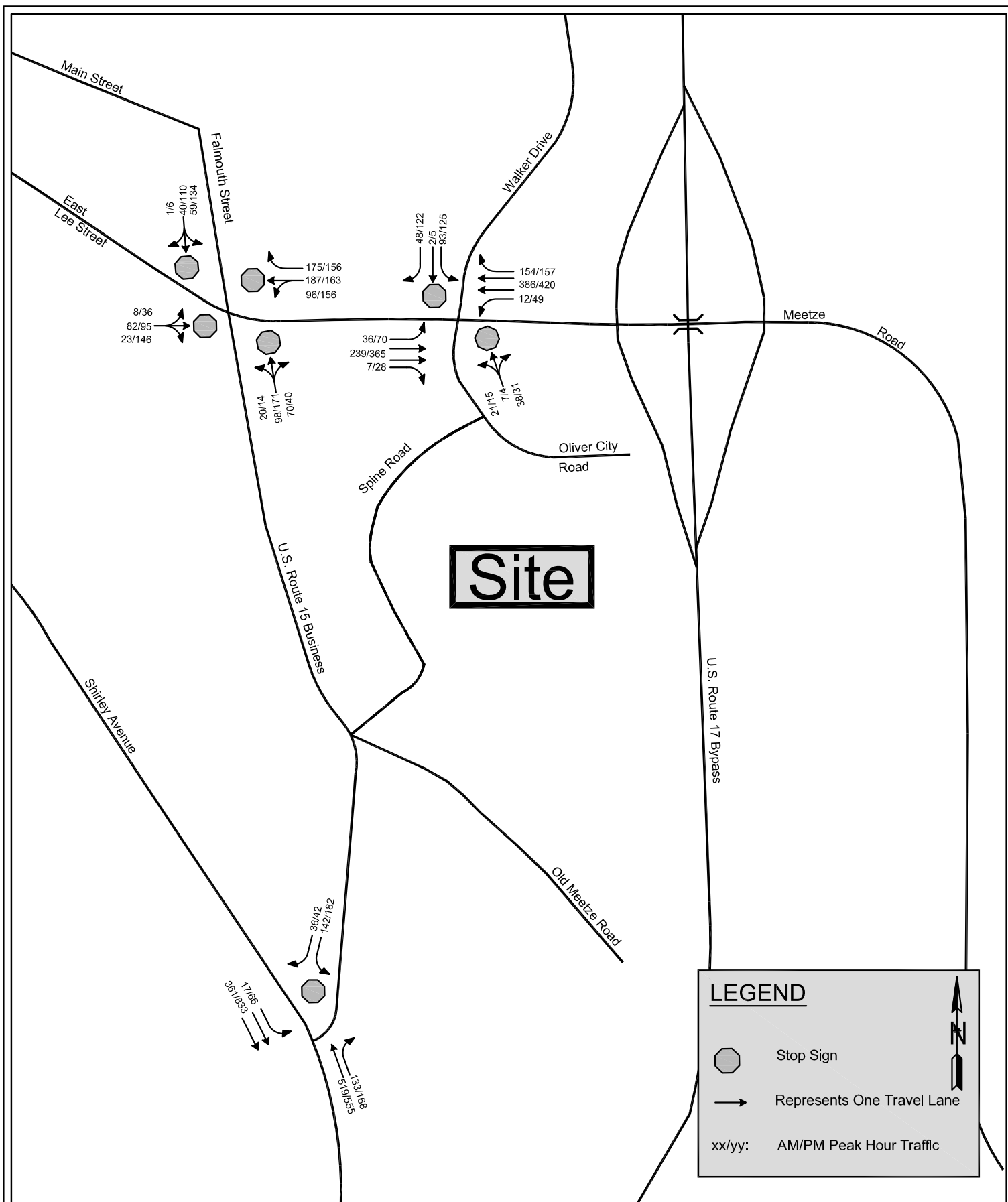


- Further study is required to assess the impacts of adjacent intersections on the operations for the signalized and roundabout alternatives.
- As the data indicates, both the mini-roundabout (with bypass lanes) and signal controlled intersections are expected to provide acceptable operations during peak hour conditions – although one approach on the mini-roundabout is close to the threshold v/c ratio (0.90) during the 2017 PM peak hour.
- SIDRA analyses suggest that the southbound approach to the single lane roundabout will operate poorly during the PM peak period in 2017. WM performed supplement analyses using a spreadsheet based on forthcoming HCM 2015 roundabout capacity formulas. These analyses suggest better operation than does SIDRA, although the v/c ratio on the critical leg (SB approach) is 0.89. Roundabout capacity declines rapidly at v/c ratios above 0.90.
- The mini-roundabout option is complicated by the need for bypass lanes. Although more common in Europe, there are no similar mini-roundabouts in the US. This option may be undesirable due to driver unfamiliarity and the potential for improper lane use leading to weaving conflicts between the roundabout and the Walmart entrance.
- The compact single-lane roundabout is a viable alternative if the District and the Town are comfortable with less than desirable operations during the PM peak hour. Beyond operations, there are a number of reasons to consider the single lane roundabout.
 - First, it simplifies the intersection and reduces potential conflict points.
 - Second, it is likely to operate more safely than signalized and unsignalized alternatives.
 - Third, it is likely to operate more efficiently than signalized and unsignalized alternatives during the majority of the day (i.e. all but the peak hours).
 - Fourth, it would provide traffic calming along the corridor, reducing vehicular speeds and facilitating access management north and south of the roundabout.
 - And fifth, it is more aesthetically pleasing and could serve as a gateway to the Town.
- Both roundabout alternatives, as currently drawn, result in pavement widening – although the widening occurs within VDOT right-of-way.
- VDOT and/or the Town could obtain current turning movement counts to improve the accuracy of these analyses.



Appendix A

Peak Hour Volumes





Appendix B

Signal Warrant Analysis

MUTCD Signal Warrant Analysis Summary: Warrenton Roundabout

2017 Volumes

MUTCD Warrant		Description	Met?	Notes
1	Eight-Hour Vehicular Volume	The volumes of traffic on the major and minor streets meet specified minimum amounts for at least 8 hours of an average weekday. Either of two sets of minimum criteria may be used.	Not Enough Data	
2	Four-Hour Vehicular Volume	For any four hours of an average day, the points representing major and minor street volumes plot above a specified curve.	Not Enough Data	
3	Peak Hour	For at least one hour of an average day, minor street traffic exceeds a minimum volume and suffers at least a specified amount of total delay, or the points representing major and minor street volumes plot above a specified curve. This warrant only applies to unusual cases involving large traffic generators.	Met	
4	Pedestrian Volume	The volume of pedestrian traffic crossing a major street at an intersection or mid-block location must meet minimum values for either a single hour or any four hours of an average weekday.	N/A	
5	School Crossing	The frequency and adequacy of gaps in the traffic stream must not otherwise be sufficient for the number of children crossing.	N/A	
6	Coordinated Signal System	Signalized control is required to maintain proper grouping of vehicles in a coordinated, progressive signal system.	N/A	
7	Crash Experience	Five or more reported crashes of type susceptible to control by a traffic signal have occurred at the location within a 12-month period. Other less restrictive remedies and enforcement have failed to reduce accidents. Either Warrant 1 or Warrant 2 is at least 80% met. A signal will not seriously disrupt traffic flow.	Need crash data	
8	Roadway Network	An intersection of two major routes has either high five-year projected peak-hour traffic volumes or high volumes for at least five hours on an average Saturday and/or Sunday.	N/A	
9	Intersection Near Grade Crossing	The intersection is within 140 feet of a grade crossing on and intersection approach controlled by a STOP or YIELD sign and the points representing major and minor street volumes plot above a specified curve.	N/A	

Location: US 15 Bus at Shirley Ave
Date: 2017 Volumes
County: Fauquier
Town: Warrenton

Warrant 1 Analysis Summary

AM Peak
PM Peak

100% Condition A	
Minor	Major
150	600
Y	Y
Y	Y

100% Condition B	
Minor	Major
75	900
Y	Y
Y	Y

80% Condition A	
Minor	Major
120	480
Y	Y
Y	Y

80% Condition B	
Minor	Major
60	720
Y	Y
Y	Y

VOLUMES			
Minor Street	Major Street	Total Analysis	RANK
178	1030		
224	1622		

70% Condition A	
Minor	Major
105	420
Y	Y
Y	Y

70% Condition B	
Minor	Major
53	630
Y	Y
Y	Y

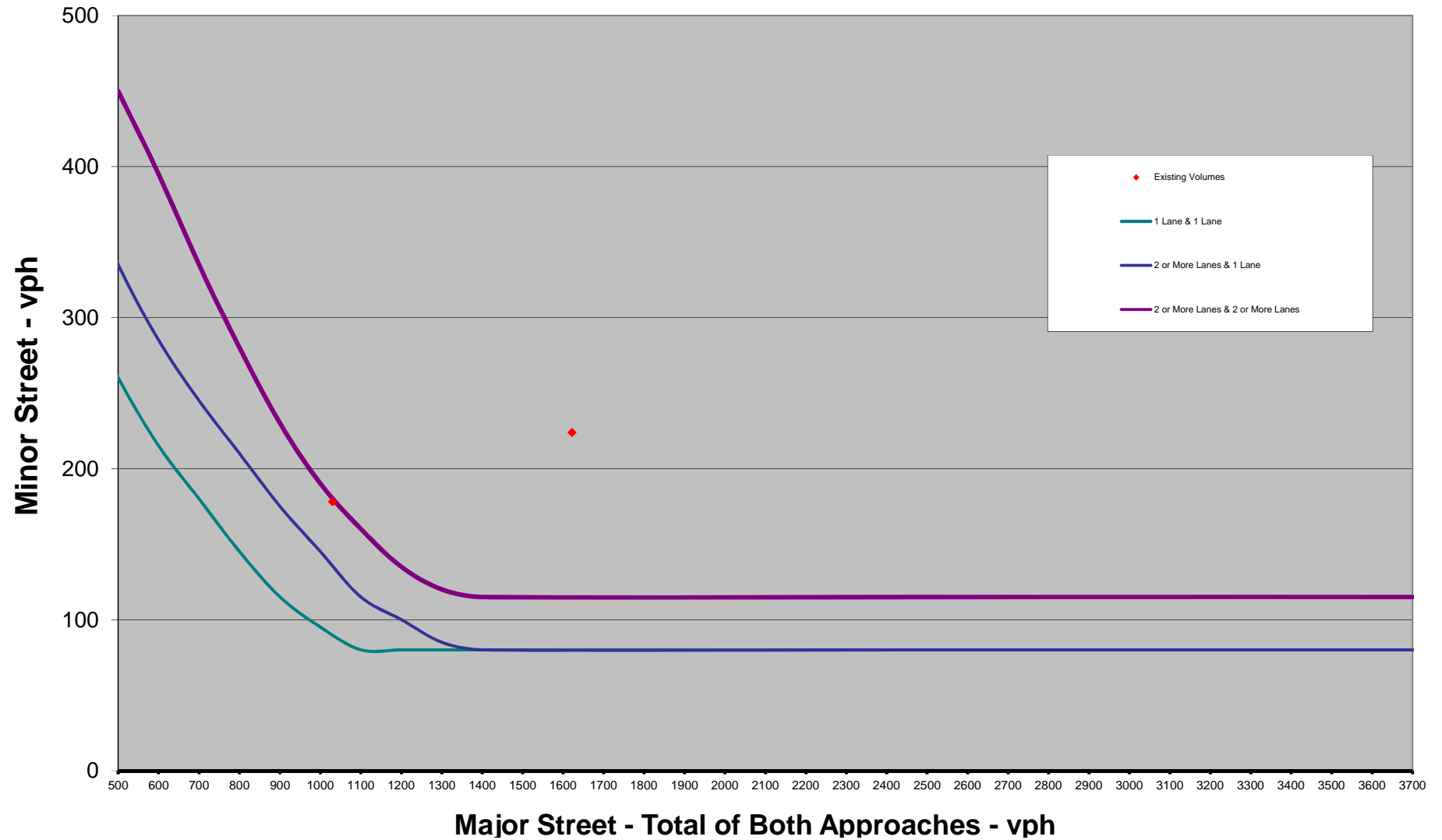
56% Condition A	
Minor	Major
84	336
Y	Y
Y	Y

56% Condition B	
Minor	Major
42	504
Y	Y
Y	Y

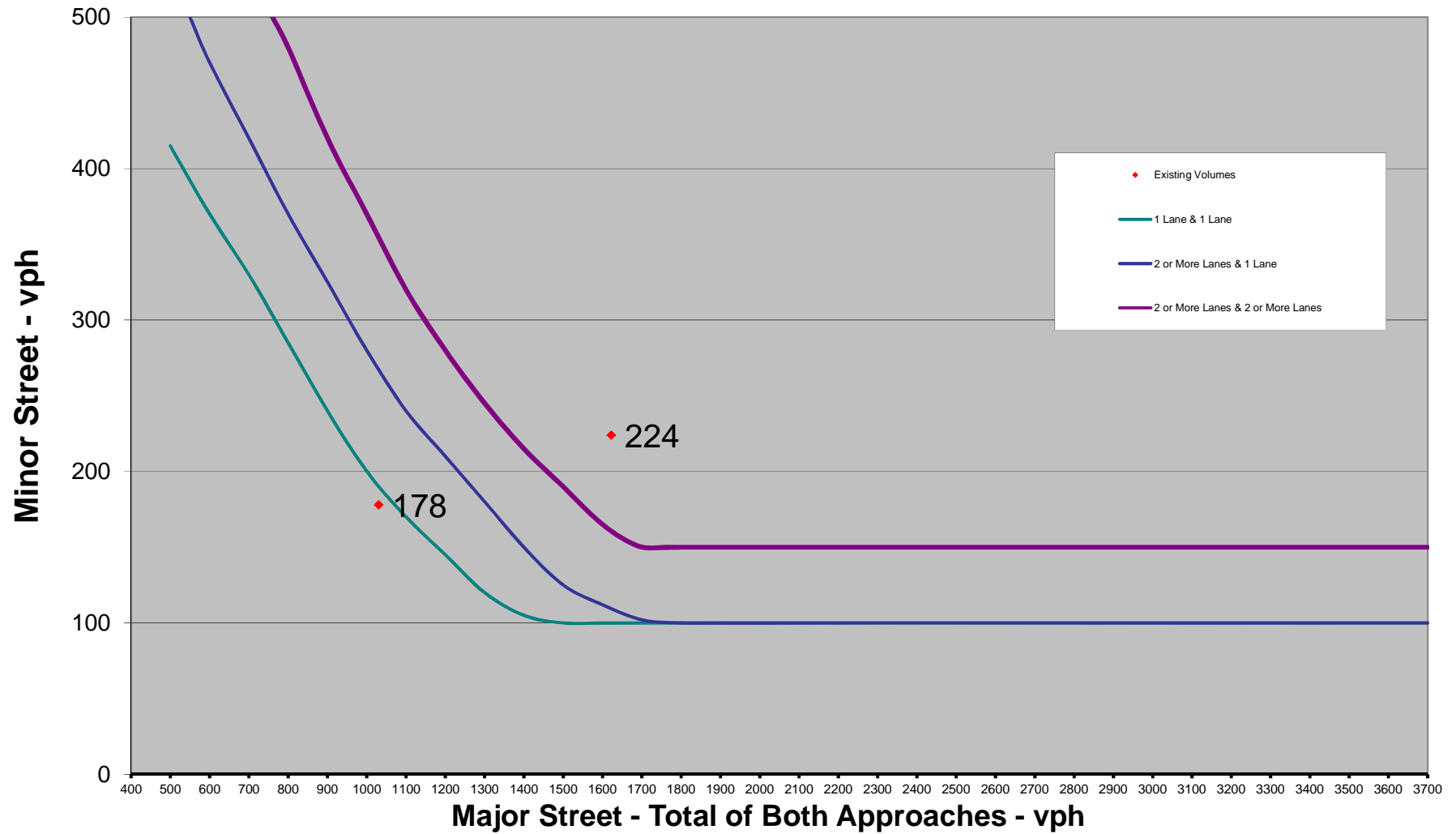
- Warrant 1 100% Condition A
- Warrant 1 100% Condition B
- Warrant 1 80% Combination A and B

- Warrant 1 70% Condition B
- Warrant 1 56% Combination A and B

Warrant 2 - Four Hour Vehicular Volume - 100%



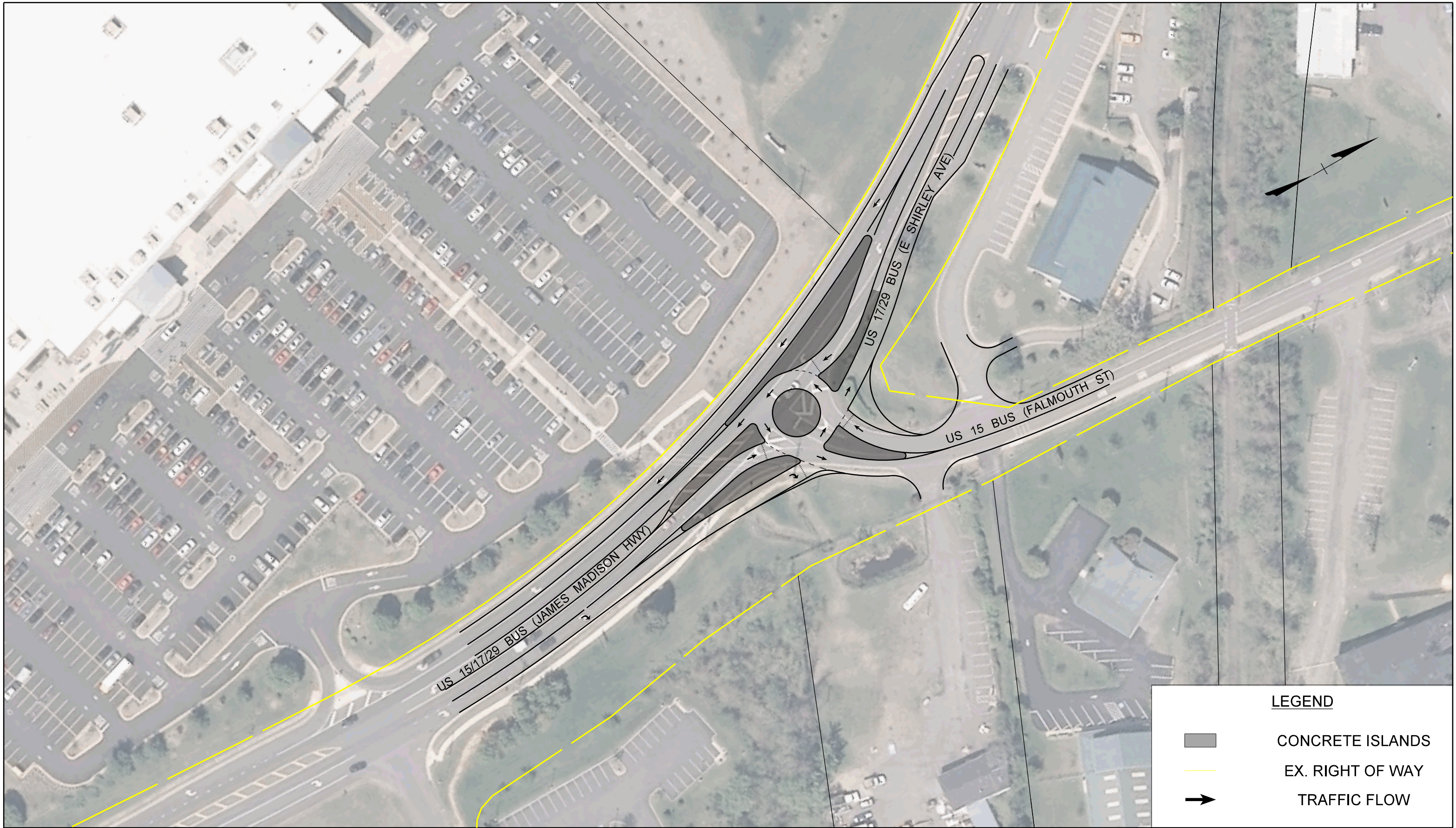
Warrant 3 - Peak Hour Vehicular Volume - 100%





Appendix C

Roundabout Concept Plans



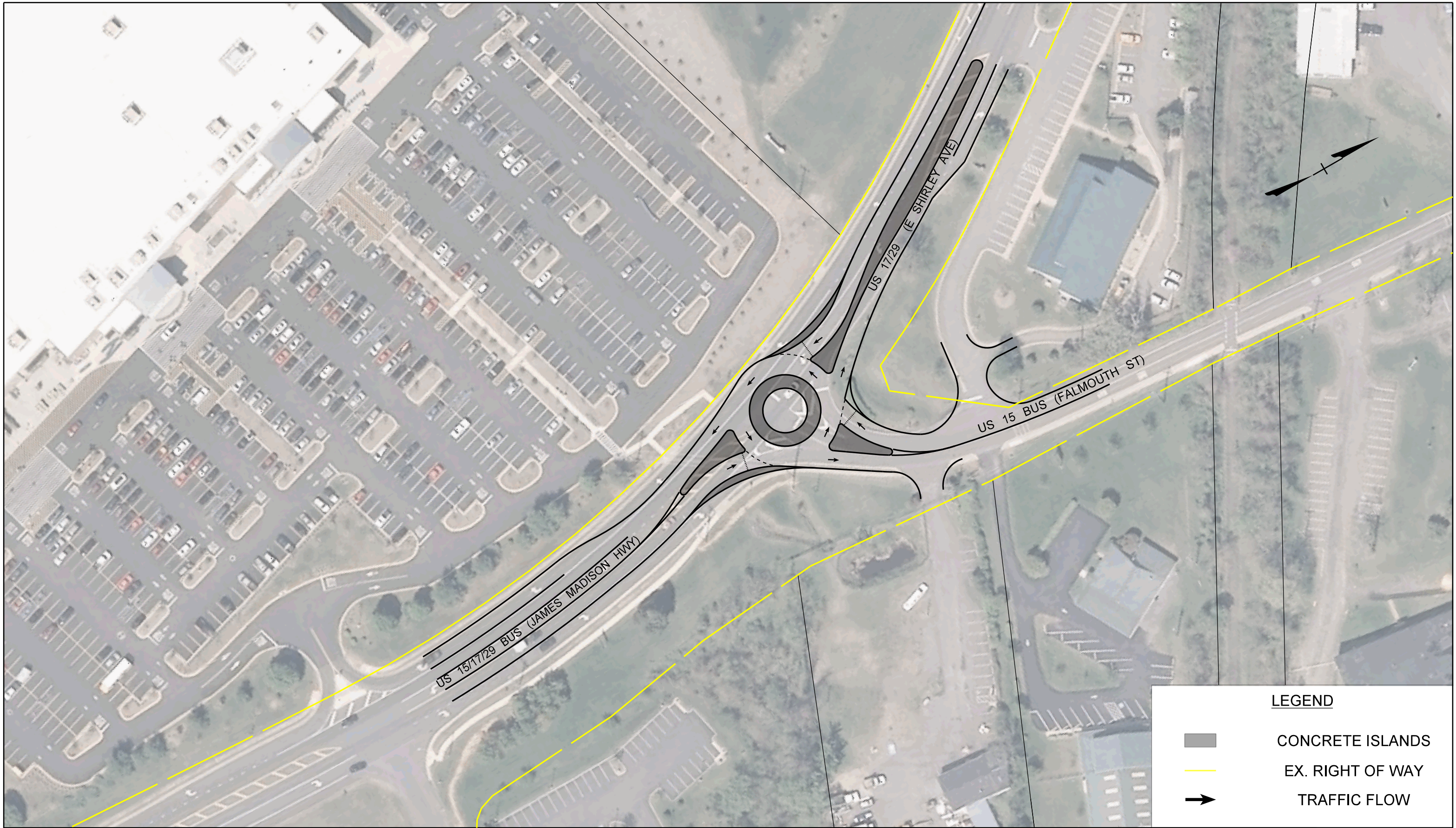
LEGEND

- CONCRETE ISLANDS
- EX. RIGHT OF WAY
- TRAFFIC FLOW

SCALE
0 40' 80'

SCALE: 1" = 80'

EXHIBIT: C-1





Appendix D

Detailed Analysis Reports

Intersection: **US 15 Business at East Shirley Avenue**
Condition: **2017 without Bypass**
Peak Hour : **AM Peak Hour**

Vehicle Group	Start Time	N/A				US 15 Business				Shirley Avenue				Shirley Avenue			
		Eastbound				Westbound				Northbound				Southbound			
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Cars	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	142	0	36	0	0	519	133	0	17	361	0	0
sub-total cars		0	0	0	0	142	0	36	0	0	519	133	0	17	361	0	0
Trucks	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
sub-total trucks		0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0
Total	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	142	0	37	0	0	519	133	0	17	361	0	0
combined total		0	0	0	0	143	0	38	0	0	519	133	0	17	361	0	0
V_e		0				184				652				378			
V_{CAR}		520				519				17				142			
V_C		522				519				19				142			
C_{75ICD}		528				531				1003				886			
V/C		0.00				0.35				0.65				0.43			

Entry Flow Rate (V_e)

$$Entering Volume = V_{e, Car} + 1.7 * V_{e, HGV}$$

Volume of Circulating and Conflicting Passenger Cars ($V_{C, CAR}$)

$$Eastbound (V_{C, CAR, WBL} + V_{C, CAR, SBL} + V_{C, CAR, SBT})$$

$$Westbound (V_{C, CAR, EBL} + V_{C, CAR, NBL} + V_{C, CAR, NBT})$$

$$Northbound (V_{C, CAR, SBL} + V_{C, CAR, EBL} + V_{C, CAR, EBT})$$

$$Southbound (V_{C, CAR, NBL} + V_{C, CAR, WBL} + V_{C, CAR, WBT})$$

Circulating Flow Rate (V_C)

$$Eastbound Circulating Volume = V_{C, Car, EB} + 1.7 * (V_{C, HGV, NBL} + V_{C, HGV, WBL} + V_{C, HGV, SBT})$$

$$Westbound Circulating Volume = V_{C, Car, WB} + 1.7 * (V_{C, HGV, SBL} + V_{C, HGV, EBL} + V_{C, HGV, NBT})$$

$$Northbound Circulating Volume = V_{C, Car, NB} + 1.7 * (V_{C, HGV, WBL} + V_{C, HGV, SBL} + V_{C, HGV, EBT})$$

$$Southbound Circulating Volume = V_{C, Car, SB} + 1.7 * (V_{C, HGV, EBL} + V_{C, HGV, NBL} + V_{C, HGV, WBT})$$

$$C_{75ICD} = 1020 - 0.944 * V_C$$

$$R^2 = 0.967$$

Source: Taylor, W.P. et. al. "Mini-Roundabouts for the United States and Traffic Capacity Models." ITE Journal, November 2012: p20-24.

Intersection: **US 15 Business at East Shirley Avenue**
Condition: **2017 without Bypass**
Peak Hour : **PM Peak Hour**

Vehicle Group	Start Time	N/A				US 15 Business				Shirley Avenue				Shirley Avenue					
		Eastbound				Westbound				Northbound				Southbound					
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
Cars	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	182	0	42	0	0	555	168	0	66	833	0	0		
sub-total cars		0	0	0	0	182	0	42	0	0	555	168	0	66	833	0	0		
Trucks	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
sub-total trucks		0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0		
Total	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
	5:15 PM	0	0	0	0	182	0	43	0	0	555	168	0	66	833	0	0		
combined total		0	0	0	0	183	0	44	0	0	555	168	0	66	833	0	0		
V_e		0				230				723				899					
V_{CCAR}		1081				555				66				182					
V_C		1083				555				68				182					
C_{75ICD}		-3				497				956				849					
V/C		0.00				0.46				0.76				1.06					

Entry Flow Rate (V_e)

$$Entering\ Volume = V_{e,CAR} + 1.7 * V_{e,HGV}$$

Volume of Circulating and Conflicting Passenger Cars ($V_{C,CAR}$)

$$Eastbound\ (V_{C,CAR,WBL} + V_{C,CAR,SBL} + V_{C,CAR,SBT})$$

$$Westbound\ (V_{C,CAR,EBL} + V_{C,CAR,NBL} + V_{C,CAR,NBT})$$

$$Northbound\ (V_{C,CAR,SBL} + V_{C,CAR,EBL} + V_{C,CAR,EBT})$$

$$Southbound\ (V_{C,CAR,NBL} + V_{C,CAR,WBL} + V_{C,CAR,WBT})$$

Circulating Flow Rate (V_C)

$$Eastbound\ Circulating\ Volume = V_{C,CAR,EB} + 1.7 * (V_{C,HGV,NBL} + V_{C,HGV,WBL} + V_{C,HGV,SBT})$$

$$Westbound\ Circulating\ Volume = V_{C,CAR,WB} + 1.7 * (V_{C,HGV,SBL} + V_{C,HGV,EBL} + V_{C,HGV,NBT})$$

$$Northbound\ Circulating\ Volume = V_{C,CAR,NB} + 1.7 * (V_{C,HGV,WBL} + V_{C,HGV,SBL} + V_{C,HGV,EBT})$$

$$Southbound\ Circulating\ Volume = V_{C,CAR,SB} + 1.7 * (V_{C,HGV,EBL} + V_{C,HGV,NBL} + V_{C,HGV,WBT})$$

$$C_{75ICD} = 1020 - 0.944 * V_C$$

$$R^2 = 0.967$$

Source: Taylor, W.P. et. al. "Mini-Roundabouts for the United States and Traffic Capacity Models." ITE Journal, November 2012: p20-24.

Intersection: **US 15 Business at East Shirley Avenue**
Condition: **2017 with Bypass**
Peak Hour : **AM Peak Hour**

Vehicle Group	Start Time	N/A						US 15 Business						Shirley Avenue						Shirley Avenue					
		Eastbound			Westbound			Northbound			Southbound			Northbound			Southbound			Northbound			Southbound		
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Cars	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	142	0	36	0	142	0	36	0	0	0	0	0	17	289	0	0	17	289	0	0
sub-total cars		0	0	0	0	142	0	36	0	142	0	36	0	0	0	0	0	17	289	0	0	17	289	0	0
Trucks	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
sub-total trucks		0	0	0	0	1	0	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	142	0	37	0	142	0	37	0	0	0	0	0	17	289	0	0	17	289	0	0
combined total		0	0	0	0	143	0	38	0	143	0	38	0	0	0	0	17	289	0	0	17	289	0	0	0
V_e		0			184			519			306														
V_{CAR}		448			519			17			142														
V_C		450			519			19			142														
C_{75CD}		596			531			1003			886														
V/C		0.00			0.35			0.52			0.35														

Entry Flow Rate (V_e)

$$Entering\ Volume = V_{e,CAR} + 1.7 * V_{e,HGV}$$

Volume of Circulating and Conflicting Passenger Cars ($V_{C,CAR}$)

$$Eastbound (V_{C,CAR,WBL} + V_{C,CAR,SBL} + V_{C,CAR,SBT})$$

$$Westbound (V_{C,CAR,EBL} + V_{C,CAR,NBL} + V_{C,CAR,NBT})$$

$$Northbound (V_{C,CAR,SBL} + V_{C,CAR,EBL} + V_{C,CAR,EBT})$$

$$Southbound (V_{C,CAR,NBL} + V_{C,CAR,WBL} + V_{C,CAR,WBT})$$

Circulating Flow Rate (V_C)

$$Eastbound\ Circulating\ Volume = V_{C,CAR,EB} + 1.7 * (V_{C,HGV,NBL} + V_{C,HGV,WBL} + V_{C,HGV,SBT})$$

$$Westbound\ Circulating\ Volume = V_{C,CAR,WB} + 1.7 * (V_{C,HGV,SBL} + V_{C,HGV,EBL} + V_{C,HGV,NBT})$$

$$Northbound\ Circulating\ Volume = V_{C,CAR,NB} + 1.7 * (V_{C,HGV,WBL} + V_{C,HGV,SBL} + V_{C,HGV,EBT})$$

$$Southbound\ Circulating\ Volume = V_{C,CAR,SB} + 1.7 * (V_{C,HGV,EBL} + V_{C,HGV,NBL} + V_{C,HGV,WBT})$$

$$C_{75CD} = 1020 - 0.944 * V_C$$

$$R^2 = 0.967$$

Source: Taylor, W.P. et. al. "Mini-Roundabouts for the United States and Traffic Capacity Models." ITE Journal, November 2012: p20-24.

Intersection: **US 15 Business at East Shirley Avenue**
Condition: **2017 with Bypass**
Peak Hour : **PM Peak Hour**

Vehicle Group	Start Time	N/A						US 15 Business						Shirley Avenue						Shirley Avenue					
		Eastbound			Westbound			Northbound			Southbound			Northbound			Southbound			Northbound			Southbound		
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Cars	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	182	0	42	0	182	0	42	0	0	555	0	0	66	667	0	0	66	667	0	0
sub-total cars		0	0	0	0	182	0	42	0	182	0	42	0	0	555	0	0	66	667	0	0	66	667	0	0
Trucks	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
sub-total trucks		0	0	0	0	1	0	2	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	182	0	43	0	182	0	43	0	0	555	0	0	66	667	0	0	66	667	0	0
combined total		0	0	0	0	183	0	44	0	183	0	44	0	0	555	0	0	66	667	0	0	66	667	0	0
V_e		0						230			555			555			733								
$V_{C,CAR}$		915						555			66						182								
V_C		917						555			68						182								
C_{75ICD}		155						497			956						849								
V/C		0.00						0.46			0.58						0.86								

Entry Flow Rate (V_e)

$$Entering\ Volume = V_{e,CAR} + 1.7 * V_{e,HGV}$$

Volume of Circulating and Conflicting Passenger Cars ($V_{C,CAR}$)

$$Eastbound (V_{C,CAR,WBL} + V_{C,CAR,SBL} + V_{C,CAR,SBT})$$

$$Westbound (V_{C,CAR,EBL} + V_{C,CAR,NBL} + V_{C,CAR,NBT})$$

$$Northbound (V_{C,CAR,SBL} + V_{C,CAR,EBL} + V_{C,CAR,EBT})$$

$$Southbound (V_{C,CAR,NBL} + V_{C,CAR,WBL} + V_{C,CAR,WBT})$$

Circulating Flow Rate (V_C)

$$Eastbound\ Circulating\ Volume = V_{C,CAR,EB} + 1.7 * (V_{C,HGV,NBL} + V_{C,HGV,WBL} + V_{C,HGV,SBT})$$

$$Westbound\ Circulating\ Volume = V_{C,CAR,WB} + 1.7 * (V_{C,HGV,SBL} + V_{C,HGV,EBL} + V_{C,HGV,NBT})$$

$$Northbound\ Circulating\ Volume = V_{C,CAR,NB} + 1.7 * (V_{C,HGV,WBL} + V_{C,HGV,SBL} + V_{C,HGV,EBT})$$

$$Southbound\ Circulating\ Volume = V_{C,CAR,SB} + 1.7 * (V_{C,HGV,EBL} + V_{C,HGV,NBL} + V_{C,HGV,WBT})$$

$$C_{75ICD} = 1020 - 0.944 * V_C$$

$$R^2 = 0.967$$

Source: Taylor, W.P. et. al. "Mini-Roundabouts for the United States and Traffic Capacity Models." ITE Journal, November 2012: p20-24.

MOVEMENT SUMMARY



Site: US 15 at Shirley Ave AM 2016

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Shirley Ave											
8	T1	564	2.4	0.655	12.7	LOS B	6.4	162.4	0.24	0.08	30.6
18	R2	145	0.7	0.655	12.5	LOS B	6.4	162.4	0.24	0.08	30.0
Approach		709	2.1	0.655	12.7	LOS B	6.4	162.4	0.24	0.08	30.5
East: Falmouth St											
1	L2	154	0.8	0.280	8.5	LOS A	1.5	37.5	0.64	0.58	30.8
16	R2	39	8.6	0.280	9.2	LOS A	1.5	37.5	0.64	0.58	30.0
Approach		193	2.3	0.280	8.6	LOS A	1.5	37.5	0.64	0.58	30.6
North: Shirley Ave											
7	L2	18	22.9	0.446	11.5	LOS B	2.8	73.1	0.46	0.31	31.3
4	T1	392	3.4	0.446	9.1	LOS A	2.8	73.1	0.46	0.31	32.0
Approach		411	4.2	0.446	9.2	LOS A	2.8	73.1	0.46	0.31	32.0
All Vehicles		1313	2.8	0.655	11.0	LOS B	6.4	162.4	0.36	0.23	30.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY



Site: US 15 at Shirley Ave PM 2016

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Shirley Ave											
8	T1	603	2.3	0.770	18.2	LOS C	10.2	259.8	0.61	0.33	28.5
18	R2	183	0.6	0.770	17.9	LOS C	10.2	259.8	0.61	0.33	28.0
Approach		786	1.9	0.770	18.1	LOS C	10.2	259.8	0.61	0.33	28.4
East: Falmouth St											
1	L2	198	0.6	0.393	11.3	LOS B	2.4	60.3	0.75	0.73	29.6
16	R2	46	7.4	0.393	12.1	LOS B	2.4	60.3	0.75	0.73	29.0
Approach		243	1.9	0.393	11.5	LOS B	2.4	60.3	0.75	0.73	29.5
North: Shirley Ave											
7	L2	72	5.9	1.080	75.3	LOS F	52.9	1340.6	1.00	1.62	16.5
4	T1	905	1.5	1.080	74.5	LOS F	52.9	1340.6	1.00	1.62	16.6
Approach		977	1.8	1.080	74.6	LOS F	52.9	1340.6	1.00	1.62	16.6
All Vehicles		2007	1.8	1.080	44.8	LOS E	52.9	1340.6	0.82	1.01	21.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.













Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

HCM Signalized Intersection Capacity Analysis

3: Shirley Ave & US 15 Bus

10/3/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	142	36	519	133	17	361
Future Volume (vph)	142	36	519	133	17	361
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	*0.80
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	2980
Flt Permitted	0.95	1.00	1.00	1.00	0.41	1.00
Satd. Flow (perm)	1770	1583	1863	1583	767	2980
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	154	39	564	145	18	392
RTOR Reduction (vph)	0	33	0	41	0	0
Lane Group Flow (vph)	154	6	564	104	18	392
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	11.9	11.9	55.1	55.1	55.1	55.1
Effective Green, g (s)	11.9	11.9	55.1	55.1	55.1	55.1
Actuated g/C Ratio	0.15	0.15	0.72	0.72	0.72	0.72
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	273	244	1333	1132	548	2132
v/s Ratio Prot	c0.09		c0.30			0.13
v/s Ratio Perm		0.00		0.07	0.02	
v/c Ratio	0.56	0.02	0.42	0.09	0.03	0.18
Uniform Delay, d1	30.1	27.6	4.5	3.3	3.2	3.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.7	0.0	1.0	0.2	0.1	0.2
Delay (s)	32.8	27.7	5.5	3.5	3.3	3.8
Level of Service	C	C	A	A	A	A
Approach Delay (s)	31.8		5.1			3.8
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			8.6		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			77.0		Sum of lost time (s)	10.0
Intersection Capacity Utilization			43.5%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Summary of All Intervals

Run Number	10	11	12	13	14		Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	189	184	216	195	191	214	199
Vehs Exited	182	184	208	193	197	214	197
Starting Vehs	18	14	15	19	22	20	17
Ending Vehs	25	14	23	21	16	20	19
Travel Distance (mi)	56	55	65	60	58	62	59
Travel Time (hr)	2.7	2.6	3.2	3.0	2.7	2.9	2.8
Total Delay (hr)	0.5	0.4	0.6	0.6	0.4	0.4	0.5
Total Stops	70	60	77	76	58	48	64
Fuel Used (gal)	1.9	1.9	2.3	2.1	2.0	2.1	2.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	10	11	12	13	14		Avg
Vehs Entered	189	184	216	195	191	214	199
Vehs Exited	182	184	208	193	197	214	197
Starting Vehs	18	14	15	19	22	20	17
Ending Vehs	25	14	23	21	16	20	19
Travel Distance (mi)	56	55	65	60	58	62	59
Travel Time (hr)	2.7	2.6	3.2	3.0	2.7	2.9	2.8
Total Delay (hr)	0.5	0.4	0.6	0.6	0.4	0.4	0.5
Total Stops	70	60	77	76	58	48	64
Fuel Used (gal)	1.9	1.9	2.3	2.1	2.0	2.1	2.1

Queuing and Blocking Report

Baseline

10/3/2016

Intersection: 3: Shirley Ave & US 15 Bus

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	117	17	141	50	26	92	53
Average Queue (ft)	65	3	78	21	13	48	21
95th Queue (ft)	125	24	145	55	38	107	73
Link Distance (ft)	1464	1464	427	427		589	589
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					230		
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 4: Shirley Ave & Industrial Rd

Movement	SB
Directions Served	L
Maximum Queue (ft)	17
Average Queue (ft)	3
95th Queue (ft)	18
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	275
Storage Blk Time (%)	
Queuing Penalty (veh)	













Network Summary

Network wide Queuing Penalty: 0

HCM Signalized Intersection Capacity Analysis

3: Shirley Ave & US 15 Bus

9/23/2016

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	182	42	555	168	66	833
Future Volume (vph)	182	42	555	168	66	833
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.38	1.00
Satd. Flow (perm)	1770	1583	1863	1583	711	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	198	46	603	183	72	905
RTOR Reduction (vph)	0	38	0	54	0	0
Lane Group Flow (vph)	198	8	603	129	72	905
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		2			6
Permitted Phases		8		2	6	
Actuated Green, G (s)	14.4	14.4	58.3	58.3	58.3	58.3
Effective Green, g (s)	14.4	14.4	58.3	58.3	58.3	58.3
Actuated g/C Ratio	0.17	0.17	0.70	0.70	0.70	0.70
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	308	275	1313	1115	501	2494
v/s Ratio Prot	c0.11		c0.32			0.26
v/s Ratio Perm		0.01		0.08	0.10	
v/c Ratio	0.64	0.03	0.46	0.12	0.14	0.36
Uniform Delay, d1	31.8	28.3	5.3	3.9	4.0	4.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.5	0.0	1.2	0.2	0.6	0.4
Delay (s)	36.3	28.4	6.5	4.1	4.6	5.2
Level of Service	D	C	A	A	A	A
Approach Delay (s)	34.8		5.9			5.2
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			9.1	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			82.7	Sum of lost time (s)		10.0
Intersection Capacity Utilization			56.0%	ICU Level of Service		B
Analysis Period (min)			15			
c Critical Lane Group						

Summary of All Intervals

Run Number	10	11	12	13	14		Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	7:10	7:10	7:10	7:10	7:10	7:10	7:10
Total Time (min)	13	13	13	13	13	13	13
Time Recorded (min)	10	10	10	10	10	10	10
# of Intervals	2	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1	1
Vehs Entered	316	305	322	305	322	334	317
Vehs Exited	326	299	323	301	317	347	319
Starting Vehs	29	23	25	18	31	31	23
Ending Vehs	19	29	24	22	36	18	25
Travel Distance (mi)	94	92	97	89	97	101	95
Travel Time (hr)	4.6	4.5	4.7	4.5	4.8	5.0	4.7
Total Delay (hr)	0.9	0.8	0.9	0.9	0.9	1.0	0.9
Total Stops	121	133	122	134	140	147	132
Fuel Used (gal)	3.3	3.3	3.5	3.2	3.5	3.7	3.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:10
Total Time (min)	10
Volumes adjusted by Growth Factors.	

Run Number	10	11	12	13	14		Avg
Vehs Entered	316	305	322	305	322	334	317
Vehs Exited	326	299	323	301	317	347	319
Starting Vehs	29	23	25	18	31	31	23
Ending Vehs	19	29	24	22	36	18	25
Travel Distance (mi)	94	92	97	89	97	101	95
Travel Time (hr)	4.6	4.5	4.7	4.5	4.8	5.0	4.7
Total Delay (hr)	0.9	0.8	0.9	0.9	0.9	1.0	0.9
Total Stops	121	133	122	134	140	147	132
Fuel Used (gal)	3.3	3.3	3.5	3.2	3.5	3.7	3.4

Queuing and Blocking Report

Baseline

9/23/2016

Intersection: 3: Shirley Ave & US 15 Bus

Movement	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	R	T	R	L	T	T
Maximum Queue (ft)	107	23	180	52	64	149	94
Average Queue (ft)	67	5	109	28	37	104	44
95th Queue (ft)	116	27	197	64	75	158	107
Link Distance (ft)	1464	1464	427	427		589	589
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					230		
Storage Blk Time (%)						0	
Queuing Penalty (veh)						0	

Intersection: 4: Shirley Ave & Industrial Rd

Movement	SB
Directions Served	L
Maximum Queue (ft)	21
Average Queue (ft)	9
95th Queue (ft)	32
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	275
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

General & Site Information		v3.1
Analyst:	ATD	
Agency/Co:	Wallace Montgomery	
Date:	9/16/2016	
Project or PI#:	US Route 15 (Bus) at Shirley Avenue	
Year, Peak Hour:	2017 AM Peak	
County/District:	NWRO	
Intersection Name:	US Route 15 (Bus) at Shirley Avenue	

Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			36		519			
	NE (2), vph								
	E (3), vph	17				133			
	SE (4), vph								
	S (5), vph	361		142					
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Output	Total Vehicles	378	0	178	0	652	0	0	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%
% Heavy Vehicles	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{HV}	0.980	1.000	0.980	1.000	0.980	1.000	1.000	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	40	0	575	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	19	0	0	0	147	0	0	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	400	0	157	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	0	0	0	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	419	0	197	0	723	0	0	0
Conflicting flow, pcu/h	157	0	575	0	19	0	0	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1152	NA	752	NA	1327	NA	NA	NA

Entry Flow Rates, vph	411	NA	193	NA	709	NA	NA	NA
V/C ratio	0.36		0.26		0.53			
Control Delay, sec/pcu	7		8		8			
LOS	A		A		A			
95th % Queue (ft)	42		26		84			

v3.1

Notes:

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						

General & Site Information		v3.1
Analyst:	ATD	
Agency/Co:	Wallace Montgomery	
Date:	9/16/2016	
Project or PI#:	US Route 15 (Bus) at Shirley Avenue	
Year, Peak Hour:	2017 PM Peak	
County/District:	NWRO	
Intersection Name:	US Route 15 (Bus) at Shirley Avenue	

Volumes		Entry Legs (FROM)							
		N (1)	NE (2)	E (3)	SE (4)	S (5)	SW (6)	W (7)	NW (8)
Exit Legs (TO)	N (1), vph			42		555			
	NE (2), vph								
	E (3), vph	66				168			
	SE (4), vph								
	S (5), vph	833		182					
	SW (6), vph								
	W (7), vph								
	NW (8), vph								
Output	Total Vehicles	899	0	224	0	723	0	0	0

Volume Characteristics	N	NE	E	SE	S	SW	W	NW
% Cars	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%	98.0%
% Heavy Vehicles	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
% Bicycle	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
# of Pedestrians (ped/hr)	0	0	0	0	0	0	0	0
PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
F _{HV}	0.980	1.000	0.980	1.000	0.980	1.000	1.000	1.000
F _{ped}	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000

Entry/Conflicting Flows	N	NE	E	SE	S	SW	W	NW
Flow to Leg # N (1), pcu/h	0	0	47	0	615	0	0	0
NE (2), pcu/h	0	0	0	0	0	0	0	0
E (3), pcu/h	73	0	0	0	186	0	0	0
SE (4), pcu/h	0	0	0	0	0	0	0	0
S (5), pcu/h	924	0	202	0	0	0	0	0
SW (6), pcu/h	0	0	0	0	0	0	0	0
W (7), pcu/h	0	0	0	0	0	0	0	0
NW (8), pcu/h	0	0	0	0	0	0	0	0
Entry flow, pcu/h	997	0	248	0	802	0	0	0
Conflicting flow, pcu/h	202	0	615	0	73	0	0	0

Results: Approach Measures of Effectiveness								
HCM 6th Edition	N	NE	E	SE	S	SW	W	NW
Entry Capacity, vph	1101	NA	722	NA	1256	NA	NA	NA

Entry Flow Rates, vph	977	NA	243	NA	786	NA	NA	NA
V/C ratio	0.89		0.34		0.63			
Control Delay, sec/pcu	26		9		11			
LOS	D		A		B			
95th % Queue (ft)	329		38		119			

v3.1

Notes:

Unit Legend:

vph = vehicles per hour

PHF = peak hour factor

F_{HV} = heavy vehicle factor

pcu = passenger car unit

Bypass Lane Merge Point Analysis (if applicable)

Bypass Characteristics	Bypass #1	Bypass #2	Bypass #3	Bypass #4	Bypass #5	Bypass #6
Select Entry Leg from Bypass (FROM)						
Select Exit Leg for Bypass (TO)						
Does the bypass have a dedicated receiving lane?						
Volumes						
Right Turn Volume removed from Entry Leg						
Volume Characteristics (for entry leg)						
PHF						
F _{HV}						
F _{ped}						
NOTE: Volume Characteristics for Exit Leg are already taken into account						
Entry/Conflicting Flows						
Entry Flow, pcu/hr						
Conflicting Flow, pcu/hr						
Bypass Lane Results (HCM 6th Edition)						
Entry Capacity of Bypass, vph						
Flow Rates of Exiting Traffic, vph						
V/C ratio						
Control Delay, s/veh						
LOS						
95th % Queue (ft)						
Approach w/Bypass Delay, s/veh						
Approach w/Bypass LOS						



Town Council Work Session

March 10, 2017

Walker Drive Planned Unit Development Rezoning (Zoning Map Amendment 2016-01)

Agenda Memorandum

Submitted by: Brannon Godfrey, Town Manager

Discussion:

The purpose of this item is to provide an opportunity to discuss the process following the Planning Commission action on Feb. 21. A copy of the draft February Planning Commission Minutes is attached.

Town Manager

ATTACHMENTS:

Description

Draft Planning Commission Minutes

Type

Minutes

Upload Date

3/6/2017



**DRAFT MINUTES
PLANNING COMMISSION
TOWN OF WARRENTON**

**February 21, 2017
7:00 PM**

The regular meeting of the Town of Warrenton Planning Commission (PC) convened on Tuesday, February 21, 2017 at 7:00 PM in the Warrenton Community Center.

The following members were present: Ms. Susan Helander, Chair; Mr. John Kip, Vice-Chair; Mr. Ali Zarabi; Ms. Christine Dingus; Mr. Jeremy Downs; Ms. Anna Maas; Mr. Ryan Stewart; Mr. Brett Hamby, Town Council Liaison; and Mr. Whitson Robinson, Town Attorney. Ms. Brandie Schaeffer, Director of Planning and Community Development represented staff. Ms. Helander called the meeting to order at 7:00 PM and a quorum was determined.

Approval of Minutes

The Commission made a decision to defer the approval of the previous month's minutes until the next meeting.

Public Hearing

- a. **Special Use Permit 2016-06 – Chilton House Bed and Breakfast.** The request, per Article 3-4.3.3 of the Zoning Ordinance, is to convert the existing dwelling at 97 Culpeper Street into a Bed and Breakfast. The parcel is zoned R-6 (Residential) and the Comprehensive Plan identifies the property as Low Density Residential on the future land use plan. The property owner is the Beatrice M. McDonnell Revocable Trust with Co-Trustees Barbara M. Walker, Mary Byrne McDonnell, and Katherine McDonnell. GPIN: 6984-32-7714-000.

Brandie Schaeffer, Director of Planning and Community Development spoke to the Commission and said there had been an issue with the mailing notification because the Post Office had shipped certified mail off site, adding that staff had since met with representatives of the postal service and future certified mailings will be redirected. Due to that, she said this Public Hearing was held open to give citizens a chance to comment. She went on to say the location of the proposed bed and breakfast is along Culpeper Street and adjacent to St. James Episcopal Church. The zoning district is R-6, and the lot size is just under an acre. The Comprehensive Plan shows this for low-density residential and the surrounding land uses are a church, residential and vacant. This is permissible by Special Use Permit in the R-6 district. She presented the Commission with pictures of the house and site. She said the orientation of the house is unique because it is set back from the road and the front faces the side lot.

Ms. Schaeffer said since the last review of the application, additional details on the potential signage and location had been requested, adding the Applicant had done a mock design and this has been provided. She stated the Architectural Review Board would review the sign unless it meets administrative standards. She pointed out the proposed location of the sign on Culpeper Street. She added points of discussion at the last Public Hearing around business impacts of proposed use, revenue, jobs and income, potential increase or decrease in the value of adjoining properties, traffic impact and the role of a Special Use Permit.

Ms. Schaeffer said there was some question about ownership and to be clear, the owner must reside on site. The role of the sunset clause regarding the sale of the property was discussed, as well as the existing fence and landscaping, adding there is a desired buffer between the two uses but the neighbor preferred to have none and to retain the small fence due to the profiles between the two homes. She said there was considerable discussion about ADA compliance as well as fire and rescue and these have been addressed in the draft conditions along with the water pressure to make sure the Applicant is aware of those implications.

Ms. Dingus asked about the five-year administrative review versus a three-year review in the staff report. Ms. Schaeffer said after meeting with the Applicant and considering conditions, the staff determined a three-year review was appropriate. Ms. Dingus went on to ask about additional conditions in the staff report in particular about events, and if they would be held on the property. There was a discussion about meetings and if those would be permitted. Ms. Schaeffer said that should be addressed in the conditions, adding some of the confusion about what constitutes an event may stem from the Town's Special Event Policy. She said staff did look at special exception conditions of approval governing other bed and breakfasts that were under a Special Use Permit in Fauquier County and there were some restrictions on the number of guests and the hours of operation. She noted that the staff could include restrictions in the conditions on the issue of events.

Mr. Zarabi commented it would have been preferable to have the language clarified by the Applicant and the Town before this meeting, but we need to apply the most restrictive language and conditions regarding this application as well as strike events. He asked if the property was converted to commercial could it still be considered residential. Ms. Schaeffer explained there was a Town Zoning Ordinance Amendment adopted by the Town to permit bed and breakfasts and inns. Meanwhile other sections of the Zoning Ordinance state you cannot have events at all. She added there is also an existing Special Events Policy that was drafted and adopted by the Town Council, administered by the Town Manager, which expressly excludes bed and breakfasts from any regulation. There are three provisions that conflict, and with the role of the SUP, the conditions cover everything. Ms. Schaeffer went on to say regarding the question of whether a residence converted to a bed and breakfast is considered a residence or is commercial, the Ordinance considers a bed and breakfast to be residential use and the owner is required to live on the premises. She added that the Building Code also considers a bed and breakfast to be residential.

Mr. Downs suggested limits on events and number of people. He expressed a concern of burden for the owner if every event had to be approved. Ms. Schaeffer noted a condition could be added this evening if the owner present agreed or the staff and Applicant can work out the details prior to Town Council approval.

Mr. McAuliff, Applicant, thanked Ms. Schaeffer and Mr. Robinson as well as the staff for their work on the project. He said he was comfortable with the provision of no events permitted for the bed and breakfast, adding that he understood the concerns about traffic and parking. He said his goal is to

operate the business while preserving the historic quality of the building. The building is not designed for events or meetings. Ms. Dingus expressed concern about pictures on social media on the Chilton House website that featured photos of wedding events and Mr. McAuliff stated those had been removed.

The Chair then opened the Public Hearing for public comment.

Ms. Shough of Wilson Street said she moved into the area recently and was impressed by the amount of history in the Chilton House. She noted she had contacted Mr. McAuliff and asked for a tour and he obliged. She encouraged people to take a tour of the house. She said it was her opinion that this project was being approached in a responsible way and it should be supported.

Ms. Hitchcock, daughter of a resident of Culpeper Street, said it was the first time she has attended a Commission meeting, adding that she had grown up on Culpeper Street and was attending the meeting on her parents' behalf. She said she wanted to go on record as opposing the request, adding she appreciated the fact that the events had been removed from the application. The Applicant's request for a Special Use Permit specifically states, according to Ms. Hitchcock, that it would enable a revenue stream to allow the property to be self-sustaining, enabling the family to keep the property in perpetuity. She said, if this is the case, the Applicant should have no objection to imposing a covenant to say that this Special Use Permit would not transfer if the house were sold. She is also concerned about the Applicant's business plan. It anticipated 949 room nights annually to be occupied. However, she said she understands the industry standard is 40% occupancy and that is the average for a bed and breakfast. If the Applicant's petition is dependent on the average commercial performance, will the target price of \$200.00 per night be dropped to sustain the occupancy goals. Will the Applicant be forced to sell the house if the circumstances do not meet that? It is an historic street and people move here because it's a wonderful community. She said she would like to see that maintained. She said she had a petition of people who lived on Culpeper Street; 12 houses oppose, 1 resident is out of Town, 3 were neutral and 1 was undecided.

Ms. Lora Gookin of Edington Drive in Warrenton said she wanted to speak in support of the application, adding that she is a pastry chef and owner of a nearby bakery. She said she sees this project as an addition to businesses that will support one another. A bed and breakfast such as this, with as few rooms as there are, will not have a major detrimental impact on the Town but will be an asset. She sees it as low impact. She said it would be nice for people to have a lovely bed and breakfast in which to stay, it's a good fit and it will be a good thing for Warrenton.

Ms. Katie Ott, a resident of Sycamore Street, said she has owned property in Warrenton for twenty-four years about six blocks from the location. She said she believed the Town was underserved for the history tours for people who want a walking experience of the Town. She said she hoped the Planning Commission would support business and approve the venture.

Ms. Christine Fox of Mosby Street said several years ago a similar application came up where the property owners at Washington and Culpeper Street requested a rezoning for a tea room with events. At that time, the Town Council and the Planning Commission turned down the application. Her parents from Culpeper Street weren't here at that time and she spoke on their behalf, as they had invested considerable resources to renovate their home. She said that people who invest a lot into a residential neighborhood want it to remain residential.

Ms. Maggie Lovitt said it was her first time to speak at a Public Hearing, adding that the Applicant's sincerity about the project came into question with some of the comments at the last hearing. She said the Applicant has a deep love of the home and said she believed that this project represents the Applicant's desire to preserve his family's home and keep the history alive. She said the Applicant is constantly willing to share stories of the Chilton House and its rich history and thought she was the most passionate history lover, but she believes now it is the Applicant. She went on to say a bed and breakfast would be an asset to the Town by providing lodging within walking distance of the wonderful shops and restaurants in Town while providing a source of income for preserving and maintaining a beautiful, old home. She said that by granting approval to the Applicant for going forward with the bed and breakfast, it would mark the beginning of a new chapter in the history of the house and allow the Applicant to make his own history in the Town of Warrenton.

Mr. Herbert Stotler, a resident of Culpeper Street, requested that it would be stated in the conditions that no events would be held at the residence. He also requested that the sign be somewhat smaller than the one proposed.

Ms. Kelly Ann Richardson addressed the Commission and said she was speaking for the Old Town Merchant's Group. She said as a group they meet monthly and this group, as a whole, is supportive of the Chilton House being approved as a bed and breakfast because it will benefit the Town of Warrenton. She added that Culpeper Street is a lovely street but the bed and breakfast would benefit the entire Town.

Mr. Dan McLinden, a resident of Blue Ridge Street spoke said he wished to speak in support of the bed and breakfast, adding that he and his wife were photography business owners in the Town of Warrenton. He said the bed and breakfast would be asset to the Town in part because of the beauty of the architecture, the beauty of Old Town and Warrenton is an ideal spot for people from the metro area to come and elope, have their wedding and have everything here within walking distance.

Mr. Ken Alm of Culpeper Street said he was a County Planning Commissioner and as a planner, he looks at the whole picture. He stated businesses on Main Street want anything that will add to their business. At the same time, the Comprehensive Plan emphasizes certain residential areas and certain historic areas like Culpeper Street, Winchester Street, Falmouth Street. He said a bed and breakfast in itself does not have much impact, but when one adds events, that has more impact and his concern is creep of uses and you may end up with several bed and breakfasts along Culpeper Street or other historic streets.

Ms. Amy Trace, a resident of Culpeper Street, said she is very pleased with the idea of no events at this house. She said the house is right across the street from hers and the idea of a wedding there every weekend is not pleasant. She said she understands those who are in favor of the bed and breakfast are business owners and can understand the idea of potential economic benefit. She said she loves the Town of Warrenton, wants it to prosper but she added she is concerned about encroachment of uses.

Mr. Chris Ward of Culpeper Street said he lives across from Chilton House and said he is not against the bed and breakfast, looks forward to seeing the first one in Warrenton and hopes to see several bed and breakfasts in the Town in the future. He said his concern was bed and breakfasts springing up organically instead of a more planned approach.

Mr. McAuliff, Applicant, said he wished to speak in response to the comments made. He said he intended to have the proposed sign for the B&B smaller than originally proposed, and as far as the

possible sale of the house in the future, he said his family would do their utmost not to sell the property because their wish was to keep it in the family. He spoke briefly about average occupancy rates for B&Bs and thanked everyone who attended to speak on the matter.

Ms. Helander closed the Public Hearing regarding Chilton House Bed and Breakfast at 7:57 p.m.

Ms. Schaeffer said the Town Attorney drafted a condition for consideration. The property identified will not have any events open to the public or for the exchange of funds except for the following: a) Ten invited guests or fewer by the owner of the property or any guests staying on the premises, b) any event planned in advance with not less than 60 days' notice to the Town Manager and written plan submitted with said notice with approval to be granted at the sole discretion of the Town Manager or his designee, c) there shall not be any events permitted for any more than 30 people at any time.

Mr. Kip asked why the condition couldn't say no events.

Ms. Schaeffer said essentially because the Ordinance is silent on the definition of what an event is and she added she didn't have anything in the code to reference.

Whit Robinson, Town Attorney, said he understood Ms. Schaeffer's concern, if the homeowner were to invite six friends for dinner, is that prohibited because it is considered an event.

Mr. Kipp then asked if this was approved, what is the possibility that it doesn't transfer.

Mr. Robinson said he understood that the Applicant and the neighbors wish that this would be a condition; however, the entitlement goes with the land, not the homeowner.

Ms. Schaeffer responded to Mr. Kipp's comment and said, Zoning Ordinances are inherently behind the times and they are always trying to catch up with new definitions. She said this is a new Ordinance and this is the first application under the new Ordinance. She said as the Zoning Administrator it was her job to determine what a definition of an event is, and she had made it clear to the Applicant that an event involves an exchange of money for something open to the public. She stated she understood citizens are concerned, and added she believed picking a number at times is the best way to make things clear.

Mr. Downs made a motion to approve **Special Use Permit 2016-06**, per the conditions dated February 21, 2017, plus an amended condition on events, pending a definition by the Town Attorney.

Ms. Dingus seconded the motion.

Mr. Ryan Stewart clarified that the motion includes a condition for no events, pending a definition as a stipulation.

The motion passed with a majority vote:

- 4-Approve (Mr. Downs, Mr. Stewart, Ms. Dingus, and Ms. Helander)
- 2-Deny (Mr. Kip and Mr. Zarabi)
- 1-Abstain (Ms. Maas)

Zoning Map Amendment 2016-01- Walker Drive Planned Unit Development Rezoning. The Applicant is proposing to rezone multiple parcels along the southeast portion of Walker Drive including parcels bounded by East Lee Street to the south, Walker Drive to the west, US 15/17/29 to the east, and Academy Hill Road to the north. The request is to rezone these parcels from Industrial (I) to Industrial Planned Unit Development(I-PUD) overlay district, allowing for a mixed-use development. The proposal for the site (Land Bays A – E, plus the Existing Land Bay) comprises approximately 31.3804 acres of primarily undeveloped land, two existing buildings, and one by-right building currently under construction. The proposed square footages include a request for the Industrial and commercial uses to vary by 10% for each land bay, yet not exceed the proposed total square footage for the overall project.

The rezoning request includes proffers, waiver requests, a Master Development Plan, and Design Guidelines. The Comprehensive Plan identifies the area as Light Industrial in the Future Land Use Map. Light Industrial Uses in the Comprehensive Plan are described as flex Industrial uses and wholesale commercial uses, with limited office uses, with densities not to exceed a floor area ratio (FAR) of 0.35 on a single site. The maximum allowable density under the proposed I-PUD rezoning is 0.60 FAR.

Ms. Brandie Schaeffer spoke to the Planning Commission about the project history and noted June 30, 2016 was the official acceptance of the application. She said meetings and Work Sessions have been held regarding the proposed project, with three formal Planning Commission Work Sessions.

She said the application is to rezone multiple properties to I-PUD. The current zoning is Industrial. She said it was important to understand that this Commission has not dealt with FAR to date, none of the other zoning sections deal with FAR, so many of the questions around this rezoning and what it means is a change in FAR from .3 to .6. FAR is Floor Area Ratio best defined in how the building deals with the total area of the site. She said an example is .5 FAR, a one-story building that covers half of the parcel or you can do a two-story building that covers 25%. This is how FAR is calculated. She said what this application is doing is upping the FAR from .3 to .6.

She presented the Commission photos of the site and reviewed where it is located. The Master Development Plan requested landscaping buffers to insure protection. There is a ten-foot landscape buffer along 29 and 30 feet along Lee and Walker. The Transportation Impact Analysis is triggering signal improvements at East Lee and Walker along with the 29 bypass, site entrance A for a roundabout, and turn lane improvements, exclusive right turn lane shared through left turn lane with the entrance, and a hundred foot turn lane along Walker Drive.

Ms.Schaeffer told the Commission members in the Design Guidelines there are pictures that depict what detail would come with the new proposed buildings as clarification had been requested. She said at the January 24th Work Session, some of the feedback that came out of that was consideration of Site A as a roundabout. The Applicant performed a Roundabout Study, showing the roundabout met the basic evaluation as being feasible. Ms. Schaeffer said there are not additional Design Guidelines, however, there are details on the concrete masonry units and the window treatments. She said there is enhanced landscaping, especially at the gateway entrance to the Town of Warrenton. The Planning Commission added the additional buffers and made them wider in width. The Planning Commission requested provision for noise for the dumpsters and the Applicant did proffer hours for pick up with noise mitigation.

Ms. Schaeffer said these are some of the “knowns”. Plain or painted concrete masonry units shall not be used. Refuse shall be screened and between 10 P.M. and 6 A.M., there shall not be any cleaning or pick up. There will be a public gathering area of 20,000 square feet. The project shall meet the Zoning Ordinance lighting requirements. There will be a five-foot max concrete sidewalk. The project will be served by Town Water and Sewer. The Applicant shall provide a Post Zoning Master Plan, which is an addition. She said the site will have a 30-foot landscape easement along Walker Drive from East Lee Street to Hidden Creek and along East Lee Street from U.S. 29 to Walker Drive. There shall be a maximum of 116 multi-family dwelling units and the size and the affordability or target markets of these units is unknown. As proffered, the Applicant will construct not less than 75,000 square feet of new non-residential gross floor area prior to issuance of the 77th building permit. This is intended to reference the condominiums, but does not specifically state that.

A waiver is requested for the commercial and industrial land use mix, 10% variation by land bay. This requirement defines land uses by percentage allowed across the entire site, however, the waiver does not specify what percentage it will be requesting resulting in a number of possibilities. She said when staff is considering waivers, we like to understand the hardship or the need for the waiver instead of just granting them. The Applicant is also requesting a waiver for a comprehensive sign package to be administratively approved, however, the comprehensive sign package has not been provided.

Ms. Schaeffer said considerable time has been spent on the overall transportation issues with two Work Sessions focused on transportation. The main considerations were when improvements were warranted such as the roundabout and in response to that the Planning Commission requested the Applicant meet with VDOT to study the roundabout feasibility and that was completed and submitted. The southbound turn lane along Walker Drive into the development was identified as required to be provided for safety, but it is not proffered or part of the transportation improvements. A pedestrian analysis was agreed to by the Applicant in the scoping meeting, but was never provided. She said the development is a quarter mile from the core of Main Street and without an analysis; it is unclear how pedestrians will get from the development to adjacent neighborhoods or Old Town. She said staff does not have any conceptual types for widths of sidewalks for this project and the impact for pedestrians, so staff cannot comment on the link or type of sidewalks and the safety of pedestrians, and staff remains concerned about the overall impact of the adjacent subdivision and formal connections between those of the new development.

Ms. Schaeffer said this brings the presentation to the staff recommendation. To this point, staff has worked with the Applicant to provide as much certainty to the final product as possible. The Applicant has proffered a Post-Zoning Master Development Plan that will need to comply with the zoning as well as the proffers prior to site plan submission, providing an opportunity for staff to work through the specific details of the layout with the Applicant, with final approval required from the Town Council. She said the staff recognizes that at this stage of development of the approval process, this application is more speculative in nature, making the approval or disapproval of this application more of a policy decision best left to the Town’s Planning Commission and the Town Council.

Ms. Dingus asked if the Town had received any economic information or market analysis.

Ms. Schaeffer said an economic and fiscal analysis was submitted, and those outline the impact of the project on our tax base and revenue over time. What Ms. Dingus is referring to is a market analysis which is an outline of the impact of the project on our tax base and revenue over time. State law makes it clear the Town can require economic and fiscal analysis, but not market analysis because that can compromise the competitive advantage of the applicant.

Mr. Stewart said one of the issues that makes this project difficult to analyze is that the proposed number of dwelling units is given, but not a number of residents the project would add. Ms. Schaeffer said this region is currently being analyzed as far as housing, adding Fauquier County had recently completed a housing study. She said counties rely heavily on information on demographics from Weldon Cooper and U.S. Census.

Mr. Kipp expressed concern that the terminology for this project in the application goes between residential, apartments and condominiums and asked if the Town knew what the project is. Ms. Schaeffer said the multi-family residential is 76 units; multi-family residential is 40 units, adding the 40 units are condos in Land Bay E and the 76 are apartments.

Mr. Zarabi asked for clarification about metering at the units and how it changes the usage and the need for addressing sewer. Ms. Schaeffer said she relies on the Director of Public Works, Mr. Edward Tucker's decisions regarding water and sewer predictability and capacity based on averages. Mr. Zarabi said there is supplemental information from a concerned citizen of the community regarding the projected waste water level and it is a serious enough issue that there should be a discussion about the cost to mitigate I&I, in particular with this application.

Mr. John Foote, representing the Applicant, spoke to the Commission. He summarized the history of the application, the status of it and the proposed changes that have been made for the project. He said he and his client obviously desired to come to a successful conclusion of this process. Mr. Foote spoke about the changes that had been requested by the Commission and summarized the changes that were made accordingly. He said in respect to the comprehensive sign package for the project, that is typically submitted in the site plan stage, not during the zoning process and that is why there is no sign package. He said he has never done jurisdictional wetland delineation at the zoning stage, that is not done until the site plan, and added what they believe, based upon review of the 2008 study, is that there are no wetlands involved with this property. We don't believe there is necessity for a dedicated left turn. In closing, Mr. Foote said regarding the economic impact, he did not believe anyone would disagree with the fundamental proposition that the project would be fiscally positive for the Town.

Ms. Helander, Chair, opened the Public Hearing on the Walker Drive Industrial Planned Unit Development Rezoning at 9:00 p.m.

Ms. Helen Worst, a resident of Falmouth Street, said she believed the Town was giving up Industrial land to residential use, adding there did not seem to be a plan for jobs in the community. She said she has concerns about the 116 homes, the impact on our schools as well as the degrading infrastructure, in particular the sewage system. People of Falmouth Street have experienced the degrading sewage system as many homes on the left hand side have experienced problems. She added many have concerns about the capacity of the sewer system. She urged the Planning Commission members to consider the future and impacts on infrastructure making sure we are able to support growth.

Ms. Gayle Hinton, of Movern Lane, said her main concern with the application is the increase of traffic. She said she understood there are 4,000 vehicle trips per day and that would increase to 6,350 trips per day with this development.

Ms. Julie Bolthouse Fauquier Field Officer with the Piedmont Environmental Council addressed the Commission and thanked them for the opportunity to speak. She said the P.E.C doesn't usually get involved with projects in the Town, adding the P.E.C has been following this application for several reasons. The first reason because it is a large proposal for the Town. Second because the project

potentially creates a new retail hub, increases traffic, and creates new traffic patterns. She said the third reason is the project has the potential for providing amenities for members of the community including possibly a bowling alley, a movie theater and P.E.C. supports those things.

Ms. Bolthouse went on to say the Applicant is asking for a rezoning from Industrial to Industrial Planned Unit Development. She said she is concerned the Town would be making a large gamble on the application because if the market is good The Town may get the entertainment and the retail or a bowling alley in the next five years, and if it's not, the Town might get 76 multi-family units. She said it's difficult to say because the application has very little detail and hardly any commitment and added the Design Guidelines are very vague. The Post Zoning Master Plan is ministerial which means that if it meets the Zoning and the Proffers that have been approved, then the Town has to approve it. The P.E.C. asks the Planning Commission to either recommend denial or continue to work with the Applicant to develop a proffered Master Development Plan including a phasing plan that puts a large portion of the commercial development first rather than the 76 multi-family units that in the end may be all the Town gets.

Mr. Paul Stickler said he has lived in Fauquier County for seventeen years, and that may not be long compared to many residents. He said he has seen many changes in the 17 years that he has lived here and most of it has been positive, adding that he when he first moved to Fauquier everyone had to drive to Manassas to shop, etc. He said that's why he sees this project to be good for the community.

Ms. Patricia Tucker, a resident of Falmouth Street since 1980, expressed concerns about the integrity of the Town's sewer system because of a catastrophic sewer system failure in April of 2015. She said it affected her home and it took time working with the Town's insurance company in order to get her home restored. She said she was concerned it would happen again and said the Town should upgrade what it has before it goes forward with additional development.

Mr. Ken Henson of Falmouth Street addressed the Commission. He expressed concern with the application because of the impact of increased traffic as well as sewer capacity and how quickly the Town could reach a critical level for the system with very expensive changes that may be required to the sewer infrastructure in order to support the development of this parcel.

Mr. David Norden, a resident of 318 Falmouth Street, spoke against the application. He said, to me this project represents one of the most extraordinary cases of greed that I've ever seen hit our community, in my lifetime here, all while dangling out the movie theater carrot when everyone in this room knows full well a movie theater company is not coming here. This deal has been a farce from the start. First, the owners did not have the required 25 acres of undeveloped land to use the I-PUD Ordinance, so they convinced the Town Council to change the rules and allow Mike Forsten's already developed land to join in. Then, they still couldn't adequately fulfill their greed so they came back to the Town Council and got them to amend the Ordinance to allow more commercial components in the project. This land, this is not how this land is planned, it's not how this land it is zoned. The strip of land between Walker Drive and the Eastern Bypass was created in the mid 90s to provide a place to attract new business and industry with higher paying jobs, and for existing businesses to expand. This is exactly what has happened along this corridor, including in the Town's business park. The road network cannot take the tremendous increase in traffic from this commercial strip center, and the sewer capacity especially is clearly inadequate.

Mr. Norden went on to say, you cannot buy your way out of the I&I problem in the Town, it will go on forever, and you shouldn't tax the citizens to death trying. If this land were developed as it's planed

and zoned, no stoplight will be required along Walker Drive or out at the 29 Interchange. Lastly, I would ask what if all of us who owned property wanted this kind of massive increased use? I own commercial and residential property, are you going to give me quadruple the intensity of use? Where would our community be if we all acted with such greed and disrespect to Ordinances. Please don't open the Pandora's Box here, and just say no to this outrageous request.

Ms. Sally Semple of Falmouth Street spoke against the application citing sewer system inadequacies and traffic issues. Mr. Semple said he agreed with his wife about the application. He said the project would give our Town a garden-variety commercial development of the type that could be seen all over the country and does not reflect the small Town character of Warrenton.

Mr. Larry Kovalik of Brookshire Drive told the Commission their vision was important in the decision for this application, adding they should consider the issues that had been brought up by members of the community. He said it was paramount for the Commission to get the issue right especially in respect to the traffic and sewer impact issues involved.

Ms. Helander closed the Public Hearing at 9:32 P.M.

Mr. Kipp said he has been reading documents regarding the application for two years, adding he didn't like the project then and he likes it less now. He said there are plenty of empty stores in Town, and if the movie theater companies considered Warrenton to be a prime area with their demographic studies, there would have been one here long ago. He also expressed major concerns with the sewer system. He said if no one had questions or comments, he would make a motion.

Several Commission members expressed concern about the sewer system capacity and the situation on Falmouth Street several years ago.

Mr. Stewart said it was difficult to assess the application with any certainty because of the unknowns and the amount of information provided.

Several Commission members agreed, there may be more questions and concerns after hearing the comments made tonight.

Ms. Schaeffer said every rezoning is speculative until built, so all rezonings have a speculative component. That is why staff has said it has done all it can do offset as much uncertainty as possible.

Mr. Kip said his decision on the project was the same as it was a year and a half ago, adding it's so speculative that we are making a decision on what may or may not be. There is very little definition and he added he cannot make a commitment for the Town based on dreams.

Ms. Schaeffer said that in the back of the staff report is a land use analysis that shows specifically what uses can happen right now which can be speculative in nature. If one looks at those key highlighted uses, one can see what is outside the realm of what is permitted today. She said it's not to say that what is being proposed is better than by right, but when one looks at a parcel that is already zoned.

Several members agreed the proffers are not strong enough.

Mr. Zarabi said he believes this could have been one of the better projects, but he is timid about it, not because of some of its merits, but because historically we have not done a great job of planning for

these things. All this leaves us debating and members of the community rightfully questioning. He said we should be responsible to consider rezoning if the existing is no longer practical, adding he did not know if all possible zoning/uses for this piece of land have been exhausted.

Mr. Hamby said he appreciated the fact that many people came out to speak on this application. He remembers back when this project had five or six pages of unanswered questions, but we are still at probably 2.5 pages of questions. Certainly, people have questions about infrastructure and traffic, and there are concerns that the proffers seem heavy with commitment on the Town side and not on the Applicant. He was not sure if the Planning Commission should be done tonight.

Ms. Helander said our options this evening are to motion for, against, or to table. She added that she had other questions that she would like to get answers for before she can make an informed decision. She stated they would be meeting next Tuesday and could possibly continue the discussions.

Ms. Schaeffer said the application can be added to the Work Session agenda, and any items the applicants need to address can be worked on before the March Public Hearing. The Applicant was consulted, but not available.

Mr. Kipp said the staff has done a great job with this application. We have more information now, but there are still too many unanswered questions as well as concerns with sewer requirements. He said another Work Session would not be helpful to him.

Mr. Downs made a motion to approve **Zoning Map Amendment 2016-01- Walker Drive I-PUD**.

Ms. Helander seconded the motion and asked if there was any discussion. The motion failed 1-6-0 (Mr. Downs in favor and 6 nays).

Mr. Kipp made a motion to deny **Zoning Map Amendment 2016-01** for the following reasons: the project is not clear, there are too many unanswered questions, there are concerns about the sewer needs, and there is no reason for the zoning to change from Industrial.

Mr. Zarabi seconded the motion. Planning Commission discussion on the motion followed.

Mr. Stewart said it did not elicit a lot of positive response or a compelling show of support from the public in general.

Ms. Maas said this is a successful industrial area and the application is lopsided Commercial vs. Industrial. There are many outstanding issues, including no timeline and not enough commitment to design guidelines and project landscaping. She believes the Town is ready for this type of development, but the lack of commitment makes supporting the application impossible.

Ms. Dingus stated she agreed with Ms. Maas.

Mr. Downs stated there is not enough detail. This type of application contains a lot of uncertainty.

Ms. Helander said the idea could be great in theory, but the information to make a decision is incomplete.

The motion to deny **Zoning Map Amendment 2016-01** passed 6-1-0 (Mr. Downs against).

With no further business to discuss, Ms. Helander adjourned the meeting at 10:20 p.m.

DRAFT



**Town Council Work Session
March 10, 2017
Brentmoor-Mosby House**

**Agenda Memorandum
Submitted by: Brannon Godfrey, Town Manager**

Discussion:

Town Council may consider four options for the disposition of the property: 1) continue to keep the building mothballed at an annual cost of \$6,000; 2) subdivide Mosby House and property from the Visitor Center and offer it for sale (using the recent appraisal for pricing); 3) renovate the House and the Visitor Center for office (estimate for MH = \$400,000, + \$200,000 for VC + \$100,000 for site work); or 4) lease it the non-profit foundation to operate a museum.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Preliminary Renovation Cost Estimate Sept. 2016	Backup Material	3/7/2017
GIS Property Description	Backup Material	3/7/2017
Appraisal	Backup Material	3/7/2017



MEMORANDUM

TO: Honorable Mayor and Town Council

FROM: Brannon Godfrey, Town Manager *J. Brannon Godfrey, Jr.*

DATE: September 8, 2016

SUBJECT: Update on Brentmoor-Mosby House

At its August Work Session, Council directed staff to further explore two options for Brentmoor-Mosby House property: 1) seek an appraisal for consideration of sale, and 2) estimate the cost to renovate it for a Visitors Center with governmental offices.

Appraisal

The Town Attorney contacted the Virginia Department of Historic Resources for a list of certified appraisers with expertise in historic properties with easements. We have received the list but have not yet contacted appraisers for an engagement.

Renovation Cost Estimate

To develop cost estimates, Bo Tucker and I met with Joe Krewatch, who was the Town's project manager for the construction of the Police Station and most recently managed the PEC building project. There are a couple of issues at this preliminary stage that complicate developing a hard cost estimate, especially as the specific uses are not yet known:

- Our Visitors Center (VC) is a Certified Tourist Information Center (CTIC) by the Virginia Tourism Corporation, which is important for display of Warrenton information at all Virginia welcome centers and other CTICs. As a state-certified facility, it would have to comply with the Americans with Disabilities Act (ADA). This may mean that moving it to the Brentmoor-Mosby House will require restrooms and an elevator to serve at least two of the floors.
- Building codes may also require installation of sprinklers at the Brentmoor-Mosby House.

To renovate Brentmoor-Mosby House for the VC and other governmental office uses, and to renovate the existing VC building for Town administrative offices, Mr. Krewatch suggested using a number of \$50/s.f. for the VC and \$80-\$100/s.f. for the house. The Mosby House (4,200 s.f.) renovation would be \$336,000-\$420,000; the Visitor Center building (4,248

s.f.) would be \$212,400. With site improvements for parking and accessibility, the estimate for both renovations is roughly \$700,000-\$800,000.

The above numbers represent a very rough estimate, and are strictly for an ‘order of magnitude’ discussion. For a more accurate estimate, we will need to hire an architectural consultant to conduct a space needs and feasibility analysis and also determine the building codes that apply.

As we consider renovation options, we should be mindful of the progress and likelihood that the County relocates the Library in the next ten years. If the Library vacates its current location, the building is under the Town’s control and is suitable for both Visitors Center and Town administrative functions. It would not be cost effective to renovate Brentmoor-Mosby for these uses now and then relocate them again to the current Library building within ten years.

We will continue to research these options; this is status report for your information and discussion.

Parcel Detail for PIN 6984-53-4158-000

Street Address: 173 MAIN ST

Legal Description:

Current Assessment Summary

Improvements Value	Land Value	Deferment	Total Taxable Value
\$747,400	\$373,600	\$0	\$1,121,000

ParcelImprovementsLandTransfers

Improvement Value Summary

Total Improvements	Improvement Value
5	\$747,400

Detail - Improvements

Expand all

1.	Building Use:	RESIDENTIAL	—
	Valuation Method:	RESIDENTIAL	
	Structure:	2 STY STUCCO DWG	
	Improvement Value:	\$420,300	

Valuation Method	RESIDENTIAL	
Depreciation Factors	Physical %	29
	Functional %	
	Economic %	
Other Factors	Market Adj.	YES
	% Complete	100
Improvement Value	\$420,300	

Building Use :	RESIDENTIAL
Condition :	AVERAGE
Grade :	A+
Stories :	2.0
Year Built :	1850
Effective Year :	1960
Rooms :	10

Bedrooms :	4
Full Baths :	3
Half Baths :	1
Structure :	2 STY STUCCO DWG
Occupancy :	DWELLING
Heating Type :	GAS FORCED AIR
Heating Fuel :	GAS
Roof Style :	GABLE
Roof Material :	METAL
Foundation :	ROCK
% Air Conditioned :	100
Fireplace Opens :	3
Chimney Stacks :	

Style :	COLONIAL
Quality :	
Fireplace Types :	
Floor Cover :	WOOD
Interior Walls :	PLASTER
Exterior Wall :	STUCCO

Building Sections	Square Feet	Stories
BASE SECTION	4202	2.0
ADDITION	21	1.0
OPEN PORCH	468	2.0
OPEN PORCH	60	1.0
OPEN PORCH	378	1.0
UNF WALK-OUT BSM	2101	

2.	Building Use:	STG BQ	+
	Valuation Method:	OUTBUILDING	
	Structure:	2 STY BRICK	
	Improvement Value:	\$21,300	

3.	Building Use:	STG BQ	+
	Valuation Method:	SOUND VALUE	
	Structure:	BRICK	
	Improvement Value:	\$1,000	

4. **Building Use:** COMMERCIAL
Valuation Method: COMMERCIAL
Structure: 1 STY BRICK BLDG
Improvement Value: \$279,800

Valuation Method	COMMERCIAL	
Depreciation Factors	Physical %	29
	Functional %	
	Economic %	
Other Factors	Market Adj.	
	% Complete	100
Improvement Value	\$279,800	

Building Use : COMMERCIAL
Condition : EXCELLENT
Grade : B
Stories : 0.0
Year Built : 2006
Effective Year : 2006
Rooms : 3
Bedrooms :
Full Baths :
Half Baths : 2
Structure : 1 STY BRICK BLDG
Occupancy : EXEMPT
Heating Type : ELEC HEAT PUMP
Heating Fuel : ELECTRIC
Roof Style : GABLE
Roof Material : METAL
Foundation : CONCRETE
% Air Conditioned : 100
Fireplace Opens :
Chimney Stacks :
Style :
Quality :
Fireplace Types :
Floor Cover : WOOD
Interior Walls : DRYWALL

Exterior Wall :

BRICK

Building Sections	Square Feet	Stories
OFFICE BLDG-BRICK	2124	1.0
OPEN PORCH	72	1.0
BASEMENT	2124	
FINISHED BASEMENT	2124	

5.	Building Use:	PAV CC	+
	Valuation Method:	SOUND VALUE	
	Structure:		
	Improvement Value:	\$25,000	



Spilman-Mosby House

**Appraisal
of
173 Main Street
Warrenton, Virginia**



John H. Saunders
8527 Mayland Drive, Suite 104A
Richmond, VA 23294

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Letter of Transmittal

January 5, 2017

Whitson Robinson
Town Attorney
19 Culpeper Street
Warrenton, VA 20186

Subject: Market Value Appraisal
 Spilman-Mosby Property
 173 Main Street, Warrenton, Virginia

Greetings Mr. Robinson:

In response to your request, we have made an appraisal of the property at 173 Main Street, Warrenton, Virginia. The appraisal was undertaken to estimate the market value of a fee simple interest in the property that includes 3.06 acres bearing the Warrenton-Fauquier Visitor Center and the Spilman-Mosby historical residence.

This communication of the appraisal is an Appraisal Report option which is defined by the Uniform Standards of Professional Appraisal Practice as a summary of the appraisal work completed. Our client is the Town of Warrenton, the owner of the property. The intended use of the appraisal is to assist the owner in evaluating plans for future use of the property.

The scope of the appraisal is suitable for credible assignment results, given the intended use. A summary of the Scope of Work is contained in the attached report. An on site inspection of the appraised property was made by John H. Saunders.

The appraisal is intended to conform to the Uniform Standards of Professional Appraisal Practice.

Based on the valuation analysis in the accompanying report, and subject to the definitions, assumptions, and limiting conditions stated in the report, our opinion of value of the fee simple interest in the appraised property is:

\$1,179,000 as of November 11, 2016

We appreciate your interest in our appraisal services. Please give us a call if you have questions.

Sincerely,

A handwritten signature in cursive script that reads "John H. Saunders".

John H. Saunders

Summary of Salient Facts

Type of Property Appraised	Historic Residence and Visitor Center	
Subject Property Location	173 Main Street Warrenton, VA 20186	
Assessor's Parcel No.	6984-53-4158-000	
Date of Appraisal Report	January 5, 2017	
Effective Date of Appraisal	November 11, 2016	
Ownership	Town of Warrenton	
Property Rights Appraised	Fee Simple	
Highest and Best Use	Subdivided as: Visitor Center and approx. two acres Historic residence and approx. one acre	
Site:		
Area	3.06 acres	
Zoning	R-6 Residential District	
Improvements:		
Gross Building Area - Residence	4,223 square feet	
Visitor Center	2,124 square feet (plus 2,124 s.f. finished basement)	
Taxes 2016:		
Building Improvements		
Residence	\$467,600	
Visitor Center	\$279,800	
Land	<u>\$373,600</u>	
Total Assessment	\$1,121,000	
Value Estimate		
Sales Comparison Approach		
Visitor Center and approx. two acres	\$605,000	
Historic residence and approx. one acre	\$574,000	
Final Value Estimate	\$1,179,000	

Premises of the Appraisal

Identification of Property

The property under appraisal is identified as 173 Main Street, Warrenton, Virginia 20186. The tax parcel number is 6984-53-4158-000. It contains 3.06 acres at the intersection of Main and Calhoun Streets. The property bears two diverse improvements. A historic residence dating from 1850 fronts on Main Street. To the rear, and accessible from Calhoun Street, a visitor center was erected in 2006.

Identification of the Client and Other Intended Users

The appraisal is undertaken at the request of Whitson Robinson on behalf of the property owner, the Town of Warrenton. Intended users of the appraisal report include the Town Council.

Intended Use of the Appraisal

The intended use of the appraisal is to assist the owner in evaluating plans for future use of the property.

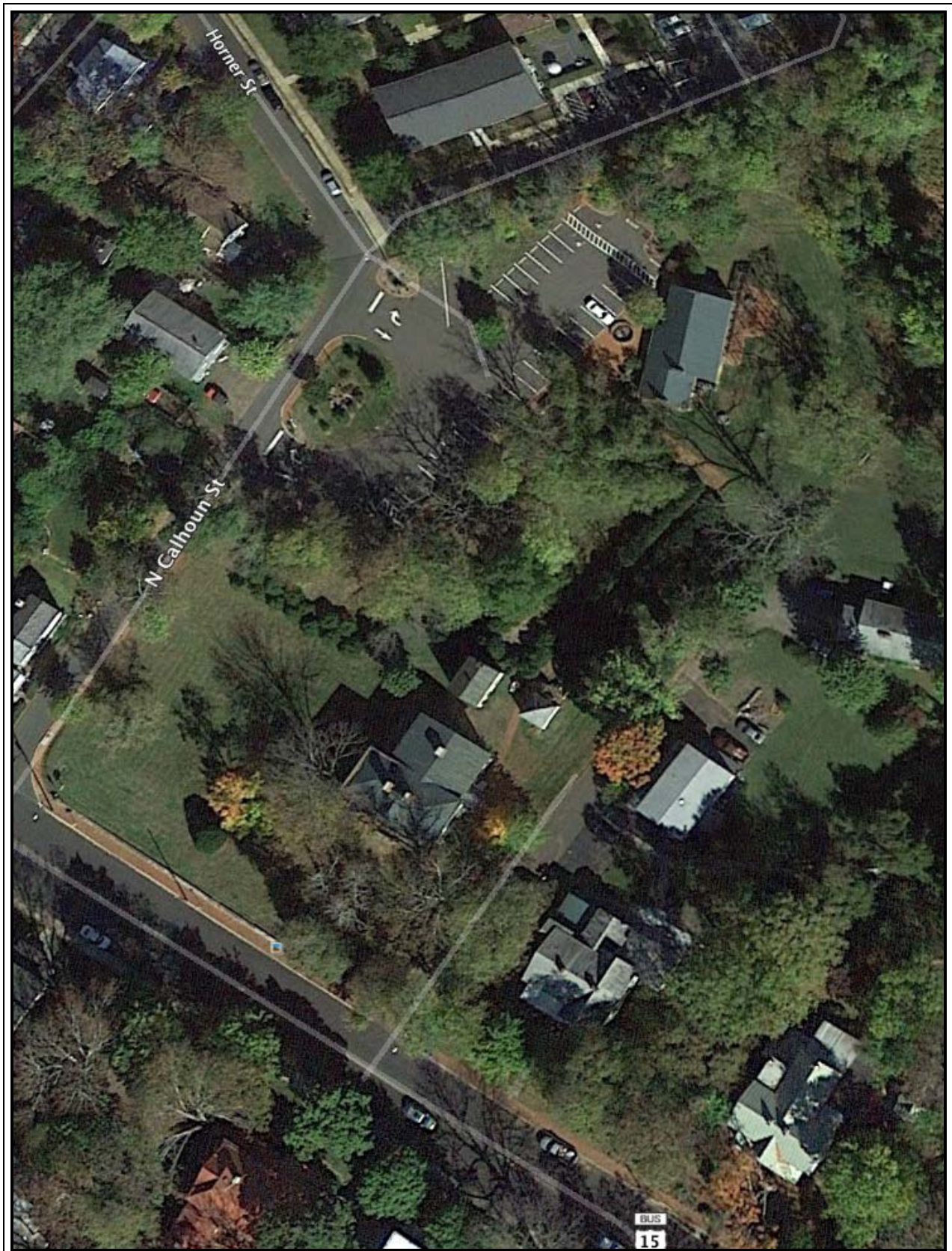
Identification of Report Option

This communication of the appraisal is an Appraisal Report option which is defined by the Uniform Standards of Professional Appraisal Practice as a summary of the appraisal work completed.

Scope of the Appraisal

The appraisal assignment is undertaken to estimate the property's market value. An on-site inspection is to be made of the subject property. Market data relevant to this assignment to be researched will include recent sales of similar properties. The primary source of the data will be the county assessor's records, CoStar, MRIS multiple listing service, and local real estate brokerages. The sales comparison approach will be employed to estimate the property's market value. The income approach does not have application for this assignment, and the cost approach is not reliable as an indication of value because of the age of the improvements.

Subject Property Aerial View



Market Value Definition

The appraisal is made to estimate the market value of the property. The following definition is quoted from the Uniform Standards of Professional Appraisal Practice, Advisory Opinion 22 (AO-22) published by The Appraisal Foundation.

*“**Market value** means the most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:*

1. buyer and seller are typically motivated;
2. both parties are well informed or well advised and acting in what they consider their own best interests;
3. a reasonable time is allowed for exposure in the open market;
4. payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
5. the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

* This example definition is from regulations published by federal regulatory agencies pursuant to Title XI of the Financial Institutions Reform, Recovery, and Enforcement Act (FIRREA) of 1989 between July 5, 1990, and August 24, 1990, by the Federal Reserve System (FRS), National Credit Union Administration (NCUA), Federal Deposit Insurance Corporation (FDIC), the Office of Thrift Supervision (OTS), and the Office of Comptroller of the Currency (OCC). This definition is also referenced in regulations jointly published by the OCC, OTS, FRS, and FDIC on June 7, 1994, and in the Interagency Appraisal and Evaluation Guidelines, dated October 27, 1994.”

Property Rights Appraised

A fee simple interest in the property is appraised. This means the owner possesses and can convey the entire bundle of rights associated with the ownership of real estate. The appraiser assumes that the owner holds fee simple title to the property. No personal property is included in the estimate of value.

Statement of Ownership

The owner of record is the Town of Warrenton.

Date of Value Estimate

The effective date of the value opinion is November 11, 2016.

An inspection was made of the property on November 11, 2016.

Presentation of Data

Market Area

For this appraisal the market area is central Fauquier County, particularly the Town of Warrenton. Warrenton is the county seat of Fauquier County. It is at the junction of U.S. Route 15, U.S. Route 17, U.S. Route 29, and U.S. Route 211.

Warrenton is surrounded by Virginia wineries and horse country, making it a popular tourist destination.

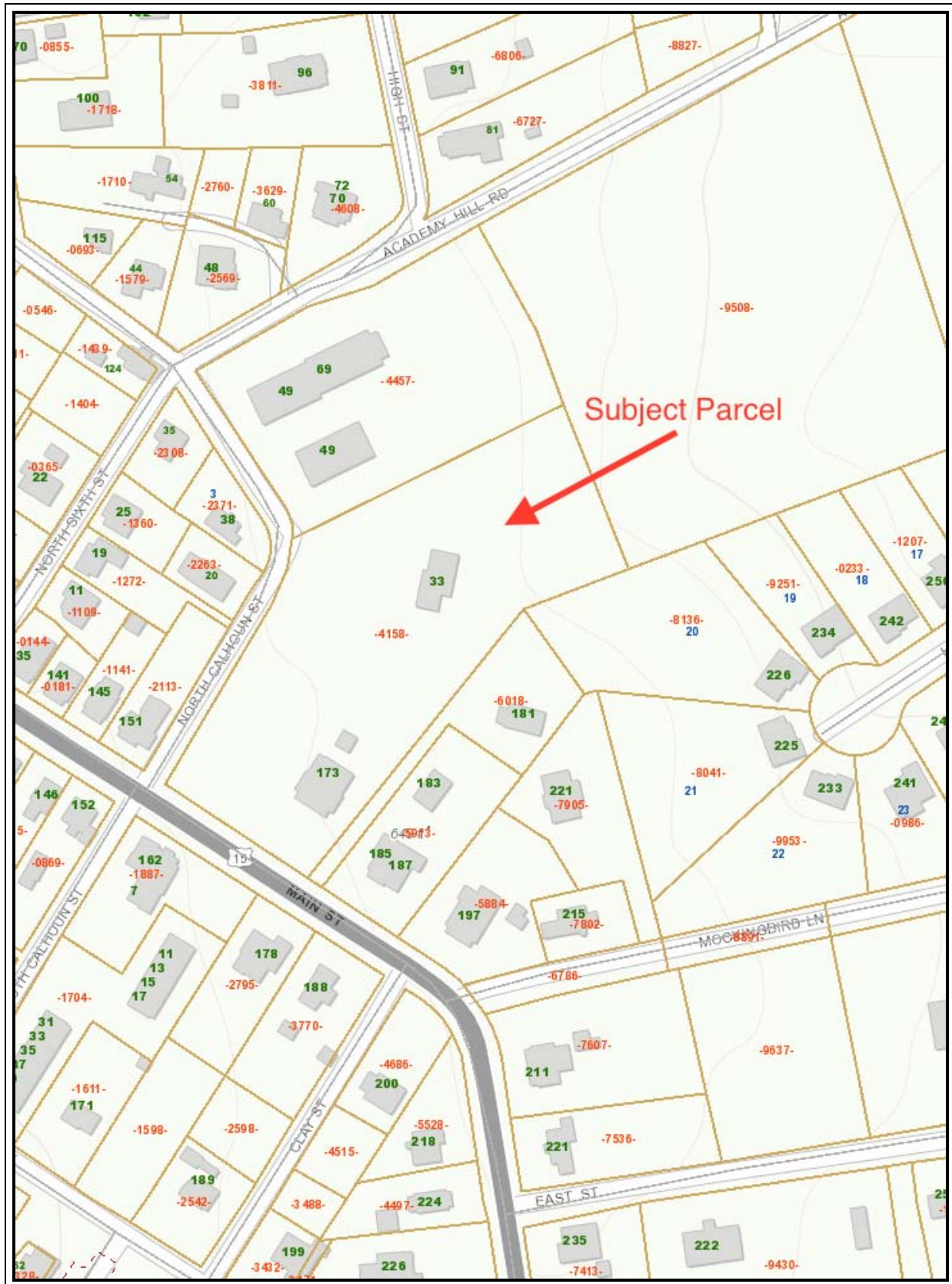
The property under appraisal is located in the historic district of the town. The Warrenton Historic District was listed on the National Register of Historic Places in 1983. Other listings in or near Warrenton include Brentmoor, Dakota, Hopefield, Loretta, Monterosa, North Wales, The Oaks, the Old Fauquier County Jail, and Yorkshire House.

Site Data

The property is a 3.06 acre parcel at the intersection of Main and Calhoun Streets. It has an irregular configuration with mostly level topography except for the northeast area at the visitor center – the land slopes to the east. It has good frontage along Main Street (approx. 200 feet), and Calhoun Street (approx. 336 feet). The property is within Zone X, an area outside a flood hazard area, according to Flood Insurance Rate Map No. 51061C0308C, dated 2/6/2008.

Site improvements include an asphalt paved parking area in front of the Visitor Center. The parking lot will accommodate about 33 cars. It is bordered by concrete curbing, extensive brick walkways and electric light posts. Public water and sewer is connected to the property.

Parcel Map



Zoning

The property was formerly zoned R-6, Residential District, and it is still reported as R-6 on the real estate tax card. The zoning has been changed to PSP, Public-Semi-Public Institutional District.

According to the zoning ordinance, the district is intended “to provide for major public, semi-public, and institutional uses, to facilitate future growth of such uses within the district in accordance with the objectives, policies, and proposals of the Comprehensive Plan, including the encouragement of convenient and safe nearby residential neighborhoods.”

Permitted uses include business and professional offices, public or governmental buildings, museums, visitor centers, and single family residences. The existing visitor center and historic residence appear to be legally conforming.

Virginia Department of Historic Resources Easement

The real estate is also restricted by a perpetual easement for the preservation of the historic character of the property. Essentially the existing buildings and grounds cannot be altered without prior written approval from DHR. However, one subdivision of the property is permitted provided that the divided parcels are at least one acre. Also, one parcel must contain the historic house and surrounding grounds, and it must have a configuration acceptable to DHR.

Assessment and Taxes

The property is assessed for real property tax purposes at \$1,121,000 of which \$373,600 is attributed to the land and \$747,400 is attributed to the improvements. The Town of Warrenton tax rate is \$0.05 per \$100 of assessed value and the Fauquier County tax rate is \$1.039 per \$100 of assessed value, therefore the tax assessment amounts to \$12,207.69.

Description of Improvements

Spilman-Mosby House

The residence is an exceptionally old building of excellent construction quality. According to the real property record its origin dates from 1850. It is known as Brentmoor, but is also referred to as the Spilman-Mosby House or the Mosby House after two of its earliest owners. John S. Mosby, once the most popular citizen in Northern Virginia, served heroically during the war of the southern secession.

The design is Italian Villa Style. It is a two story brick structure covered with stucco and scored to imitate stonework. There are four large rooms on each level, plus a partial basement containing a furnace room, an office, and a small partially finished half bath. The above grade gross living area is 4,223 square feet.

The house was used as a private residence prior to acquisition by the Town of Warrenton in 1999. Subsequently it has been used as a museum, and there is no kitchen and no bathrooms except the small bathroom in the basement.

Two outbuildings are of brick construction: a two story, two room kitchen/quarters, and a smokehouse.

A detailed description of the Spilman-Mosby House can be found at the National Register of Historic Places, <https://www.nps.gov/nr/research>.

Warrenton-Fauquier Visitor Center

The visitor center was erected in 2006. It is a one story brick building with a full basement level that is partially above grade at the rear. Each level contains 2,124 square feet for a gross building area of 4,248 square feet. The interior finish materials are carpeting and painted drywall. The roof is metal, the gutters and downspouts are aluminum, and the windows are double-hung wood with insulated units and screens.

The main level has three offices at the south end of the building with a private entrance. The north end has two additional offices. Two lavatories flank the entrance lobby. The central portion of the floor plan is open space with vaulted ceiling and a reception counter.

The basement level houses a large meeting room, conference room, a small kitchen, and two lavatories. The conference room has an outside entrance from the rear patio, and the meeting room has three entrances from the patio.

Three heat pump units provide heating and cooling to the building.

Highest and Best Use

Central to our research and analysis was a determination of the highest and best use of the property. The existence of two diverse improvements to the property and a conservation easement added to the complexity of the problem. We did not find evidence of market demand for a property with the characteristics of that under appraisal – a visitor center and a single family residence (or historic property museum).

The preservation easement permits a subdivision of the property provided that the divided parcels are at least one acre. The visitor center is suitable for use as professional office space. It is possible that the existing floor plan could be converted to meet a new occupant's needs with minimal expense. The parking ratio is exceptional at 7.7 per 1,000 square feet of building area.

For most of its long history the Spilman-Mosby House served as a private residence. There is much evidence of market demand for private residences with historic characteristics, such as period design and association with notable events and persons. The house is in exceptional condition, but it would need modification for a kitchen and baths. Permission would be required from the Department of Historic Resources.

Assuming the granting of permission by DHR for subdivision of the property and modification of the Spilman-Mosby House, we conclude that the highest and best use is a subdivision of the property into two parcels. One parcel would consist of the historic residence and approximately one acre of land to be used as a private residence. The second parcel would be composed of the

visitor center, the parking lot and about two acres of land area suitable for use as owner-occupied office space.

Transfer History

The property has not conveyed within the past three years. It is not listed for sale, nor is it under contract of sale.

Valuation Premise

There are three traditional approaches to estimating market value. These are the income approach, the sales comparison approach and the cost approach. The income approach to estimating value takes the viewpoint of an investor whose interest is in the cash flow generated by the property, any tax advantages, and appreciation in the value of the real estate. The sales comparison approach involves looking to the market for recent transfers of similar properties that are compared with the subject and adjusted for any differences. The cost approach entails first valuing the subject land by comparing it with sales of similar parcels. The cost new of the improvements are estimated and adjusted for physical, functional and economic depreciation. The adjusted costs are then added to the land value for an overall value estimate using the cost approach.

The assignment has been undertaken to estimate the market value of the property, therefore a market value definition based on value in exchange is appropriate. The sales comparison best fits this definition. The income approach does not have application for this assignment, and the cost approach is not reliable as an indication of value because of the age of the improvements.

Analysis of Data and Conclusions

Sales Comparison Approach

Warrenton-Fauquier Visitor Center

As noted previously, the visitor center is suitable for use as professional office space. We believe it is possible that the existing floor plan could be converted to meet a new occupant's needs with minimal expense. Our research turned up eleven property transfers. Of these, four office building sales were identified as useful for valuing the visitor center and two acres of land.

The property at 25 South 4th Street is a nearby two story masonry building. It was built in 2000 and contains 6,600 square feet of building area. The small lot is just 0.09 acres. It was on the market for about 2.5 years before being acquired by a buyer who plans to locate his real estate brokerage in the building. The sale occurred in January 2016 for \$675,000 or \$102.27 per square foot. The buyer paid cash.

The second property, 400 Belle Air Lane, is a one story brick building erected in 1997. The building is 4,256 square feet and the lot is 1.23 acres. The location is good. The property was acquired by an owner/user on October 29, 2015 for \$870,000 or \$204.42 per square foot.

The property at 9550 James Madison Highway is located in the Opal area. The two story brick building is quite new – built in 2008. It contains 5,000 square feet on a 1.63 acre lot. The property sold at public auction on May 1, 2014. No brokers were involved. The sale price was \$519,750 or \$103.95 per square foot. John Marshall Bank provided financing in the amount of \$446,250.

The fourth sale is located at 225 Oak Springs Drive. The two story brick building contains 8,000 square feet on a 1.0 acre parcel. Like the previous property it was built in 2008. It is the largest building of those considered making it suitable for multi-tenant occupancy. Therefore, it would have appeal to an investor rather than an owner-user. The property conveyed June 27, 2014 for \$1,200,000 or \$150.00 per square foot.

Conclusion

Our analysis of the data included relevant characteristics such as location, building size and number of stories, age and overall quality of construction. We concluded \$605,000 or approximately \$142.42 per square foot.

Based on the sales comparison method, we estimate the market value of the Warrenton-Fauquier Visitor Center to be **\$605,000** as of November 11, 2016.

Spilman-Mosby House

Research for the sale of older residences (pre-1900) covered a three year time span. Property sales were sought of similar historic residences with comparable land area and building size. Nine sales were discovered, four of which are useful in this assignment. Other sales were noted that were not as comparable as the ones reported. The major differences between the sales and the appraised property are condition, gross living area, and outbuildings.

The first sale, 8134 Springs Road, is an appealing Colonial Revival design that was erected in 1909. The house has been updated and the condition is good. The parcel totals 1.75 acres. The brick and slate residence contains 3,656 square feet plus a garage and stable building. The property is listed on the National Registry of Historic Places. It conveyed in July 2014 for \$720,000 or \$196.94 per square foot.

The residence at 158 Winchester Street is a two story frame building. The original timber frame section dates from 1758. An extensive exterior redesign in 1870 created an Italianate design with Victorian features. The house contains 3,416 square feet on 1.61 acres. The house interior has been modernized and appears to be in good condition. The outbuildings require a significant adjustment when compared with the property under appraisal. They include a brick bungalow of 576 square feet and a frame office building of 530 square feet. The property is listed on the National Registry of Historic Places. Like the subject property, it is restricted by a conservation easement. It sold in May 2015 for \$650,000 or \$190.28 per square foot.

The third property, 158 Culpeper Street, is the smallest of the three sales in building area, but it has a full finished basement that includes a kitchenette and bath. The above grade living area is

3,288 square feet, and the land area is 1.11 acres. The house was erected in 1890 and additional improvements include a barn of 925 square feet. The transfer occurred in December 2013 for \$850,000 or \$258.52 per square foot. The sale was financed for 49% of the purchase price.

The fourth property, 191 Culpeper Street, is the most recent sale. The central portion of the brick structure is crowned with a mansard roof. It dates from 1873 and has been fully restored. The house contains 3,460 square feet, plus a full basement that is unfinished. The lot size is 1.15 acres. A cottage of recent origin is substantial – 1,389 square feet. The property conveyed in July 2016 for \$749,000 or \$216.47 per square foot.

The four sales require large negative adjustments for modern kitchens. Also, they all have at least three full baths which are lacking in the subject property. Positive adjustments are needed for gross living area. The subject property surpasses the four sales in size. The first two sales lack basements, but the remaining two have full size basements. Each of the four sales has outbuildings that contribute significant value that indicate a negative adjustment.

Conclusion

Based on the sales comparison method, we estimate the market value of the Spilman-Mosby House as of November 11, 2016 to be **\$574,000**.

The key facts of the four sales are summarized in the table below, and more detail is provided on subsequent pages.

	Subject Property	8134 Springs Rd.	158 Winchester St.	158 Culpeper St.	191 Culpeper St.
Sale Price		\$720,000	\$650,000	\$850,000	\$749,000
Price/Sq. Foot		\$196.94	\$190.28	\$258.52	\$216.47
Land Area	1.0 acres	1.75 acres	1.61 acres	1.11 acres	1.15 acres
Location	Good	Good	Good	Good	Good
Construction Quality	Good	Good	Good	Good	Good
Building Area	4,223 sq. feet	3,956	3,416	3,288	3,460
Basement	Part Finished	None	None	Full, Finished	Full, Unfinished

Comparable Sale No. 1



8134 Springs Road

Tax Parcel No.:	6984-00-8046-000
Sale Price:	\$720,000
Price per square foot:	\$196.94
Date of Sale:	07/31/2014
Deed Book:	1465-289
Lot Size:	1.75 acres
Building Area:	3,656 sq. feet
Year Built:	1909
Tax Assessment	
Land:	\$222,500
Improvements:	<u>\$500,300</u>
Total:	\$722,800

Comparable Sale No. 2



158 Winchester Street

Tax Parcel No.:	6984-25-9015-000
Sale Price:	\$650,000
Price per square foot:	\$190.28
Date of Sale:	05/15/2015
Deed Book:	1485-2367
Lot Size:	1.61 ac.
Gross Building Area:	3,416 sq. feet
Year Built:	1758
Tax Assessment	
Land:	\$175,100
Improvements:	<u>\$418,000</u>
Total:	\$593,100

Comparable Sale No. 3



158 Culpeper Street

Tax Parcel No.:	6984-22-9545-000
Sale Price:	\$850,000
Price per square foot:	\$258.52
Date of Sale:	12/02/2013
Deed Book:	1449-1081
Lot Size:	1.11 ac.
Gross Building Area:	3,288 sq. feet
Year Built:	1890
Tax Assessment	
Land:	\$178,900
Improvements:	<u>\$625,400</u>
Total:	\$804,300

Comparable Sale No. 4



191 Culpeper Street

Tax Parcel No.:	6984-32-0072-000
Sale Price:	\$749,000
Price per square foot:	\$216.47
Date of Sale:	07/11/2016
Deed Book:	1519-1446
Lot Size:	1.15 ac.
Gross Building Area:	3,460 sq. feet
Year Built:	1873
Tax Assessment	
Land:	\$179,500
Improvements:	<u>\$485,700</u>
Total:	\$665,200

Reconciliation and Conclusion

The property under appraisal was valued using the sales comparison approach with the following value indicated:

Sales Comparison Approach

Visitor Center and approx. two acres	\$605,000
Historic residence and approx. one acre	\$574,000
Combined Value Estimate	\$1,179,000

The income approach does not have application for this assignment since the property is not held for investment. The cost approach is not reliable as an indication of value because of the age of the improvements, so it was omitted.

In conclusion, we estimate the market value as of November 11, 2016 to be **\$1,179,000**. The appraisal is based on the assumption that DHR will grant permission for subdivision of the property and modification of the Spilman-Mosby House for single family occupancy.

Estimate of Reasonable Exposure Time

Exposure Time is defined by the Uniform Standards of Professional Appraisal Practice:

EXPOSURE TIME: estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal.

Comment: Exposure time is a retrospective opinion based on an analysis of past events assuming a competitive and open market.

Based on the market value estimate and effective date of the appraisal, reasonable exposure time is estimated at twelve to twenty-four months.

Addenda

Subject Photographs



Visitor Center



Visitor Center – rear view

Subject Photographs



Visitor Center – rear view



Visitor Center - Parking

Subject Photographs



Visitor Center



Visitor Center

Subject Photographs



Visitor Center – Conference Room



Visitor Center - Kitchen

Subject Photographs



Visitor Center – Meeting Room



Visitor Center – Meeting Room

Subject Photographs



Spilman-Mosby House



Spilman-Mosby House

Subject Photographs



Spilman-Mosby House – West Side



Spilman-Mosby House – East Side & Rear

Subject Photographs



Spilman-Mosby House - Interior



Spilman-Mosby House - Interior

Subject Photographs



Spilman-Mosby House - Interior



Spilman-Mosby House – Interior, second floor

Subject Photographs



Spilman-Mosby House - Smokehouse



Spilman-Mosby House - Kitchen

Subject Photographs



Spilman-Mosby House – Kitchen & Smokehouse

Assumptions and Limiting Conditions

The appraiser's certification in this report is subject to the following assumptions and limiting conditions:

1. The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he became aware of during the research involved in performing this appraisal. The appraiser assumes that the title is good and marketable and will not render any opinions about the title.
2. If the appraiser has provided a sketch in this appraisal report to show the approximate dimensions of the improvements, the sketch is included only to assist the reader in visualizing the property and understanding the appraiser's determination of its size.
3. The appraiser has examined the available flood maps that are provided by the Federal Emergency management Agency (or other data sources) and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood hazard Area. Because the appraiser is not a surveyor, he makes no guarantees, express or implied, regarding this determination.
4. The appraiser will not give testimony or appear in court because he made an appraisal of the property in question, unless specific arrangements to do so have been made beforehand.
5. The appraiser has based his appraisal report and valuation conclusion for an appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject property will be performed in a professional manner.
6. The appraiser has noted in this appraisal report any adverse conditions (such as needed repairs, depreciation, the presence of hazardous substances, toxic substances, etc.) observed during the inspection of the subject property or that he became aware of during the research involved in performing the appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of hazardous substances, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable, and has assumed that there are no such conditions and makes no guarantees or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, this appraisal report must not be considered an environmental assessment of the property.

Appraiser's Certification

I certify that, to the best of my knowledge and belief:

1. the statements of fact contained in this report are true and correct.
2. the reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. my engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. my compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the *Uniform Standards of Professional Appraisal Practice*.
8. I have made a personal inspection of the property that is the subject of this report.
9. The appraiser has provided no services regarding the subject property within the three year period preceding acceptance of the assignment.
10. I estimate the market value of the property to be **\$1,179,000** as of November 11, 2016. The appraisal is based on the assumption that DHR will grant permission for subdivision of the property and modification of the Spilman-Mosby House for single family occupancy.



John H. Saunders
Certified General RE Appraiser
License No. 4001 000235
January 5, 2017

Statement of Qualifications

for

John H. Saunders

Experience

Real Estate License, State of Maryland, 1978.

Real Estate Broker, Commonwealth of Virginia, 1987.

Real Estate Appraiser, Virginia, beginning 1987. (Certified-General since 1991.)

Certified Appraisal Instructor, Virginia, 1994.

Certified National USPAP Instructor, The Appraisal Foundation, 2002.

Specialized Studies

Masters Degree in Business

Virginia Commonwealth University. Concentration in *Real Estate & Urban Land Development*.

Real Estate Courses Completed:

Real Estate Principles & Practices
Advanced Real Estate Appraisal
Urban Land Development
Taxation of Property Transactions

Real Estate Appraisal
Real Property Investment Law
Commercial Mortgage Lending
Feasibility Analysis

Additional Real Estate Course Work:

Standards of Professional Practice
Basic Valuation Procedures
Case Studies in Real Estate Valuation
Capitalization Theory & Techniques-Part A
Capitalization Theory & Techniques-Part B
Appraisal Reporting of Complex Residential Property

Real Estate Appraisal Principles
The Appraiser's Legal Liabilities
Rates, Ratios and Reasonableness

Appraisal courses taught in various Virginia locations:

Fundamentals of Real Estate Appraisal
Income Property Appraisal
Appraising Factory-Built Housing
Real Estate Investment Analysis
Commercial Property Appraisal
Identifying Structural Defects
Fannie Mae Forms
Understanding Real Estate Investment
Real Estate & Taxes

Residential Construction and Inspection
Appraisal Report Writing
Review Appraisal
Historic Property Valuation, Part A
Environmental Hazards
Real Estate Finance Today
Red Flags
Fair Housing
The Truth about Mold

Fraud, Flipping & Appraiser Liability

Property Management

History & Importance of Value Thought	Appraising Condominium & PUD Housing
Identifying Structural Hazards & Interior Defects	Crunching the Numbers
Real Estate Finance: Current Appraisal Issues	7-Hour National USPAP Update Course
Understanding the Commercial Real Estate Market	
Financing Real Estate: Principles, Practices and Issues	
How to Address Environmental Threats in Appraisal Practice	
15-Hour National Uniform Standards of Professional Appraisal Practice	

License and Professional Affiliation

State-Certified General Real Estate Appraiser, No. 4001 000235.
Virginia Real Estate Appraiser Board Certified Instructor, No. 4002 000104.
Virginia Real Estate Board Instructor License No. 0230 000176.
Real Estate Broker, licensed by Commonwealth of Virginia, No. 0225 027113.
AQB Certified National USPAP Instructor, The Appraisal Foundation, Certificate No. 10029.
Member - Richmond Association of Realtors, Virginia Association of Realtors.

Purpose of Assignments

First and second mortgages, commercial construction loans, appraisals for sale/purchase, estate settlement, taxation of charitable donations.

Types of Assignments

Commercial property (office, medical office, retail, commercial land)
Industrial (warehouse, manufacturing)
Residential: Single-family, Multi-family
Churches
Expert witness testimony in Richmond, Henrico, and Chesterfield Circuit Courts.



Town Council Work Session

March 10, 2017

Signage Steering Group and Urban/Village Development Area Steering Group Approvals

Agenda Memorandum

Submitted by: Brandie Schaeffer, Director of Planning & Community Development

Discussion: The Steering Committee members are proposed based on Council recommendations. The Planning & Community Development Department is seeking Council's blessing of these steering groups so we may proceed with next steps.

Attachment A: Signage Committee
Citizen Representative Cris Bezdek
Citizen Representative Josh Guerva
Citizen Representative Amelia Stansell
Citizen Representative Crystal Willis
Citizen Representative Annabel Wrigley
Citizen Representative Holly Tedeschi
Citizen Representative John McCarthy
Citizen Representative Kelly Ann Richardson
ARB Representative Carter Nevill
PC Representative John Kip
PC Representative Anna Maas
BZA Representative Mike Taylor
Chamber Rep. Olga Diana
Chamber Rep. Cynthia Salamone
County Staff Rep. Kim Johnson

Attachment A: UDA/Village Dev. Area Steering Group
Citizen Representative Trey Austin
Citizen Representative Roy Anderson
Citizen Representative Sam Parker
Citizen Representative Merle Fallon
Citizen Representative Walter Story
Citizen Representative Nick Kalis
Citizen Representative Pablo Teodoro
Citizen Representative John Thompson
Citizen Representative John McAuliff
ARB Representative Kevin Roop
PC Representative Susan Helander
PC Representative Ryan Stewart
BZA Representative Brian Larson
Chamber Rep. Brian Roeder
Chamber Rep. Joe Martin
County Staff Rep. Andrew Hopewell

Town Manager

ATTACHMENTS:

Description

Steering Groups Memos and Lists

Type

Staff Report

Upload Date

3/8/2017



TOWN OF WARRENTON

POST OFFICE DRAWER 341
WARRENTON, VIRGINIA 20188-0341
<http://www.warrentonva.gov>
TELEPHONE (540) 347-1101
FAX (540) 349-2414
TDD 1-800-828-1120

MEMORANDUM

TO: Town Council
FROM: Brandie Schaeffer, Director planning and Community Development
DATE: February 9, 2017
SUBJECT: Requested Signage Steering Group Appointment

BACKGROUND

During the May 24, 2016 Planning Commission Work Session, a presentation was given by David Hickey from the International Sign Association (ISA). It included an overview of the U.S. Supreme Court ruling on *Reed v. Gilbert*. In addition, an overview of the City of Norfolk's role in the ruling, plus the City's subsequent update of its own ordinance bringing it into compliance with *Reed v. Gilbert*, was discussed. At the conclusion of the meeting, staff was directed to begin reviewing the Town of Warr17 02 14 Working Groups Memo to TCO:\Town Council\Packet\2017\February\17 02 14 Working Groups Memo to TC.docenton's Zoning Ordinance as it relates to signs and designated two Planning Commission members to work with staff.

Staff researched the *Reed v. Gilbert*, reviewed the approaches of several jurisdictions, and attended multiple workshops on the impact of the ruling. Jurisdictions across the country will need to review their ordinances and remove all language related to "content."

As the U.S. Supreme Court ruling directed localities to become "content neutral," the first step included reviewing Article 12 - Definitions of the Zoning Ordinance as it relates to signs. A matrix of the current Town of Warrenton definitions compared to the Model Ordinance of the Local Government Attorney's of Virginia, the City of Norfolk, and the ISA's Best Practices in Temporary Signage definitions was developed by Town staff and reviewed by the Town Attorney. Highlighted sections representing staff recommendations were presented to the Planning Commission for consideration.

In September, 2016, the Town Council determined it was important to procure professional services to help with the signage code update. The result was Compass Point Planning, was hired under The Berkley Group to fulfill this task. Wendy Moeller, of Compass Point Planning has worked across the country updating sign codes for localities. She also serves on The Sign Foundation Board of Directors.

STATUS

During the week of January 23rd, Ms. Moeller presented to the Planning Commission and met with key stakeholders for three days. The consultant is working on a summary memo of the comments; however generally it was found there was a general sense of consistency across stakeholder opinions.

NEXT STEPS

To ensure this initiative is fully vetted as it is developed, staff requests the Town Council appoint a steering group. Staff suggests representation from the Planning Commission, Architectural Review Board, Board of Zoning Appeals, chambers of commerce, and County staff. In addition, staff would request each member of Town Council appoint one.

The next steps will be for the consultant team to work with a steering group and Town Attorney to receive guidance on core questions related to on-site vs. off-site signs, size, materials, acceptable design, and a myriad of other details. The deliverable will be a draft update to Article 6 and Article 12, as it relates to sign definitions, for consideration before the Planning Commission and adoption by the Town Council.

Attachment A: Signage Committee

Citizen Representative	Cris Bezdek
Citizen Representative	Josh Guerva
Citizen Representative	Amelia Stansell
Citizen Representative	Crystal Willis
Citizen Representative	Annabel Wrigley
Citizen Representative	Holly Tedeschi
Citizen Representative	John McCarthy
Citizen Representative	Kelly Ann Richardson
ARB Representative	Carter Nevill
PC Representative	John Kip
PC Representative	Anna Maas
BZA Representative	Mike Taylor
Chamber Representative	Olga Diana
Chamber Representative	Cynthia Salamone
County Staff Representative	Kim Johnson



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MEMORANDUM

TO: Town Council
FROM: Brandie Schaeffer, Director planning and Community Development
DATE: February 9, 2017
SUBJECT: Requested Urban/Village Development Area Steering Group Appointment

BACKGROUND

Urban/Village Development Areas (UDA) cover a wide range of community types, including small towns like Warrenton. Developed by the General Assembly as part of an ongoing effort to promote the coordination between transportation and land use planning, UDAs are designated in comprehensive plans to incorporate the principles of walkable neighborhood centers. According to the Office of Intermodal Planning and Investment website, Virginia currently has 77 designated UDAs with several more in development. At least 16 towns, 7 cities, and 54 counties participate. The average size of a UDA is 3.41 square miles and the average population is 3,921. Currently, Fauquier County has three designated UDAs, including the central area of Bealeton, Marshall, and the recently designated Alwington Farm property located adjacent to the Town behind Home Depot.

The Town was awarded a \$65,000 technical assistance Tier I Urban/Village Development Area Planning grant by the Virginia Office of Intermodal Planning and Investment last year (Attachment). The final scoping of the project was approved by the state just before the New Year. The consultant team of Michael Baker and Renaissance Planning Group are assigned by the state to the Town. The primary purpose of the UDA grant program is to help maximize transportation investment dollars by fostering focused activity centers in communities. Localities that designate a UDA become eligible to submit transportation improvement projects through the SMART SCALE cycle of the Virginia Commonwealth Transportation Board.

There are two important components to UDA designation. First, as mentioned above the adopted areas are to incorporate traditional neighborhood design. Second, the designated areas are to absorb 10-20 years of the projected growth of a locality. This work dovetails directly into the both the existing Comprehensive Plan goals (Attachment) and the Comprehensive Plan update by taking into consideration population projections, transportation, and community design. In addition, the scope of work includes a high level market analysis to enable decisions to be guided by market trends.

STATUS

The Town of Warrenton hosted a public open house visioning meeting on Thursday, January 19th in the Warrenton – Fauquier Visitor Center. During this meeting over 40 participants broke into small groups to communicate which parts of Warrenton they viewed as potential UDAs. The participants also expressed how they envisioned the UDAs would feel from a design standpoint. Preliminary analysis of the feedback from the participants revolved around 4 themes:

1. Old Town

- Infill surface parking
- Use quality materials in downtown, maintain character
- The future is walkable and green
- Connect Main Street to 3rd Street (move the “Center” to 3rd Street)
- Expanding Main Street to Lee Street (new area for redevelopment)
- Catalyst is needed

2. Broadview Revitalization

- Development potential
- Address Broadview and Shirley
- Redevelopment should include sidewalk improvements, pedestrian safety and biking
- Redevelopment of Sears/Food Lion Lot

3. Improve General Connectivity

- Address the “Moat Effect”
- Reconnect: streets (walkable connections, bike paths, etc.) between neighborhoods
- Add and prioritize sidewalks (where they are missing) especially at all street crossings
- Prioritize the Greenway

4. Improve and beautify all gateways into Town as possible catalysts

- Walker Drive –catalyst
- Southern Gateway – New Development

NEXT STEPS

To ensure this initiative is fully vetted as it is developed, staff requests the Town Council begin the next steps in appointing a steering group. Unlike other steering groups the UDA steering group will require special attention by council on member time commitments as well as conflicts and diverse representation. This steering group will set the foundation for the Comprehensive Plan update as it pertains to one of the most important components of future growth and design. Staff suggests representation from the Planning Commission, Architectural Review Board, Board of Zoning Appeals, chambers of commerce, and County staff. In addition, staff would request each member of Town Council appoint one stakeholder.

The next steps will be for a steering group to identify the criteria for evaluating candidate UDA boundaries, develop draft UDA boundaries, and refine the boundaries based on public feedback. Deliverables will be a recommended Comprehensive Plan UDA designation and a draft Zoning Ordinance text for Town Council consideration. The work will include Traditional Neighborhood Guidelines and 3D Massing Model Studies in two key locations.

Attachment A: UDA

Citizen Representative	Trey Austin
Citizen Representative	Roy Anderson
Citizen Representative	Sam Parker
Citizen Representative	Merle Fallon
Citizen Representative	Walter Story
Citizen Representative	Nick Kalis
Citizen Representative	Pablo Teodoro
Citizen Representative	John Thompson
Citizen Representative	John McAuliff
ARB Representative	Kevin Roop
PC Representative	Susan Helander
PC Representative	Ryan Stewart
BZA Representative	Brian Larson
Chamber Representative	Brian Roeder
Chamber Representative	Joe Martin
County Staff Representative	Andrew Hopewell

Town of Warrenton Comprehensive Plan 2000 – 2025 – Chapter 3 Analysis and Plan

Major Community Design Issues

1. Design Standards

Within Historic District

Are the architectural review standards and procedures adequate to ensure that new development is both practical yet compatible?

Outside of Historic District

How can the Town ensure that new development outside the historic district reinforces the traditional, pedestrian scale and character of the Town's historic center?

2. Open Space

With regard to open space, the primary issue identified is the continued loss of open space in Town as development occurs. Both the loss of environmental open space (floodplains, steep slopes, woodlands) and visual open space is of concern. Scenic vistas at the edge of Town that help define "town and country" are seen as particularly vulnerable.

The preservation of open space to define neighborhoods and buffer incompatible uses is also an issue that should be addressed in the Comprehensive Plan and in implementation strategies. Such open space acts as green infrastructure offering visual relief from the man-made environment and adding to neighborhood character.

Town Design Objectives and Policies

1. To establish design review standards based on articulated design principles for all development in Town addressing such issues as:

- Building size, height, character, materials, relationship to the street
- Parking amount, location, landscaping and screening
- Roadway function, width, streetscape treatment and street furniture
- Sign size, number, materials, style
- Lighting levels

The standards may vary for different areas of Town.

2. To maintain the visual variety and unique character of Warrenton by encouraging a mix of development types and styles which are compatible with Warrenton's historic, small Town

character. The mix should be fine-grained so as to avoid large areas of single uses and so as to create human-scaled neighborhoods.

3. To encourage creative urban design through zoning and subdivision regulations, including flexible design standards, incentives and bonuses. The regulations should be written to implement the Town's articulated design principles.
4. 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.
5. To require landscaping in all new developments to provide attractive land use buffering and to prevent soil erosion.
6. To improve public spaces with landscaping, particularly tree planting.
7. To cooperate with utility companies in the undergrounding of existing and future utility lines, particularly within the historic district and new subdivisions.
8. To enhance the aesthetic quality of downtown, while improving its function, through:
 - Streetscape improvements (landscape treatments, lighting, street furniture, coordinated signage, underground utility lines)
 - Attractive parking facilities compatible with downtown character
 - Improvements to traffic patterns
9. Adopt corridor design standards to ensure that new development along major corridors is compatible with the Town's historic character

Additional Design Objectives

1. To preserve Warrenton's visual identity, character and sense of place.
2. To preserve, maintain and enhance Warrenton's traditional pedestrian scale of streets, buildings and public spaces.
3. To preserve Warrenton's rural setting.
4. Encourage the preservation, restoration and adaptive re-use of historic structures, through zoning, subdivision and development regulations.
5. Encourage a mix of land uses to continue in the historic district, including residential, business and government activities and promote first floor retail uses.
6. Ensure that local government actions, including land development regulations, economic development efforts, land acquisition and infrastructure provision, support rather than undermine the Town's goals for historic preservation and pedestrian scale development.

7. Encourage new development to be designed with pedestrian access as an equal priority to motor vehicle access.
8. Encourage the design of new development to be visually compatible with the Town's architectural and urban design traditions.
9. Protect the visual integrity and historic compatibility of the entrances to the historic district.
10. Identify and designate "gateway" entry points to the Town and enhance these with urban design features that provide a sense of arrival as one enters the Town.

Traditional Urban Design Policies and Guidelines

1. The citizens of Warrenton have an affection for the historic fabric of the Town in part because it has what is called a "human scale" - that is, the size of outdoor spaces created by streets, buildings and vegetation relates to the size of a human being, thereby making the Town's streets comfortable and pleasing places to walk. Thus, when larger open parcels in the Town are developed, the pattern of such new development should be consistent with the features of the Town's traditional design and development patterns that have created Warrenton's "human scale" environment. These features include:

- relatively narrow street widths,
- a grid of interconnected streets,
- sidewalks along the streets,
- a mix of lot widths (some narrow, some wide),
- on-street parallel parking, and
- buildings located relatively close to the front street.

2. New residential neighborhoods should incorporate the features listed in #1. above, as well as garages located toward the rear of the lot rather than the front.

3. New commercial development should incorporate the features listed in #1. above, as well as other elements that produce street frontages that are comfortable for people. These elements include sidewalks, street trees, street furniture and rear yard parking areas.

4. In general, similar uses should face each other across a street. Where dissimilar uses are contiguous, they should connect at the rear of the lot where buffers can be easily established, rather than the side or front of the lot.

5. New roads should be well connected to the Town's existing street network. All streets should terminate in other streets, not cul-de-sacs, in order to achieve maximum traffic capacity, flexibility and safety. The engineering design elements of new streets, including pavement widths, slopes and curve radii, should be compatible with the historic fabric and pedestrian scale of the Town.

6. Parking lots should be located to the rear of structures so that main buildings can be located near the front street, and the sidewalk space can be a pleasant place for people to walk.

On-site parking should be combined with parallel parking along the frontage of the site to provide adequate space for the expected demand produced by the on-site use. The Town should examine its parking standards to ensure that requirements and incentives are adequate to allow human-scaled developments to be built in areas in and around the historic downtown.

7. New neighborhoods should establish public spaces such as greens or squares, which can be used for a range of community functions. Such greens and squares need not be large in area, but should be well defined spatially, with adjacent buildings or vegetation providing a strong sense of enclosure to the outdoor space.

Attachment C: Town Council Resolution

RESOLUTION

A RESOLUTION DIRECTING THE TOWN MANAGER TO EXECUTE THE COMMONWEALTH OF VIRGINIA OFFICE OF INTERMODAL PLANNING AND INVESTMENT AGREEMENT FOR CONSULTANT SUPPORT TO FACILITATE THE DESIGNATION OF URBAN DEVELOPMENT AREA AND APPROPRIATE ORDINANCE

WHEREAS, the Commonwealth of Virginia Secretary of Transportation informed the Town of Warrenton that it had been awarded a Tier I Urban Development Area Planning Grant in the amount of \$65,000 for on-call consultant support services on January 29, 2016; and

WHEREAS, the Commonwealth of Virginia Secretary of Transportation provided the Town of Warrenton with an Agreement to execute the Tier I Urban Development Area Planning Grant; and

WHEREAS, the Town of Warrenton Planning Commission unanimously recommended the Town Council accept the Tier I Urban Development Area Planning Grant on February 16, 2016; and

WHEREAS, the Town of Warrenton agrees to the terms outlined within the referenced agreement; now, therefore, be it

RESOLVED by the Town of Warrenton Town Council on this 8th day of March 2016, That the Town Manager is directed to execute two copies of the agreement between the Commonwealth of Virginia, Office of Intermodal Planning and Investment, and the Town of Warrenton.

Voting for: Reynolds, Wood, Lubowsky, Kravetz, Lewis

Voting against: _____

Adopted: March 8, 2016

A handwritten signature in blue ink, appearing to read "Evelyn J. Weimer", is written over a horizontal line.

Evelyn J. Weimer, Town Recorder



**Town Council Work Session
March 10, 2017
March 14 regular Meeting Agenda Review**

ATTACHMENTS:

Description	Type	Upload Date
March 14 Council Meeting Agenda	Backup Material	3/6/2017



AGENDA

COUNCIL OF THE TOWN OF WARRENTON

Tuesday, March 14, 2017

7:00 PM

1. Call to order.
2. Invocation
3. Approval of the agenda.
4. Citizens Time.
 - **Proclamation - March 2017 - Youth Art Month**
 - **Resolution Congratulating John Beasley on Climb of Mount Kilimanjaro**
 - **Proclamation - Local Government Education Week**
 - **LFCC Education Foundation Scholarship Report**

Comments should not be directed to Public Hearing items.

Citizens wishing to address the Council should provide their name and residential address. Citizens' comments are limited to five (5) minutes unless a large number of citizens wish to address the Council, in which case, the time limit must be reduced to accommodate all who wish to address the Council.

5. Hear from Center District Supervisor
6. Public Hearing
 - a. Proposed Roundabout at Falmouth/Shirley Intersection
 - b. Ordinance 2017-02, Amending Sec. 3-11- Running at large prohibited
 - c. Special Use Permit 2016-06 – Chilton House Bed and Breakfast
7. Consent Agenda.
 - a. Approval of Council Minutes
 - b. Staff reports and Board and Commission Minutes
 - (1) Staff Report - Visitor Center

- c. Special Event Permit Request for First Friday Events
 - d. Special Event Permit Request for May Day Festival
- 8. New Business.
 - a. Resolution Appropriating Up to \$40,000 for Dog Park and Amending the FY17 General Fund Budget
 - b. January Financials
- 9. Unfinished Business.
- 10. Reports and Communications.
 - a. Report from Town Attorney.
 - b. Report from Finance Committee.
 - c. Report from the Public Safety and Transportation Committee.
 - d. Report from the Public Works and Utilities Committee.
 - e. Report from Planning District 9 representative.
 - f. Report from Recreation Committee.
 - g. Report from Liaison Committee representative.
 - h. Report from Town Manager.
- 11. Councilmembers' time.
- 12. Adjourn.