



AGENDA

COUNCIL OF THE TOWN OF WARRENTON

Tuesday, July 11, 2017

7:00 PM

1. Call to order.
2. Invocation
3. Approval of the agenda.
4. Citizens Time.

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. Zoning Map Amendment 2016-01 – Walker Drive Planned Unit Development Rezoning
7. Consent Agenda.
 - a. Approval of Council Minutes
 - (1) June 13 Council Meeting Minutes
 - (2) June 26 Special Council Meeting Minutes
 - b. Staff reports and Board and Commission Minutes
 - (1) Staff Report - PW-Utilities
 - (2) Staff Report - Visitor Center
 - (3) Staff Report - Police
 - (4) Staff Report - WARF

- c. 2017 Annual Halloween HappyFest Parade
 - d. 2017 Christian Outreach Festival
 - e. 2017 The Great Pumpkin Ride Bicycle Event
 - f. 2017 The Well Run Race
8. New Business.
- a. May 2017 Financial Statements
 - b. A Resolution Financing the Purchase of Police Vehicles
 - c. Initiation of Research for Text Amendments on Industrial Zone Uses
 - d. Resolutions committing \$1,000,000 to VDOT SMART SCALE Broadview Avenue Improvement Projects; Intersection Improvements (UPC 111648) and Corridor Improvements (UPC 111647)
9. 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.
 - June 26 Liaison Committee Minutes
 - h. Report from Town Manager.
 - Project Status Update - July 2017
10. Councilmembers' time.
11. Adjourn.



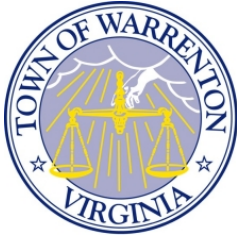
**Town Council Meeting Item Number: 6.a.
July 11, 2017**

**Agenda Memorandum
Submitted by: Brandie M. Schaeffer**

Issue:	Zoning Map Amendment 2016-01 – Walker Drive Planned Unit Development Rezoning
Background:	<p>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.</p>
Discussion:	<p>The applicant will present the application to the Town Council and a public hearing will be held to allow for public comment on the application.</p> <p>The Staff Report attached below summarizes the application and provides its history, as well as an executive level analysis on land use, design, transportation, parks & recreation, stormwater management, public safety, water & sewer, property owner's association, waivers and modifications and the post zoning master development plan. The Staff Analysis (attachment B) goes into greater depth on each of these subjects, citing strengths, weaknesses and overall assessments of each of the same subject areas in the Staff Report.</p>
Financial Impact:	<p>No capital impact analysis has been conducted on the rezoning. Economic Impact Analysis has been presented by the applicant.</p>
Recommended Action:	<p>As noted in the Staff Report, the recommendation is for approval of ZMA 16-01 provided that the Town Council works with the applicant on the few remaining outstanding issues of:</p> <ul style="list-style-type: none">• Interparcel access• Removal of the Health and Fitness use exclusion• Removal of the 5% waiver for the Land Use bays• 360 Degree staggered façade treatment• Removal of encroachment on the 30' Landscape buffer• Proffered compliance of a Unified Sign Package for the Entire Subject Property• Language in the PZMPD that allows for staff to work with the applicant on a "human scaled, pedestrian friendly" Main Street cross section with smaller travel lanes, wider sidewalks, landscaping and bicycle provisions.

ATTACHMENTS:

Description	Type	Upload Date
Staff Report Cover Memo	Cover Memo	7/7/2017
Attachment A Maps	Backup Material	6/28/2017
Attachment B - Staff Analysis	Backup Material	7/7/2017
Attachment C Land Use Tables	Backup Material	6/28/2017
Attachment D Proffers May 19th 2017	Backup Material	6/28/2017
Attachment E Design Guidelines	Backup Material	6/28/2017
Attachment F Master Development Plans	Backup Material	6/28/2017
Applicant Documents Economic Impact 2016	Backup Material	6/28/2017
Applicant Documents Economic Impact 2006	Backup Material	6/28/2017
Applicant Documents Narrative 2016	Backup Material	6/28/2017
Applicant Zoning Plat	Backup Material	6/30/2017
Applicant Traffic Circle Feasibility Study	Backup Material	6/30/2017
Applicant Documents Traffic Circle Layout	Backup Material	6/28/2017
VDOT Roundabout	Backup Material	6/30/2017
Traffic Impact Comparison	Backup Material	6/30/2017
John Foote Letter on Proffer Modification 7-6-17	Backup Material	7/7/2017
Public Comments Combined July 10 2017	Backup Material	7/10/2017
Applicant's Online Survey Responses and Petition	Backup Material	7/10/2017
Additional Community Comments 071117 1200hrs	Backup Material	7/11/2017



TOWN OF WARRENTON

18 Court Street, Warrenton, Virginia 20186
(540) 347-2405 - Planning@warrentonva.gov
Internet www.warrentonva.gov

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Brandie M. Schaeffer
Director of Planning

July 11, 2017

TO: Town Council
FROM: Brandie M. Schaeffer, Director of Community Development
RE: Zoning Map Amendment 16-01, Walker Drive Rezoning

I. Summary:

- A. Request – The applicant is proposing to rezone multiple parcels along the southeast portion of Walker Drive 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, commercial, and residential uses to vary by 5% 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.

SITE – SOUTHERN PORTION (LAND BAYS A-D) NORTHERN PORTION (LAND BAY E & EXISTING LAND BAY)			
LAND AREA	USE	USE CATEGORY	MAXIMUM USE AREA (GSF)
LAND BAY “A”	GENERAL OFFICE	INDUSTRIAL	20,550
	RETAIL	COMMERCIAL	6,288
	RESTAURANT	INDUSTRIAL	6,288
	ENTERTAINMENT	COMMERCIAL	35,000
LAND BAY “B”	ENTERTAINMENT	COMMERCIAL	21,000
	RETAIL	COMMERCIAL	14,263
	RESTAURANT	INDUSTRIAL	14,263
LAND BAY “C”	GENERAL OFFICE	INDUSTRIAL	6,703
	RETAIL	COMMERCIAL	15,814
	RESTAURANT	INDUSTRIAL	2,500
LAND BAY “D”	GENERAL OFFICE	INDUSTRIAL	10,103
	RETAIL	COMMERCIAL	7,603
	RESTAURANT	INDUSTRIAL	2,500
	MULTIFAMILY RESIDENTIAL	MIXED USE RESIDENTIAL	76 UNITS (80,824 GSF)
LAND BAY “E”	GENERAL OFFICE	INDUSTRIAL	20,000
	MULTIFAMILY RESIDENTIAL	MIXED USE RESIDENTIAL	40 UNITS (60,000 GSF)
EXISTING LAND BAY	OFFICE/HEALTH CLUB	INDUSTRIAL	73,139

- B. Site Location – The site is bounded by existing roads with the Eastern Bypass U.S. 29/15/17 to the east, Walker Drive to the west, Academy Hill Road to the north, and East Lee Street to the south. U.S. 29/15/17 is designated as a Corridor of Statewide Significance. Currently, East Lee Street serves as a gateway into the Town’s historic district and Main Street; Walker Drive is a 4-lane divided road serving a number of developed businesses and residential neighborhoods. Directly west of the property are the existing residential communities of Edgemont and Breezewood.
- C. Comprehensive Plan – The site is designated Light Industrial. 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.
- D. Zoning – The site is zoned Industrial (I). The maximum allowable density under the proposed I-PUD rezoning is 0.60 FAR. The applicant is proposing a FAR of 0.289+/-.
- E. Surrounding Land Uses

Direction	Zoning	Current Land Use
North	Industrial	Animal Clinic
South	R-15	Residential
East	Fauquier County R-1 & R-4	Highway/Church/Undeveloped
West	R-6, R-10, R-15	Residential

II. Overview:

- A. Existing Conditions – This application for rezoning encompasses 15 parcels and 31.3804 acres. On the northern end of the properties are two existing office buildings known as Old Town Athletic Club or OTAC I and II. These buildings are two stories and contain Medical Offices and Fitness Facilities. A third building, OTAC III, is under construction adjacent to OTAC I and II and will be three floors of Medical Offices, Fitness Facilities, and General Office spaces. An existing Stormwater Management/Best Management Practices Facility (SWM/BMP) serving OTAC I, II, and III is located between these two buildings, adjacent to U.S 29/15/17.

A non-functioning SWM/BMP facility is located approximately in the center of the proposed rezoning area, along with sanitary sewer utilities running through the middle of the area, within Town owned property. The southern portion of the proposed rezoning area is primarily vacant with existing tree coverage. Steep slopes exist within the center and northern portions of the proposed rezoning area. (Note: Steep slope suitability may come before the Planning Commission if the property is subdivided per the Subdivision Ordinance Article 4.) A 2008 Wetland Delineation Report for this area found no areas warranting delineation. The applicant has proffered to provide a current Jurisdictional Wetlands and Waters of the United States Determination, as required, at the time of the first Post Zoning Master Development Plan submission.

- B. Project History – On June 30, 2016, the Town of Warrenton officially accepted a rezoning map amendment application for Walker Drive. The proposal is to rezone approximately 31 acres from Industrial (I) to Industrial Planned Unit Development (I-PUD). The I-PUD Zoning Ordinance was amended on April 12, 2016 by the Town Council to permit flexibility in uses. This request
- ZMA 16-01

utilizes the new I-PUD language to propose a mixed-use development of 116 dwellings and non-residential development consisting of retail, office, entertainment, and restaurant uses.

On July 28, 2016, the applicant submitted an updated package based on previous staff input. Commenting agencies reviewed the updated proposal to provide a comprehensive set of memos back to the applicant on September 2, 2016. Commenting agencies then met with the applicant on September 6, 2016 to review the materials. The applicant's team further met with one of the commenting agencies on September 16, 2016. The applicant provided an updated submission on September 29, 2016.

The Planning Commission work sessions held on October 18 and October 25, 2016 focused on the Design Guidelines, multi-modal transportation needs and impacts, public utility impacts, phasing, economic and fiscal analysis, and proffers.

On December 6, 2016, the applicant resubmitted a revised application. On January 24, 2017, Planning Commission discussed the application during the work session. The meeting included a discussion on changes to the application since the previous work session, phasing, sewer proffer, transportation, materials and designs, limits of clearing, landscaping, noise, and commercial use/existing vacancy rates. Recommendations by the Planning Commission included:

- Consideration of Site Entrance A as a roundabout.
- Additional details to the Design Guidelines.
- Additional restrictions on architecture and design including:
 - A minimum of two stories for buildings.
 - No false facades.
 - No concrete masonry unit block used on buildings.
 - No false windows and permanently frosted or opaque windows.
- Additional connectivity between Land Bay A and E.
- Enhanced landscaping, especially along "Gateway" entrance to Warrenton.
- Provisions for noise from dumpsters.

On February 21, 2017, Planning Commission held a Public Hearing. The meeting included an overall discussion on the application, sewer capacity, transportation, proffers, and speculative nature of the project. Ten members of the public spoke with the main points including:

- Concern about lack of infrastructure and sewer capacity.
- Concern about transportation impacts.
- Concern about lack of detail and commitment in proffers.
- Support for entertainment uses.
- Concern of loss of potential industrial lands.

The Planning Commission voted 6-1-0 (Downes opposed) to recommend denial of ZMA 16-01 to the Town Council 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.

On March 21, 2017, the applicant submitted an updated application. Staff met with the applicant on April 20, 2017 for several hours to continue to discuss the application. The application works to address a number of the concerns raised during the Planning Commission public hearing. The application was brought before the Town Council on May 4, 2017 for a work session. The applicant discussed transportation, land use, proffers, and design proposals of the application with the Council.

After several draft submissions and subsequent reviews with the Town Attorney and Director of Community Development the applicant resubmitted the full rezoning application for Public Hearing on June 23, 2017.

III. Proffer Analysis/Key Points:

Most rezoning requests can be considered speculative until the property is developed as proposed. When rezoning requests are accompanied by a very specific proposed use and site plan, then staff can work with the applicant to ensure any impacts are offset. The proffers offered by the applicant would be tailored to the specific request and ensure that the development proceeds as proposed no matter who owns the property.

Sometimes a rezoning request is not accompanied by a specific plan and there are no specific proposed end users, which is the case with this rezoning request making it more speculative in nature. The Planning Commission and staff worked with the applicant to provide as much certainty under the circumstances to the final product as possible. Below is an analysis structured around the proffers; the more detailed analysis is provided in Attachment B.

Land Use

Industrial Allowed By-Right	Proffered
Industrial Minimum 85%	Industrial Minimum 39.32%
Commercial Maximum 15%	Commercial Maximum 25.19%
Residential not permitted	35.49% (116 Mixed-Use Residential Units, with 40 being designated as condominiums)
Open Space None Required	20% open space; 15% with Healthy Lifestyle amenities
All	No Health and Fitness Facilities, no service stations, no warehouse, or wholesale establishments.
No Limits on size	SUP required for non-residential above 50,000 sq feet
None Required	Set aside Land Bay A, B, C, or D for Entertainment Use for a period of seven (7) years.
Potential 306,443	Limited 182,875
New Gross Square Feet of non-residential uses based on existing land use patterns.	No more than 182,875 new gross square feet of non-residential uses.

Analysis: The Land Use portion of this application is detailed and proffered. The finer point of the application is the role of the Industrial by-right, the current I-PUD zoning land use mix, and the role of the proffered Land Use Chart. The comparison of by-right to the I-PUD district zoning must go a step further to consider the division in the proffered Land Use Chart, which is demonstrated below.

When evaluating these options the role of the I-PUD District is “to encourage innovations in residential and nonresidential development so that the growing demands of Warrenton may be met by greater variety in type, design and layout of buildings and housing types.” Staff believes the deviations are important for consideration for the decisions making body.

As proffered, the applicant will set aside a location in Land Bay A, B, C, or D for Entertainment Use for a period of seven (7) years. The entertainment use has played an important role in the discussion of this application, but not in the technical evaluation. Staff believes since the land use chart is proffered; the associated uses should remain and not have an expiration date. This is unusual and staff believes there is a enough flexibility on the definition of entertainment use to allow the applicant the opportunity to secure an important component that, while not technical, is a desire of the citizens in their feedback to staff.

Additionally, as proffered, the restrictions on no health or fitness facilities may not be in the best interest of the Town’s economic development. The applicant has the ability to deed restrict their own properties or create an HOA/POA to govern it; if this rezoning is approved it is not in the best interest of the Town to limit these type of allowable uses that would be a benefit to the overall community.

Finally, the applicant proffered all mixed use residential buildings are to have non-residential uses on the first floor. Sheet 2 of 5 titled “Land Bay Plan” contains a note stating “Mixed use residential buildings shall contain non-residential uses in all or a portion of the ground floor for each applicable building.” The intent of the

applicant is unclear although staff believes the applicant may be trying to incorporate the Zoning Ordinance I-PUD Mixed Use Residential Land Use Mix percentage. Staff would recommend a statement that when inconsistencies are found between the proffers, Master Development Plans, and Design Guidelines that one document prevails. In this case the prevailing document should be the proffers. In other cases it might be the Master Development Plan as this speaks to sewer line extensions but the Proffer Statement does not.

Staff finds the deviations to be consistent with the intent of both the I-PUD District and the Comprehensive Plan based on the use of the restaurant use in industrial category. Staff detailed analysis is provided in Attachment B for further consideration.

I-PUD Land Use Mix	Zoning Ordinance (Article 3-5.2 2016 Amendment)	Proffered
Industrial	Minimum 50%	39.32%
Commercial	Maximum 30%	25.19%
Residential	Maximum 20%	N/A
Mixed Use Residential	Minimum 5%/Maximum 35%	35.49%
Open Space	Minimum 20% (15% with Healthy Lifestyle Bonus)	Minimum 20% (15% with Healthy Lifestyle Bonus)

Design

Allowed By-Right	Proffered
None Required	Plain or painted concrete masonry unit block shall not be used. Vinyl or metal siding is not to be used. New buildings shall include “360 degree architecture” with architectural grade stone, wood, and glass, hardiplank, architectural grade block, stucco, or a combination of materials.
None Required	Consistent materials and architectural features in Land Bays A-D
None Required	Staggered front elevations, no false second story front facades.
None Required	20,000 square foot Central Plaza in Land Bay A, B, or C with plantings, landscaping, benches, outdoor seating, streetscaping with provisions for bicycles, lamp posts, play fountain(s) and/or splash pad(s), and may incorporate public art and/or other street furniture.
None Required	30’ landscape easement along Walker Drive from East Lee Street to Hidden Creek Lane, and along East Lee Street from U.S. 29 to Walker Drive.
Refuse shall be screened.	Refuse storage and pick up and loading areas will not be visible from Walker Drive or the Eastern Bypass (US Route 17/15/29). Refuse shall be screened. Refuse pick-up and street cleaning shall not occur between 10PM–7AM.

Allowed By-Right	Proffered
None required in Industrial; Required in I-PUD	A unified sign program for Land Bays A – E (the existing buildings and property owners are not subject to this proffer).
Required at site plan	A current Jurisdictional Wetlands and Waters of the United States Determination at the time of the first Post Zoning Master Development Plan submission, not site plan.

Analysis: Outside the Historic District boundaries the Town has no ability to regulate the design of buildings without a legislative process. Not having specified end users presents challenges on regulating design. As proffered, the Design Guidelines lack details and architecture type as many options are presented. Staffs concerns on large blank walls has been offset with proffering of front elevations of the non-residential buildings being required to have a 3-6 foot difference in front building plane. However, despite the applicant proffering “360 degree architecture” this breaking up of the building plane is only on the front of the buildings.

As proffered, the Design Guidelines also remain vague with no specifics on the Central Plaza location beyond Land Bays A - C, and no specific street cross sections. The street section on Sheet 3 of 5 titled “On-Site Proffer Plan” is for reference only per how the proffers are written. If it were proffered, the Main Street Cross Section detail is lacking in design provisions for “human scaled, pedestrian friendly, Main Street area” as the proposed sidewalk is the required standard 5’ width. There are no design details for landscaping, buffers, and outdoor seating normally consistent with this type of development.

Transportation

Allowed By-Right	Proffered
None Required	Construct a roundabout at its Site Entrance A, left turn lanes on Walker Drive at Site Entrance B and C, and crosswalks at Site Entrance B, C and on East Lee Street.
None Required	Not develop the property in a manner that precludes a roundabout at Walker Drive and East Lee Street.
None Required	\$300,000 towards a roundabout or signal at the intersection of Walker Drive and East Lee Street.
None Required	\$100,000 towards signalization of U.S. 29 Bypass and Meetze Road.
None Required; Right-of-Way Needs Considered at Site Plan	Dedicate right-of-way reasonably necessary to construct roundabout at no cost to the Town or VDOT.
None Required	Traffic Control Warrant Studies in connection with Site Plan or Post Zoning Master Plan Development
None Required	Crosswalks will be constructed on Walker Drive at Breezewood Drive, Hidden Creek Lane, and East Lee Street.
None Required	Opticon, or other traffic emergency management program utilized by the Town will be installed in connection with any signalization.

Analysis: Considerable time has been devoted to the overall transportation improvements at the entrance of the proposed development, Land Bay A, as well as East Lee Street. As requested by VDOT and the Town, the applicant performed a Traffic Impact Analysis as well as a subsequent Roundabout Study. The speculative nature of the project makes it more difficult to anticipate transportation improvements and the associated timing. Staff has worked with VDOT and the applicant to offset concerns as much as possible to ensure the possibility of the roundabout options, rather than a signalized intersection. Since the Planning Commission, the applicant modified the proposed uses in Land Bay E from Retail/Restaurant to General Office. According to the Town's transportation consultant, this modification would likely result in a reduction in anticipated trip generation for the overall project. Thus the change does not require a new TIA.

It is also useful to note that staff worked with the Town's transportation consultant to examine the property's by-right built build out using the existing land use pattern, the trip counts generated would reach 90% of the anticipated trip counts of the proposal for Weekday PM Peak Hour, 75% of the anticipated trips for the Saturday Mid-Day Peak Hour, and 80% of the anticipated trips for Daily. Staff believes based on the potential by-right trip generation that the applicant has off-set its impact of the proposal.

Parks and Recreation

Allowed By-Right	Proffered
5' concrete sidewalk on the frontage of Walker Drive	5' concrete sidewalk on the frontage of Walker Drive
None required	Internal pedestrian/bicycle trail network for Land Bays A-D (excludes Land Bay E and existing buildings).
None required	\$40,000 to the Town to use at its discretion in the construction of an interconnecting trails system in the vicinity of the property.
None required	Three bicycle racks and a play fountain/splash pad.

Analysis: A pedestrian analysis was agreed to in the scoping meeting by the applicant, but one was never provided as part of the TIA. Staff has worked with the applicant on this issue and a Pedestrian Access Exhibit was submitted in the current submission; however, no onsite details are shown.

The applicant proffered to design an internal pedestrian/bike trail network and provide crosswalks on Walker Drive. However, this proffer is only for Land Bays A – D resulting in the existing buildings and Land Bay E serving as barriers to the bicycle/pedestrian trail connection to Academy Hill Road as identified in the Comprehensive Plan. There is also no proffered park allocations or details, thus staff finds this portion of the application to be lacking considering the introduction of mixed-use housing.

Storm Water Management

Allowed By-Right	Proffered
Follow Local and State Laws	Follow Local and State Laws

Analysis: There is no discernible impact that was not addressed under the land use section.

Fire and Rescue/Public Safety

Allowed By-Right	Proffered
None required	\$20,000 to the Town for Fire and Rescue services
None required	\$20,000 to the Town for Police services

Analysis: The proffered development plan places a restriction on square footage unlike the by-right option subsequently reducing overall square footage. However, the introduction of mixed-use residential creates an increased burden on public safety. To offset this impact the developer offered the cash proffer contributions as Police and Fire and Rescue both have capital expenditures in the CIP.

Water and Sewer

Allowed By-Right	Proffered
All development within the Town is required to be served by public water and sewer.	Shall connect to sewer and water provided by the Town.
Water Main Extension-None Required	The Applicant shall extend at its expense the water main that currently dead ends at Hidden Creek to provide for a loop.
Meter is based on fixture counts; typically master metering one per building. Condos not permitted.	The applicant shall individually meter each condo unit, rather than master meter the multi-level building.

Analysis: As proffered the cap on square footage is less than the typical by-right development pattern, but the use type change is of concern to the Public Works Department and they have worked with the applicant to offset the impact of the development with predictability of the burden to the sewer and water systems through individual meters. As proffered, the applicant is individually metering the condo units (40) in lieu of master metering of the buildings. Condo units are not permitted under the by-right zoning.

As proffered, to ensue he individual metering, the applicant will construct not less than 75,000 square feet of new non-residential Gross Floor Area (“GFA”) prior to the issuance of the 41th building permit. This was intended to reference the individual condominium units as requested by Public Works.

Property Owner’s Association

Allowed By-Right	Proffered
None Required	A property owners association will be created for the maintenance and repair of common areas (the existing property owners are not subject to this proffer)

Analysis: As proffered the applicant is providing for the establishment of a Property Owners Association to be created for the maintenance and repair of common area, including the SWM. As proffered, this does not include

the existing business owners.

Waivers and Modifications

Allowed By-Right	Proffered
Industrial Minimum 85%	5% Waiver from Land Use Bays
Commercial Maximum 15%	
Residential not permitted	

Analysis: As proffered the applicant is requesting a waiver for the existing land use mix in the land use chart. It previously had been proffered at 10% and has subsequently been reduced to the 5%. At this time staff does not support this waiver as there is no demonstration of burden on the applicant.

Post Zoning Master Development Plan

Allowed By-Right	Proffered
None required	Provide a Post Zoning Master Development Plan

Analysis: Nothing is required before site plan of the by-right development, to help off-set the uncertainty, the applicant created Post Zoning Master Development Plan (PZMDP) process. As proffered, the PZMDP is to be submitted before the site plan stage to the Planning Director who will then forward to the Town Council to “ensure that development occurs in a manner that comports.” The PZMDP is a “courtesy review” and the Town Council’s “non-binding determination that a proposed PZMDP is consistent with applicable proffers, ordinance, and regulations” means there will be the opportunity for more detailed discussion on the development of the property. However, the Town will have no approval authority of the PZMDP. In addition, the applicant will provide a PZMDP that “covers the entirety of the property” with the exception of Land Bay E. The applicant has treated Land Bay E in this case, and throughout the project, as “sufficiently distinct from the remaining Land Bays.”

IV. Recommendations

The Planning Commission voted 6-1-0 (Downes opposed) to recommend denial of ZMA 16-01 to the Town Council 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.

Since the Planning Commission vote, the applicant has worked to address their concerns. Staff has reviewed and commented on several draft submissions and the Town Council held a work session in May. This final submission is a large step forward from what was presented to the Planning Commission in February.

Detailed in Attachment B there are several components of this proposal that are in keeping with the Comprehensive Plan goals, including economic development, creating an attractive gateway into Town, providing for a variety of housing types not currently available in Town, creating a non-strip development, and providing for a sound transportation system that includes bicycles and pedestrians.

Speculative rezonings are often difficult as there is not an end user specifying the final product; this particular application is further complicated by a Comprehensive Plan that does not designate Planned Unit Developments. The applicant has tried to address this by proffering a Post Zoning Master Development Plan process.

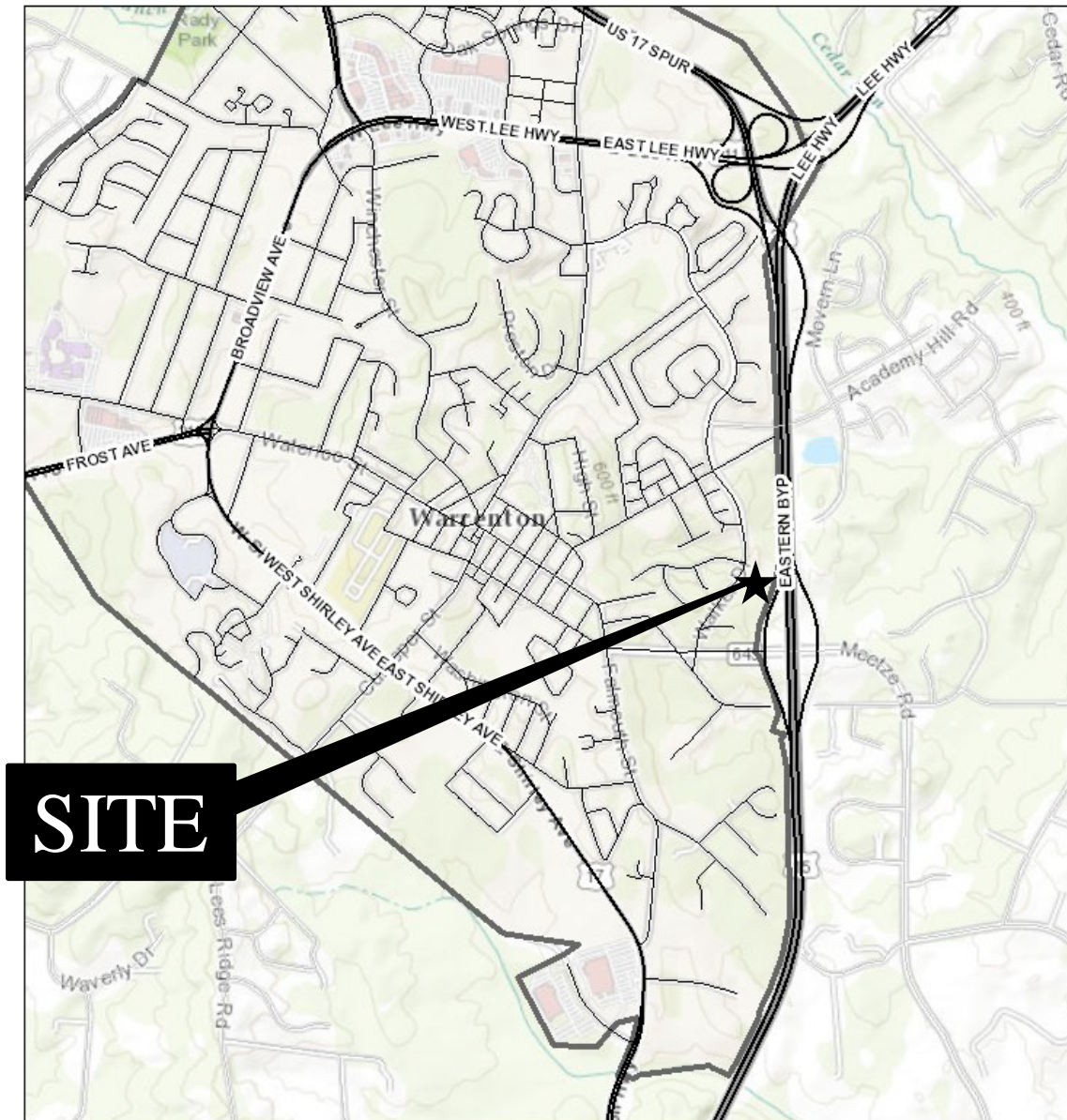
Combining these factors with the understanding that the by-right transportation would generate upwards to 90% of the trips anticipated and the fact the by-right development could ultimately be more intense, less attractive, and create more of an industrial impact on the adjacent neighborhoods.

Staff recommends Approval of ZMA 16-01 provided that the Town Council works with the applicant on the few remaining outstanding issues of:

- Interparcel access
- Removal of the Health and Fitness use exclusion
- Removal of the 5% waiver for the Land Use bays
- 360 Degree staggered façade treatment
- Removal of encroachment on the 30' Landscape buffer
- Proffered compliance of a Unified Sign Package for the Entire Subject Property
- Inconsistencies between the Proffer Statement and Master Development Plan
- Language in the PZMPD that allows for staff to work with the applicant on a “human scaled, pedestrian friendly” Main Street cross section with smaller travel lanes, wider sidewalks, landscaping and bicycle provisions.

Attachment A - Map VICINITY MAP

Town of Warrenton, VA WebGIS



February 6, 2017

Major Roads

— <all other values>

— COUNTY

— LOCAL

MAJOR

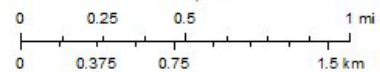
MINOR

PRIVATE

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Town Limits

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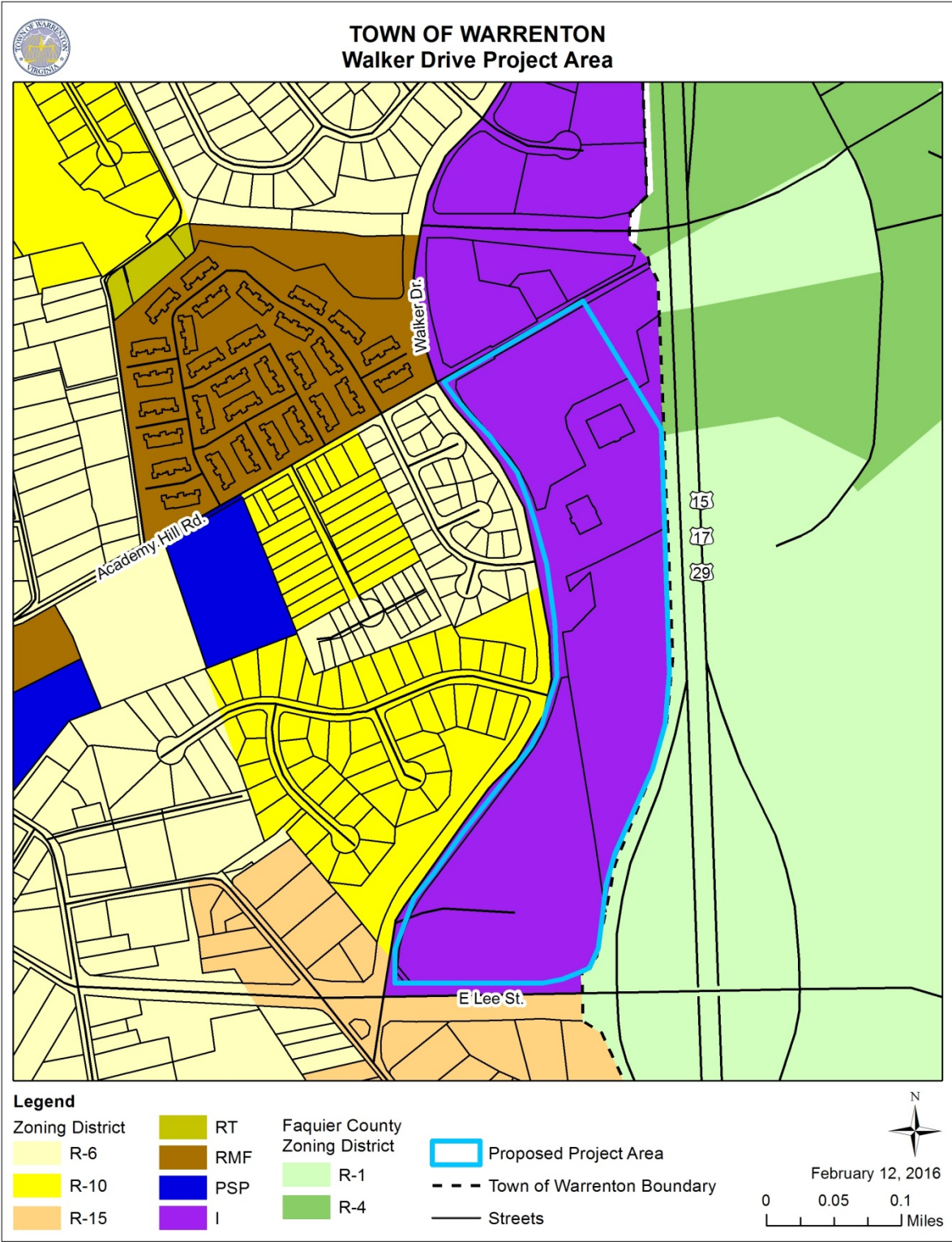


Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Attachment A - Map AERIAL MAP

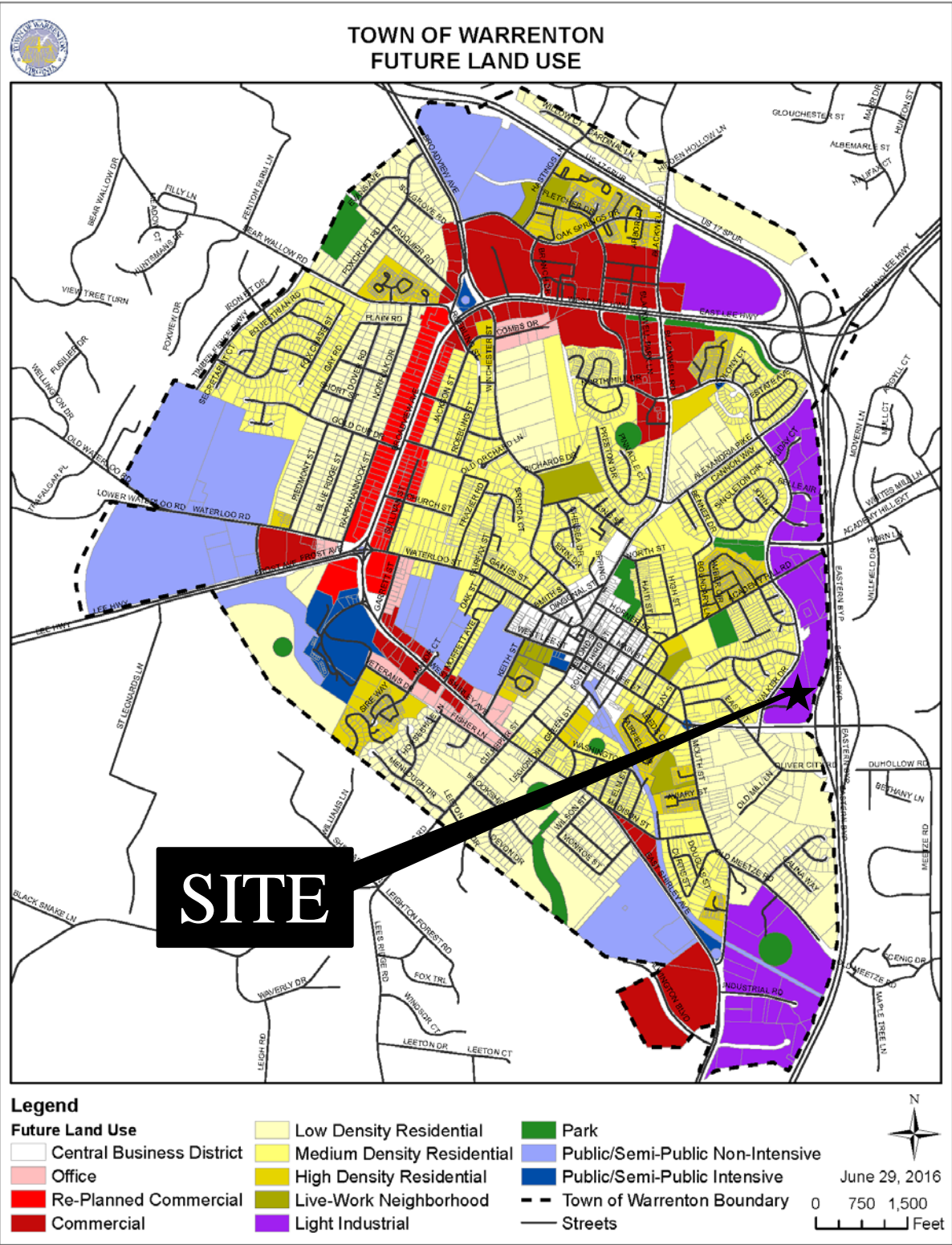


Attachment A - Map EXISTING ZONING MAP



Attachment A - Map

LONG-RANGE LAND USE MAP



Staff Analysis

This analysis is based on the Comprehensive Plan, Zoning Ordinance, and review comments by Town Departments, Fauquier County, Virginia Department of Transportation (VDOT), and Kimley-Horn, Town Technical Transportation Advisor. The standards/analysis tables in the sections below contain the criteria for Planning Commission and Town Council consideration of Zoning Map Amendments, per Article 11-3.9.12, and the items Town Council is to determine for Commercial and Industrial Planned Unit Development applications (Article 3-5.2.3.2).

Request

The applicant is proposing to rezone multiple parcels along the southeast portion of Walker Drive 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, commercial, and residential uses to vary by 5% for each land bay, yet not to exceed the proposed total square footage for the overall project. The rezoning request includes proffers, waiver requests, a Master Development Plan, and Design Guidelines.

SITE – SOUTHERN PORTION (LAND BAYS A-D) NORTHERN PORTION (LAND BAY E & EXISTING LAND BAY)			
LAND AREA	USE	USE CATEGORY	MAXIMUM USE AREA (GSF)
LAND BAY “A”	GENERAL OFFICE	INDUSTRIAL	20,550
	RETAIL	COMMERCIAL	6,288
	RESTAURANT	INDUSTRIAL	6,288
	ENTERTAINMENT	COMMERCIAL	35,000
LAND BAY “B”	ENTERTAINMENT	COMMERCIAL	21,000
	RETAIL	COMMERCIAL	14,263
	RESTAURANT	INDUSTRIAL	14,263
LAND BAY “C”	GENERAL OFFICE	INDUSTRIAL	6,703
	RETAIL	COMMERCIAL	15,814
	RESTAURANT	INDUSTRIAL	2,500
LAND BAY “D”	GENERAL OFFICE	INDUSTRIAL	10,103
	RETAIL	COMMERCIAL	7,603
	RESTAURANT	INDUSTRIAL	2,500
	MULTIFAMILY RESIDENTIAL	MIXED USE RESIDENTIAL	76 UNITS (80,824 GSF)
LAND BAY “E”	GENERAL OFFICE	INDUSTRIAL	20,000
	MULTIFAMILY RESIDENTIAL	MIXED USE RESIDENTIAL	40 UNITS (60,000 GSF)
EXISTING LAND BAY	OFFICE/HEALTH CLUB	INDUSTRIAL	73,139

This application for rezoning encompasses 15 parcels and 31.3804 acres. On the northern end of the properties are two existing office buildings known as Old Town Athletic Club or OTAC I and II. These buildings are two stories and contain Medical Offices and Fitness Facilities. A third building (OTAC III) is under construction adjacent to OTAC I and II and will be three floors of Medical Offices, Fitness Facilities, and General Office spaces. An existing Stormwater Management/Best Management Practices Facility (SWM/BMP) serving OTAC I, II, and III is located between these two buildings, adjacent to U.S 29/15/17.

The site is bounded by existing roads with the Eastern Bypass U.S. 29/15/17 to the east, Walker Drive to the west,

Attachment B – Staff Analysis

Academy Hill Road to the north, and East Lee Street to the south. U.S. 29/15/17 is designated as a Corridor of Statewide Significance. Currently, East Lee Street serves as a gateway into the Town’s historic district and Main Street; Walker Drive is a 4-lane divided road serving a number of developed businesses and residential neighborhoods. Directly west of the property are the existing residential communities of Edgemont and Breezewood.

The following table summarizes the area characteristics (see maps in Attachment A):

Direction	Land Use	Long Range Future Land Use Map Designation	Zoning
North	Animal Clinic	Light Industrial	Industrial
South	Residential	Low Density Residential	R-15
East	Highway, Church, Undeveloped	Residential	Fauquier County R-1 & R-4
West	Residential	Medium Density Residential	R-6, R-10, R-15

Comprehensive Plan Analysis

Through wise land use planning, the Town ensures that landowners are provided a reasonable use of their land while the Town is able to judiciously use its resources to provide the services for residents and employers’ needs. The future land use plan section of the Comprehensive Plan (including the goals, objectives, policies and Future Land Use Map) brings together the ideas, studies, trends, and projections to create a general pattern of relationships between different land uses. This section of the Plan provides a representation of how the Town can position itself to preserve its essential character and identity, while meeting the needs of a changing community. Several important purposes of the Future Land Use Plan include accomplishing goals and objectives, decision-making aid, basis for zoning, coordination device, and foundation for planning.

The Comprehensive Plan designates this site as Light Industrial in the Future Land Use Map. The Industrial Goal states *“To encourage and plan for clean and light industrial activities that are economically beneficial and compatible with the needs, character, and environment of the Town.”* Light Industrial areas are envisioned to *“include light manufacturing, flex industrial uses and wholesale commercial uses, with limited office uses. Industrial land uses should be limited to uses that do not generate inordinate amounts of noise, smoke, dust, odors, heat, or electrical disturbances. Industrial sites should be co-located or located near one another. Scattered or strip sites are strongly discouraged. Uses should be limited to those that will provide a variety of light industrial uses that will contribute to the creation of new businesses and retention and expansion of existing businesses, with very limited support for commercial uses allowed as integrated elements of the industrial development for the purpose of reducing traffic generation from the site.”*

The Comprehensive Plan goes on to describe the goals and objectives of Light Industrial as:

By creating and expanding these (Industrial) sites, it will reduce the amount of persons commuting towards Northern Virginia, and thereby reducing travel time and congestion to name a few. The areas proposed for light industrial shown on the future land use map should adhere to the following standards and guidelines.

Attachment B – Staff Analysis

- *Access to industrial areas should not conflict with residential traffic, and therefore, should be separated from other types of traffic. This should be accomplished by a road system that permits separation of uses. The non-residential traffic should be routed to collector roads and highways as quickly as possible.*
- *Industrial uses should be supported with public utilities. In addition, where other utilities are not available, such as natural gas, electric, and phone, those companies should be encouraged to extend their services into industrial areas.*
- *A set of performance standards should be established in order to mitigate any potential adverse impacts that may be emitted by a particular use.*
- *When designating, and/or developing industrial sites, particular attention should be given to buffering adjacent non-industrial uses, including appropriate landscaping, screening, setbacks, and open space.*
- *When evaluating new locations for industrial sites, compatibility with adjacent uses should be carefully considered. Industrial uses should be located adjacent to compatible uses.*
- *Uses should be limited to those that will provide a variety of light industrial uses that will contribute to the creation of new businesses and retention and expansion of existing businesses, with very limited support commercial uses allowed as integrated elements of the industrial development for the purpose of reducing traffic generation from the site”.*

The 2002 Comprehensive Plan calls for an adequate supply of land for clean and light industrial development. It further states *“the Town will promote the complete development of those sites designated in this Plan, but recognizes that the supply of such land within Town is limited, and that most of Warrenton’s job growth will be in the retail and office sectors, not industrial.”*

Standard	Analysis
Whether the rezoning request, if granted, would further the public interest, and whether it conforms with the goals, objectives, and policies of the Comprehensive Plan.	The Comprehensive Plan does not consider Planned Unit Developments, but does promote mixed developments and uses.
Whether the rezoning is consistent with the Town's Future Land Use Plan, as identified in the Comprehensive Plan, and established character of the area and land use patterns.	The Future Land Use Map within the Comprehensive Plan does not specifically include Planned Unit Developments and ZMA 16-01 is designated as “light industrial”. The Comprehensive Plan encourages campus-style plans over strip-development for industrial areas and recommends integrating uses within planned neighborhoods.
Whether the rezoning is justified by changed or changing conditions.	The applicant believes that there is demand for a mixed-use development within the Town of Warrenton.

Proposal’s Strengths

- As this is an application to rezone to a Planned Unit Development (PUD), which the Comprehensive Plan does not specifically include in the Future Land Use Map, it is important to look at other goals of the Comprehensive Plan. Specifically, the Comprehensive Plan calls for 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.”

Further, the Comprehensive Plan discourages new development in scattered strip sites. Instead it favors “*a safe, efficient and multi-modal transportation system for the movement of people, goods and services, in and around the Town, that is consistent with the historic fabric, land use pattern and expected future fiscal needs of the Town.*”

As the applicant points out in the Narrative Statement, the proposed rezoning seeks to address the Comprehensive Plan’s objective to promote “*mixed-use development as an economical and environmentally sound use of land.*”

Proposal’s Weaknesses

- The speculative nature of the proposal means the Town is not assured of the end users or if the design will ultimately be consistent with the historic fabric and land use pattern.

On balance, this application is found to be consistent with the relevant mixed use land use components of the Comprehensive Use Plan. The Industrial Plan Unit Development Zoning District was drafted and approved without corresponding amendments to the Comprehensive Plan Sections making full consistency unachievable as there is no Future Land Use designation tied to the Industrial Planned Unit Development zoning.

Town Design Analysis

An attractive, well-designed community will attract quality development, instill civic pride, improve the visual character of the community and create a strong, positive image of the Town of Warrenton. In the 2002 Comprehensive Plan, there is extensive focus on town design policies and guidelines that further the Town’s goals of promoting a visually pleasing Town environment and preserving the Town’s scenic views, “small town” atmosphere, and landscape character. Trends in new development are influenced by modern economic and cultural forces that can conflict with the historic character and “*reduce the visual distinction of Warrenton in relation to other communities.*”

Thus, the Comprehensive Plan seeks to address these potential conflicts by encouraging newer development to incorporate the historic pattern and scale of Old Town “*to guide the character of new architecture and urban design efforts for newer areas of Town.*”

Specifically, the Comprehensive Plan states:

“...it is critical that the Town not only preserve and maintain the historic fabric, but also that it use this fabric as the model for guiding new development within and adjacent to the Town. Such an effort is a continuing challenge because of the pressures for non-pedestrian scale development...However, the Town can take steps to influence the design of new development to make it more compatible with the historic character...”

Mixed use development is encouraged throughout the 2002 Comprehensive Plan. This particular application is in keeping with the Traditional Urban Design Policies and Guidelines. Highlights include:

- *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.*
-
- *New residential neighborhoods should incorporate the features listed above, as well as garages located toward the rear of the lot rather than the front.*
 - *New commercial development should incorporate the features listed 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.*
 - *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.*
 - *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.*
 - *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.*
 - *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.*

Standard	Analysis
<p>The pattern of development within the respective PUD is consistent with the features of the Town's traditional design and development patterns and expands the opportunity for a Live-Work environment as identified in the Warrenton Comprehensive Plan.</p>	<p>This application has potential to be in keeping with the Traditional Urban Design Policies and Guidelines. The applicant's proposal and Design Guidelines could help ensure these goals are met. However, at this time there are no proffers of street details, or sidewalk sizing to reference when determining consistency with the goals of the Comprehensive Plan.</p>

Proposal's Strengths

- As proffered, the site will not contain any plain or painted concrete masonry unit block buildings. Vinyl or metal siding is not to be used, as proffered. New buildings shall include "360 degree architecture" with architectural grade stone, wood, and glass, hardiplank, architectural grade block, stucco, or a combination of materials. This provides additional security concerning the final design of the buildings.
- As proffered, the site will contain a play fountain/splash pad, and internal pedestrian and bicycle trail network in Land Bays A-D, and three bicycle racks. These may help provide additional recreational opportunities in the area.
- As proffered, the required 20,000 square foot Central Plaza shall be located in Land Bays A-C. It is to be constructed in conjunction with Land Bay B or sooner.
- As proffered, site lighting shall comply with the Town's photometric standards applicable to a lighting plan for the Project to be submitted with the site/subdivision plan for the development of the Property. All parking lot lights shall have full cut off fixtures which direct light downward and inward and all building-mounted lighting, if any, shall be directed or shielded in such a manner to prevent glare from projecting onto adjacent properties or public rights of way.

Proposal's Weaknesses

- As proffered, the Design Guidelines are to be in General Conformance with the document dated May 15, 2017 subject to modifications. While the applicant has verbally stated a desire for a "Main Street" type development, nowhere is this stated in the proffers, nor the Design Standards. There is a reference to a "human-scaled, pedestrian-friendly, Main Street development with public gathering spaces" under the proffer addressing the Central Plaza (an element that is required by the Zoning Ordinance). Additionally, the street section on Sheet 3 of 5 titled "On-Site Proffer Plan" is for reference only in accordance with how the proffers are written. If it were proffered, the Main Street Cross Section detail is lacking in design provisions as the proposed sidewalk is the standard 5' width. There are no design details for landscaping, buffers, and outdoor seating normally consistent with this type of development.
- As proffered, the Design Guidelines contain multiple architectural styles from contemporary to traditional to art deco. Both the Comprehensive Plan and the Zoning Ordinance speak to the goal of replicating the "feel" of historic Warrenton. It would be helpful if the applicant specified architectural features to ensure design quality. For example, some of the pictures illustrate varying styles, colors, and setbacks by each storefront.

Final building elevation design shall be determined at Site Plan submission or the proffered Post Zoning Master Development Plan submission.

- As proffered, a final site layout is not shown in the Design Guidelines. The final site layout shall be determined at Site Plan submission or the proffered Post Zoning Master Development Plan submission. It is important to note the future uses may come in piecemeal and the proffers state the building materials for Land Bay D will be consistent with materials and architectural features of buildings located in Land Bays A, B and C. However, as written, there is no reference to Land Bays A, B, C, and E speaking to each other.

On balance, while the stated intent of the application is found to be consistent with the relevant components of the Town Design section of the Comprehensive Plan as a mixed-use, Main Street type development there are no guarantees in design based on the current application. Additionally, there is little certainty beyond the fact an internal trail network is proffered for Land Bays A-D in the provisions for bicycles, pedestrians, and trails, as well as landscaping, to ensure the Town realizes the applicant's vision.

Zoning Analysis

The legislative intent of the Industrial District is *“to implement the Town’s Comprehensive Plan by providing for a variety of light manufacturing, fabricating, processing, wholesale distributing, and warehousing uses appropriately located for access by highways and providing a controlled environment within which signing is limited, uses are to be conducted generally within completely enclosed buildings, and a moderate amount of landscaping is required. In order to preserve the land for industry, to reduce extraneous traffic, and avoid future conflicts between industry and other uses, business and service uses are limited primarily to those which will be useful to employees in the district and future residential uses are restricted.”*

If ZMA 2016-01 is approved, these parcels will be subject to the requirements under the I-PUD Zoning District. Per the Zoning Ordinance, the legislative intent of the PUD/I-PUD District is *“to encourage innovations in residential and nonresidential development so that the growing demands of Warrenton may be met by greater variety in type, design and layout of buildings and housing types and to achieve the purposes set out in Section 15.2-2283 of the Code of Virginia, the Town's Comprehensive Plan, and the following specific purposes of:*

3-5.2.1.2 Commercial or Industrial Planned Unit Development

1. *Increasing economic opportunities through planned communities that include light industrial and/or commercial business parks with on-site residential development conducive to implementing the Goals and Objectives of the Comprehensive Plan.*
2. *Developing gateway communities to maintain and convey a sense of the Town's unique character by utilizing mixed-use development compatible with Warrenton's historic environment.*
3. *Discouraging stereotypical "strip development" and encouraging creative urban design through zoning and subdivision regulations that incorporate flexible design standards, incentives and bonuses. Therefore, the PUD process shall permit a freer placement of buildings within the project area than the conventional subdivision system. In consideration of the unified development concept, the total project parcel shall be the unit of regulation and density shall be calculated on a project-wide basis to permit the clustering of buildings to create open space and preserve natural site features.*
4. *Maintaining and encouraging efficient land use patterns that integrate residential, commercial, public and employment in planned neighborhoods.*

Attachment B – Staff Analysis

5. *Targeting and recruiting new private sector employers in specific commercial and industrial uses to maintain and enhance a balanced tax base through the expansion of employment opportunities that complement and support Main Street.*
6. *Promoting professional offices and their contributions to a balanced mix of employment opportunities.*
7. *Balancing multi-modal transportation needs including motor vehicles, bicycles and pedestrians.*
8. *Reducing vehicular traffic by locating employment and housing within one development.*

Standard	Analysis
Whether the rezoning, if granted, would create an isolated district unrelated to adjacent districts.	A rezoning to I-PUD will allow residential uses and additional commercial uses within the proposed development and will encourage creative design, which will help transition the adjacent districts to the proposed development.
Whether the rezoning will be compatible with properties and uses in the vicinity and not have an adverse impact on these properties or their values.	The properties in ZMA 16-01 are zoned Industrial (I) and are adjacent to residential districts. A rezoning to I-PUD will allow residential uses and additional commercial uses within the proposed development, which will help the project's transition to adjacent neighborhoods. The setting along the busy eastern corridor of Town is a prime gateway location for encouraging creative urban design and incorporation of flexible design standards, incentives and bonuses. The PUD process permits freer placement of uses within the project area, allowing the clustering of buildings to create open space and preserve natural site features. The applicant is proposing to replace the I-PUD land use mix with one that closely meets, but is slightly more residential and less industrial uses. While staff has questioned the land use mix, there is an opportunity for mixed-use development that is compatible with, supports, and enhances the quality of life of residents of the adjoining neighborhoods.
Existing and proposed land uses adjacent to the site have been considered.	
The amount and relationship of the various types of industrial, commercial, and residential uses proposed by the development are documented.	
Whether there are adequate sites available elsewhere in the Town for the proposed use, or uses, in districts where such uses are already allowed.	There are a limited number of large parcels available for development within the Town of Warrenton. In addition, the Town currently does not have any I-PUD zoning designations. The proposed uses are allowable within other zoning districts, though not as mixed-use developments. The property is in a unique situation due to its size and location that presents challenges, but offers clear opportunities for vital, functional new private sector employers to maintain and enhance a balanced tax base through the expansion of employment opportunities that complement and support Main Street.
Whether a reasonable and viable economic use of the subject property exists under the current zoning.	The uses allowed under the current zoning allow for economically viable light industrial uses. The proposed rezoning would allow for increased diversity of uses. The integration of residential, commercial, public and employment prospects in planned neighborhoods will strengthen the economic viability of the parcel and the Town as a whole.

Proposal's Strengths

- As proffered, the proposal offers a level of certainty to the future land uses and square footages of each use. There is the potential for additional assurances that the site develops with some consistency across multiple parcels in terms of design standards, expected uses, and density. This certainty does not exist with a by-right development.
- The maximum allowable density under the proposed I-PUD rezoning is 0.60 FAR. The applicant is proposing a FAR of 0.289+/-.

Proposal's Weaknesses

- Due to the lack of detail in the application, staff is unable to verify that the application meets all applicable zoning ordinance requirements. Many of these items are verifiable at time of Site Plan submission or the proffered Post Zoning Master Development Plan submission. Zoning items to be verified at time of Post Zoning Master Development Plan submission include open space, parking, building heights, uses, landscaping, and buffers.
- The treatment of the Planned Unit Development is often not across all land bays. For transportation, trails, signage, open space, design, Property Owners Association, and others components, the applicant has treated the existing buildings and Land Bay E as “sufficiently distinct” from Land Bays A-D.
- The application does not meet the adopted Zoning Ordinance land use mix for the I-PUD but instead proposes a new land use mix which could be applied per legislative action of approval of this rezoning. This land use mix would apply only to this subject property and nowhere else in Town. In addition, the applicant is requesting a 5% waiver for the building square footage for each land bay; however the overall project square footage would not exceed the approval. Staff cannot support the waiver at this time as the hardship is undetermined.

I-PUD Land Use Mix	Zoning Ordinance (Article 3-5.2 2016 Amendment)	Applicant Proposal
Industrial	Minimum 50%	39.32%
Commercial	Maximum 30%	25.19%
Residential	Maximum 20%	N/A
Mixed Use Residential	Minimum 5%/Maximum 35%	35.49%
Open Space	Minimum 20% (15% with Healthy Lifestyle Bonus)	Proffered to Meet

- The applicant proffered all mixed use residential buildings are to have non-residential uses on the first floor. Sheet 2 of 5 titled “Land Bay Plan” contains a note stating “Mixed use residential buildings shall contain non-residential uses in all or a portion of the ground floor for each applicable building.” The intent of the applicant is unclear. Staff would recommend a statement that when inconsistencies are found between the proffers, Master Development Plans, and Design Guidelines, that one document prevails. In this case, the prevailing document should be the proffers. In other cases the Master Development Plan might prevail, like in the sewer line extension detailed on page 4 of 5.

Attachment B – Staff Analysis

- The Zoning Ordinance section on signage requires a comprehensive sign package. The 2002 Comprehensive Plan specifically calls out signage under Town Design. Signage is recognized as a powerful influence on how a community feels, therefore it is recommended to be “*coordinated, harmonious and...enhance the appearance of the Town rather than detract from it.*” The guidance goes on to argue that “coordinated and harmonious” helps business and promotes tourism. Lights on commercial and residential buildings should be carefully placed and not excessively bright. As proffered, the applicant will submit a unified sign program for Land Bays A – E. However, as written, the existing buildings and property owners are not subject to this proffer. This is referred to later in the proffers as a Comprehensive Sign Program/Package under the Post Zoning Master Development Plan and the Zoning Ordinance.
- The applicant has proffered out the use of health and fitness facilities. Staff has indicated throughout the process that the Town has no interest in this proffer and that it may not be in the best interest of the Town’s economic development. The applicant has the ability to deed restrict their own property.

On balance, as proposed, consistency with the Zoning Ordinance will need to be verified at time of Post Zoning Master Development Plan submission and/or Site Plan submission. However, at that time, the Town cannot impose new conditions and the applicant cannot propose new proffers without a legislative application. Therefore, should there be elements of the Master Development Plan or Site Plan that do not meet the Zoning Ordinance, additional legislative action could be needed.

Natural Environment Analysis

The Natural Environment section of the Comprehensive Plan Environment Plan sets out policies and objectives that further the Town’s goals to (1) enhance the Town’s aesthetic character through preservation of significant natural features and vistas and through landscaping and tree planting; (2) preserve the visual and ecological value of the Town’s significant natural resources, including floodplains, steep slopes and mature vegetation; and (3) preserve the scenic, rural views from within the Town to the surrounding areas. This section includes recommendations relating to: the preservation of usable open space, conservation of natural resources, promoting the use of existing topography, minimization of existing tree cover loss, promotion of additional landscaping, incorporation of environmentally sensitive development techniques, improvement of air quality, identification of problematic soil issues, enhancement of surface and groundwater quality, limitations on impervious surfaces, and limitations on excessive outdoor lighting and noise levels.

Within the proposed rezoning area there is an existing Stormwater Management/Best Management Practices Facility (SWM/BMP) serving OTAC I, OTAC II, and OTAC III, located between these buildings next to U.S 29/15/17. Additionally, a non-functioning SWM/BMP facility is located within Town owned property, approximately in the center of the proposed rezoning area, along with sanitary sewer utilities. Steep slopes exist within the center and northern portions of the proposed rezoning area, and at least one blue line stream appears to cross the parcel. A 2008 Wetland Delineation Report for this area found no areas warranting delineation. However, it will need to be updated, and the applicant has proffered to do so, to reflect current conditions and regulations, as a US Army Corps of Engineers’ Jurisdictional Determination is valid for a five year period.

Standard	Analysis
Whether the effect of the proposed rezoning on environmentally sensitive land or natural features, wildlife habitat, vegetation, water quality and air quality is compatible with the Town’s Comprehensive	The rezoning could include environmentally sensitive land but the applicant does not anticipate negative or off-site environmental impacts. Additional state-required MS4 nutrient reductions and water quality/water quantity controls may be needed at the

Attachment B – Staff Analysis

Plan.	time of site plan, considering the large amount of pavement within the proposed plan.
The effect of the rezoning on natural, scenic, archaeological, or historic features of significant importance.	No historic features of significance have been identified. The proposal does not include limits of clearing and grading or tree save areas despite large hard woods on site.
The preservation of trees, groves, watercourses, scenic points, historic spots, and other community assets and landmarks will be incorporated.	
The amount, location, and proposed uses of permanent open space achieved by the development are illustrated.	Open space is not shown on the proffered plans. It is proposed by the applicant to be included in the proffered Post Zoning Master Development Plan.

Proposal's Strengths

- As proffered, the site will have a 30' landscape easement along Walker Drive from East Lee Street to Hidden Creek Lane and along East Lee Street from U.S. 29 to Walker Drive. Within the 30' landscape easement, the Master Development Plan states that the trail/sidewalk, signage, utilities and site entrances may encroach on this landscape plan.
- As proffered, refuse pick-up and street cleaning shall not occur between 10pm and 7am. This proffer limits concerns with noise during early hours affecting neighbors.

Proposal's Weaknesses

- As one of the Comprehensive Plan's goals is "*To preserve the visual and ecological value of the Town's significant natural resources, including floodplains, steep slopes and mature vegetation*", careful consideration needs to be made for the steep slopes on the property and the existing mature vegetation. Steep slope suitability may come before the Planning Commission if the property is subdivided per the Subdivision Ordinance Article 4.
- As proffered, on sheet 3 of 5 titled "On-Site Proffer Plan" the Landscape Notes restate the Zoning Ordinance requirements, with the exception of the 30' easement that goes above the landscape requirements. That said, this buffer may also be encroached upon by the trail/sidewalk, signage, utilities and site entrances.
- Due to the applicant not submitting in the Master Development Plan a demonstration of how, or if, the site can meet various Stormwater Management requirements, it should be understood that even if the rezoning proposal is approved at the requested square footage, this does not guarantee the site can fully support the proposed uses. State and Zoning Ordinance regulations may result in a scaled back development.

On balance, it cannot be determined with full certainty that this application is consistent with the relevant components of the Natural Environment section of the Comprehensive Plan, Zoning Ordinance, and Virginia Stormwater Management regulations, as many components will not be reviewed until Post Zoning Master Development Plan or Site Plan submission.

Transportation and Circulation Analysis

The primary transportation and circulation goal for the Town of Warrenton is *“To encourage the development of a safe, efficient and multi-modal transportation system for the movement of people, goods, and services, in and around the Town, that is consistent with the historic fabric, land use pattern and expected future fiscal needs of the Town.”* The Transportation and Circulation section of the Comprehensive Plan sets out policies and objectives that work to further this goal. The section includes recommendations addressing improvements for pedestrian use, new street connections, parking and sidewalks, trails, cost sharing, traffic calming techniques, safety, and signage.

The applicant prepared a Traffic Impact Analysis (TIA) for the rezoning request, which was reviewed by Town staff, the Town’s transportation consultant Kimley Horn, and the Virginia Department of Transportation (VDOT). The TIA assumed the site would be developed in two (2) phases, with the first phase completed in 2018, and the second phase completed in 2019. At full build out the assumption was:

- 21,000 square foot bowling alley
- 35,000 square foot multiplex movie theater
- 37,356 square feet office space
- 55,967 square feet of retail space
- 33,550 square feet of restaurant space
- 116 apartment units

The property was analyzed assuming three access points along Walker Drive and one access point along Academy Hill Road.

Highlighted parameters of the TIA scope included:

- Study Periods – Existing, Phase 1 (2018), Phase 2 (2019), and six years after completion (2025)
- Study Hours – Weekday evening and Saturday midday peak hours
- Intersections to be included in the analysis:
 - Walker Drive and Academy Hill Road
 - Walker Drive and Breezewood Drive/Existing Office Building Access
 - Walker Drive and Hidden Creek/Site Access B
 - E. Lee Street and Falmouth Street
 - E. Lee Street and Walker Drive
 - E. Lee Street/Meetze Road and U.S. 29 Bypass southbound ramp
 - Meetze Road and U.S. 29 Bypass northbound ramp
 - Walker Drive and Site Access A
 - Walker Drive and Site Access C
 - Academy Hill Road and Site Access D
- Annual Growth Rate 1%
- Background included the approved yet to be developed Warrenton Crossing and Walker Drive by-right developments.

The summary of the TIA allocates 11,751 “net new trips” associated with the trip generation rates total for the subject site. The 2015 existing peak hour traffic volumes state an annual average daily trip (AADT) of 4,480 on Walker Drive between Breezewood Drive and Hidden Creek Lane.

Attachment B – Staff Analysis

The maximum capacity question of roads is looked at in terms of Level of Service; “A” being the best with free flow traffic; “F” being the worst with traffic at a standstill. 2015 Levels of Service at peak hours are A and B for intersections along Walker Drive, with the exception of the intersection between Walker Drive and E. Lee Street. At this intersection, LOS ranges from A to C depending on the turning movement. In 2025 the total peak hour traffic volume on Walker Drive between the proposed Site Entrance A (closest to E. Lee Street) and E. Lee Street is 14,340 AADT, according to the TIA. The Level of Service of Walker Drive in 2025 varies from A to F depending on the turning movements and intersection. The neighborhoods on the west side of Walker Drive have a LOS turning movement between A and B onto Walker Drive at peak hour Saturday PM with a proposed signal at the Site Entrance A.

The result of the TIA as it relates to this application is for three intersections to be signalized by the completion of this project and left and right turn lanes be provided on Walker Drive. The locations of the signals included:

- Walker Drive and Site Entrance A
- Walker Drive and E. Lee Street
- Meetze Road and northbound ramp U.S. 29 Bypass

An item of note is, the applicant recently modified the proposed uses in Land Bay E from Retail/Restaurant to General Office. However, per the Town’s transportation consultant’s review, this change does not create a negative impact, as General Office generates fewer trips than Retail/Restaurant uses.

The applicant, staff, transportation consultants, and VDOT worked together to address walkability, access to and within the site, and roundabouts as opposed to signals at intersections to allow for the continuous movement of vehicles. The Comprehensive Plan supports all these concepts, as does VDOT. Specifically, the Comprehensive Plan’s goals associated with the transportation include:

1. *To encourage the development of a safe, efficient and multi-modal transportation system for the movement of people, goods and services, in and around the Town, that is consistent with the historic fabric, land use pattern and expected future fiscal needs of the Town.*
2. *To create a transportation system that is sufficient to accommodate anticipated land use changes and be coordinated with transportation elements of the adjacent Warrenton Service District in Fauquier County.*
3. *To create transportation system improvements that are consistent with a sound fiscal policy and supported by reasonable contributions from private developers for a share in improvement costs.*
4. *To balance the needs of all modes of travel, including motor vehicles, bicycles and pedestrians, and ensure that each system supports the Town’s land use, economic and preservation goals.*

While the applicant’s roundabout analysis considered a two lane roundabout at East Lee and Walker Drive, the Virginia Department of Transportation did its own analysis with their consultant team RK&K to find a single lane roundabout would be feasible at the site. The main difference is the applicant’s consultant team did not take into account the right turning movements whereas the VDOT consultants did. The result is that a smaller footprint would serve the location. Below is a sketch of the VDOT/RK&K single lane roundabout:



The Master Development Plan sheet 4 of 5 titled “Transportation Proffer Plan” with the Proffer Statement includes the following improvements:

- The applicant will conduct traffic control warrant studies for the intersections of East Lee Street and Walker Drive, as well as U.S. 29 Bypass and Meetze Road in connection with the first site plan or as otherwise directed by the Planning Director.
- The applicant shall at no cost dedicate right-of-way for a roundabout at East Lee Street and Walker Drive per the request of the Town or the Virginia Department of Transportation.
- The applicant will construct a roundabout at its Site Entrance A, left turn lanes on Walker Drive at Site Entrance B and C, and crosswalks at Site Entrance B, C and on East Lee Street.
- The applicant will not develop the property in a manner that precludes a roundabout at Walker Drive and East Lee Street.
- The applicant will contribute either \$300,000 towards a roundabout or signal at the intersection of Walker Drive and East Lee Street.
- The applicant will contribute \$100,000 towards signalization of U.S. 29 Bypass and Meetze Road.
- There will be a 5’ concrete sidewalk on the frontage of Walker Drive and an internal pedestrian/bicycle trail network for Land Bays A-D (excludes Land Bay E and existing buildings). There will be three bicycle racks and a play fountain/splash pad.
- The applicant is proffering a \$40,000 contribution to the Town to use at its discretion in the construction of an interconnecting trails system in the vicinity of the property.

The applicant has declined to expand the proposed sidewalk/trail into a 10’ multi-use trail on Walker Drive, instead choosing to create an internal pedestrian/bicycle trail network for Land Bays A-D and proffer \$40,000 to the Town for interconnecting trails in the vicinity of the property. The applicant approached this application by separating Land Bays A-D from the existing buildings and Land Bay E. There is no interparcel access at this time for motorists, pedestrians, or bicyclists without the site across all land bays. This is an important consideration, as the intent of Planned Unit Developments is to create a “unified development concept” As proposed, people in Land Bay E will have to exit on to Walker Drive to access Land Bays A-D.

Standard	Analysis
Whether the impact that the uses that would be permitted if the property were rezoned will have upon the volume of vehicular and pedestrian traffic and	The TIA provided by the applicant shows that the proposal will have an impact upon traffic. As proffered, if warranted, the site will receive a turn signal, a

Attachment B – Staff Analysis

Standard	Analysis
traffic safety in the vicinity and whether the proposed rezoning provides sufficient measures to mitigate such impacts.	roundabout, turn lanes, and crosswalks. A left turn lane at the existing development was suggested but not proffered. A pedestrian analysis was requested but not provided.
The PUD is established in an area adjacent to an arterial highway and is served by a road network of minor arterial highways or higher as designated in the Warrenton Comprehensive Plan to efficiently and safely afford movement of the volume of vehicles generated by the development.	The proposed I-PUD is bounded by Walker Drive on the west, Academy Hill Road to the north, and East Lee Street to the South, and U.S. 15/U.S. 17 Bypass to the east. The U.S. 15/U.S. 17 Bypass has an exit onto East Lee Street, on the southern end of the project area.
Development is designed to promote quality lifestyles by encouraging pedestrian movement and reducing automobile movement. Therefore, connections shall be provided from the development to any adjacent existing and/or proposed sidewalks or trails.	As proffered, the site will contain crosswalks. The type of crosswalk is not defined (HAWK or signalized).

Proposal's Strengths

- The property and its users will benefit from the proffered installation of bicycle racks.
- As proffered, the site may receive additional transportation improvements in the way of improvements at East Lee and Walker Drive (if warranted), a roundabout at Site Entrance A, and turn lanes on Walker Drive. These improvements will help mitigate traffic impacts of the development.
- The applicant provided a roundabout study as requested by the Planning Commission.
- The Town transportation consultant determined that if the property were to build out by-right, using the existing development pattern, the trips generated by-right are 90% of the Weekday PM Peak Hour, 70% of the Saturday AM Peak Hour, and 80% of the Daily of the trips generated by the proposed development.

Proposal's Weaknesses

- Vehicle entrance radiuses, as shown on the Master Development Plan Transportation Sheet will need to meet the requirements of the Warrenton Volunteer Fire Department. This can be confirmed at time of Site Plan or Post Zoning Master Development Plan submission.
- As proffered, the site will contain a 5' concrete sidewalk along the property's frontage and an internal pedestrian/bicycle trail network for Land Bays A-D. As has been stated multiple times throughout the review process, the linkage along this property serves as a priority connection not only to the internal Town circulation for Academy Hill Park, Old Town, and residential neighborhoods for bicycles and pedestrians but also with the connection to the County's Whites Mill trail system. The internal trail system was a compromise during the process to remove it off Walker Drive as depicted in the Comprehensive Plan. However, as proffered it does not apply to the entire subject property resulting in no linkage to Academy Hill Road.
- The Zoning Ordinance Article 3-5.2.3.2 for I-PUD districts states "Development is designed to promote quality lifestyles by encouraging pedestrian movement and reducing automobile movement. Therefore,

Attachment B – Staff Analysis

connections shall be provided from the development to any adjacent existing and/or proposed sidewalks or trails.” The lack of internal interparcel access across all land bays has been an ongoing consideration for this application.

- The street section on the Master Development Plan sheet 3 of 5 titled “On-Site Proffer Plan” is for reference only per how the proffers are written. If it were proffered, the Main Street Cross Section detail is lacking in design provisions for “human scaled, pedestrian friendly, Main Street area” as the proposed sidewalk is the standard 5’ width. There are no design details for landscaping, buffers, and outdoor seating normally consistent with this type of development.

On balance, it cannot be determined with certainty that this application is fully consistent with the relevant components of the Transportation and Circulation section of the Comprehensive Plan, Zoning Ordinance, and VDOT standards/regulations, as many components will not be finalized until Site Plan submission or site development.

Housing Analysis

The primary housing goals for the Town of Warrenton are to: (1) encourage the development of a wide range of housing opportunities by type, design, and density for all residents of Warrenton; (2) provide for affordable housing options; and (3) encourage infill development in established areas that is compatible with existing uses and is also compatible in scale with the surrounding neighborhood. This section includes policies encouraging wide range of housing types, compatible/sensitive infill development, residential uses in downtown, additional housing for senior citizens, provisions for safe housing stock, and compatible accessory dwellings. This application proffers a maximum of 116 multi-family units/condominiums.

Standard	Analysis
The effect of the proposed rezoning to provide moderate housing by enhancing opportunities for all qualified residents of the Town.	The Letter of Justification describes these units as “high-end”. As such, they may not provide additional moderate housing opportunities, or “affordable” housing options. However, it does introduce a housing type of which the Town has a limited supply in an infill development.

Proposal’s Strengths

- The proposed residential uses will be located within a mixed-use development. This would promote the Town’s goal of increasing mixed use development.
- Introduces a housing type of which there is currently a limited supply in Town.

Proposal’s Weaknesses

- Lack of proffered street sections or connections within the development.

On balance, this application is found to be consistent with the relevant components of the Housing section of the Comprehensive Plan and related Town Ordinances.

Community Facilities and Services Analysis

Public community facilities in the Town are provided by the Town, Fauquier County, and other public groups for the benefit of all residents. The availability and quality of these facilities, that include schools, libraries, hospitals, parks, police and fire and rescue services, are evaluated when people are considering moving into the Town or nearby area. The provision of these facilities adds to the desirability of living in the Town. The Comprehensive Plan's primary community facilities and services goals for the Town of Warrenton are:

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

Public services are essential to the community structure and quality of life, as well as to long term economic vitality. They support existing and planned developments and contribute to the health, safety, education and general welfare of Warrenton residents.

Standard	Analysis
Whether utility, sewer and water, transportation, school, recreation, stormwater management and other facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned.	The subject parcels will require public utilities and public services. As proffered, the site will individually meter all condominiums (not apartments) to create predictability for utilities to offset water and sewer impacts. Transportation improvements have been proffered to help offset transportation impacts. This includes signalization/roundabouts, crosswalks, and turn lane improvements. Intersection improvements (signal and/or roundabout) are proffered at a pro rata share. Stormwater Management requirements will be determined at Site Plan Review and/or with a conceptual calculation during the Post Zoning Master Development Plan. Meeting these requirements may result in a scaled back development.
Additional community facilities made necessary by the proposed development will be provided in accord with the Town's plans and policies.	
Additional public services made necessary by the proposed development will be provided or funds will be reserved in accordance with the Town's plans and policies.	
The adequacy of utility services is sufficient for the proposed uses.	

Proposal's Strengths

- The applicant is proffering individual meters for 40 condominiums with the applicable tap fees. The applicant could also choose to contribute a one-time \$472,500 to achieve the same outcome as individually metering the 40 condominiums.
- The applicant has proffered to extend the proposed water main on Walker Drive at the intersection with East

Street and East Lee Street to create a loop system.

- As proffered, the applicant will contribute \$20,000 to the Town for Fire and Rescue services
- As proffered, the applicant will contribute \$20,000 to the Town for Police services.
- As proffered, the subject parcels shall comply with all applicable requirements of the International Building Codes for building construction and fire suppression.
- The proffers state all traffic signals shall comply with the Town's Opticon system utilized by the Warrenton Volunteer Fire Company, or other traffic emergency management program utilized by the Town.

Proposal's Weaknesses

- This rezoning request includes a significant residential component as well as a higher intensity development use than originally anticipated with the existing zoning category. As a result, the allocated water and sewer use capacities available are less than what was anticipated in the 2015 Whitman, Requardt and Associates Water and Sewer Master Plan. To assist with this, the applicant shall individually meter all condominiums (not apartments).
- The proffers state the Master Development Plan serves as a reference for the Proffer Statement. Staff's legal reading of this means if an item depicted on the Master Development Plan is not specifically called out in the Proffer Statement than it is only for reference. Currently, on sheets 3 and 4 of 5 of the Master Development Plan there is reference to the sanitary sewer line being extended to an approximate location on the west side of Walker Drive at East Lee Street. However, there is no specific reference to this in the Proffer Statement.

On balance, this application is consistent with the Community Facilities and Services goal in the Comprehensive Plan, "*To ensure adequate community facilities conveniently located to serve existing and future neighborhoods.*"

Economic Resources Analysis

The Town of Warrenton seeks to strengthen its economic base through business development and tourism promotion. The goals of the Economic Resources section of the Comprehensive Plan are to:

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

In response to the Zoning Ordinance submittal requirement for fiscal impact information, the application provided a January 9, 2006 REMI Economic Impact of Shopping Center Developments Final Report and a narrative called, "The Potential Fiscal/Economic Impacts of the Proposed Walker Drive I-PUD Rezoning Application." Based on the REMI numbers, and adjusted to 175,000 square feet, the applicant estimates that the non-residential component of the project will create 133 jobs during development/construction with a Gross Regional Product impact of \$16 million, and an addition of \$6 million to the local real disposable personal income. Further, the applicant puts forth that continuing operations of the project during the first year after construction would be expected to add 325 jobs and provide first year annual economic output of \$47 million with an estimated increase in Gross Regional Product of \$28 million and an increase in local real disposable personal income of \$8 million.

Attachment B – Staff Analysis

The application also offers that according to the National Multifamily Housing Council and the National Apartment Association, the construction of 116 multifamily residential units would contribute over \$20 million to the area economy annually in the form of combined direct and indirect expenses connected with construction, operations, and residents' spending, as well as support 126 construction jobs. Once the units are occupied the applicant believes expenditures by the residents would support 46 jobs both directly and overall in the community, and contribute in excess of \$4 million annually to the local economy.

The Economic Impacts narrative provides further analysis for the potential of fiscal and economic impacts of the proposal. Assuming 180,000 square feet of commercial/retail/industrial space, 116 dwelling units, and the associated assumptions of sales levels and tax rates, the narrative calculates total annual revenues of \$961,000 for the Town of Warrenton and \$1,376,000 for Fauquier County.

Standard	Analysis
Whether the proposed rezoning encourages economic development activities in areas designated by the Comprehensive Plan and provides desirable employment and enlarges the tax base.	Comprehensive Plan policies look to promote the Central Business District and to ensure adequate land is available to commercial and industrial growth. The proposed rezoning includes uses that will provide employment and enlarge the tax base.
Whether the proposed rezoning considers the current and future requirements of the community as to land for various purposes, including housing and business, as determined by population and economic studies.	The proposed rezoning would include a mix of uses including retail, office, restaurant, entertainment, and residential uses. The application does not include a detailed econometric study.

Proposal's Strengths

- The Town recognizes building a robust economy requires attracting companies that provide quality jobs—that is, jobs that provide wages that spur and support other industries, such as restaurants, retail and professional services. Increasingly, attracting companies means attracting (and retaining) the workforce they need. Talented young professionals are in high demand, as are the places these professionals choose to live, work, and play. They seek to work in an environment where they can recreate, shop and live in close proximity to their work. Having spaces that meet these needs makes Warrenton attractive to more companies, and builds the potential of retaining our youth and employing area residents within our own community. The development proposed by the applicant appears to offer an opportunity to provide companies what they are looking for—the potential office to meet their space needs; and condos and apartments with on-site amenities to meet the desires of their employees. The potential for dining and entertainment within walking distance, complemented by communal green spaces, create a desirable location for both companies offering quality jobs and their employees.
- The proposed development offers new opportunities for economic growth. In the short-term, a development of such a scale will undoubtedly stimulate the local economy through construction employment and expenditures. In the long-term, the project may also directly benefit the Town through increased tax revenues.
- Securing an entertainment use (i.e. movie theater, bowling alley, etc.) will be a critical point for the development and greatly determines its economic impact. There is a high demand among residents in the region for entertainment venues, particularly those open to children and families. Because of this demand, the proposed development could draw customers from the greater region, customers who may not have otherwise

come to Warrenton.

- Most of the existing industrial land in the Town of Warrenton is not conducive to traditional industrial uses, which typically desire areas away from urbanized areas.
- As this is a speculative rezoning, the applicant cannot guarantee the end users. However, the proffers do set aside a location within Land Bay A, B, C, or D for entertainment use for a period of seven (7) years. No associated square footage has been proffered but the applicant has proffered to “employ its best efforts to secure such entertainment use.”

Proposal’s Weaknesses

- The application does not include a detailed econometric study. Additional questions have arisen during the review process pertaining to the specific potential economic impacts, positive or negative, to the Town and the surrounding neighborhoods.

On balance, this application is found to be consistent with the Comprehensive Plan Economic Resources section goal to, “*promote a stable and healthy commercial tax base that expands in proportion to the residential tax base.*”

Agency Comments

The following agencies have reviewed the proposal:

Economic Development
Fauquier County Department of Community Development
Parks and Recreation
Planning and Community Development Department
Police Department
Public Works and Utilities Department
Kimley-Horn
VDOT
Warrenton Volunteer Fire and Rescue

Industrial (I) Uses vs. Industrial Planned Unit Development (I-PUD) Uses

The table below shows the uses considered by-right within the Industrial Zoning District and I-PUD Zoning District. In the past, there has been confusion as to exactly what uses are permitted by-right on the site. The table below seeks to provide clarification on the types of industrial uses currently allowed. The underlined items are the additional uses allowed by-right within the I-PUD district.

Industrial By-Right Uses	I-PUD By-Right Uses
<ul style="list-style-type: none"> • Accessory buildings • Active and Passive Recreation and Recreational Facilities • Banks and savings and loan offices • Broadcasting studios and offices • Business and office supply establishments • Cabinet, upholstery, and furniture shops • Cafeteria or snack bar for employees • Clinics, medical or dental • Commercial uses constituting up to 15% of permitted site or building area • Conference Centers • Contractor's office and warehouse without outdoor storage • Crematory • Dwellings for resident watchmen and caretakers employed on the premises • Employment service or agency • Flex Office and Industrial uses • Health and Fitness Facilities • Institutional buildings • Janitorial service establishment • Laboratories, research, experimental or testing, but not testing explosives, rockets, or jet engines • Light manufacturing uses which do not create danger to health and safety in surrounding areas and which do not create offensive noise, vibration, smoke, dust, lint, odor, heat, glare, or electrical impulse than that which is generally associated with light industries • Monument sales establishments with incidental processing to order but not including shaping of headstones • Motion picture studio • Nurseries and greenhouses • Offices- business, professional, or administrative • Off-street parking and loading subject to Article 7 • Open space subject to Article 9 • Printing, publishing, and engraving establishment; photographic processing; blueprinting; photocopying; and similar uses • Private club, lodge, meeting hall, labor union, or fraternal organization or sorority • Rental service establishment 	<ul style="list-style-type: none"> • Accessory Buildings and uses customarily incidental to permitted uses • Active and Passive Recreation and Recreation Areas and Facilities • <u>Apartment buildings, multifamily dwellings, and condominiums, as authorized on an approved Master Development Plan</u> • Banks and Savings and Loan Offices • Broadcast Studios • Business and office supply establishments • Cabinet, upholstery and furniture repair shops • Cafeterias, snack bars or other employee related commercial facilities up to 15% of building area • <u>Commercial recreation (indoor)</u> • Conference Centers • <u>Child Care Center</u> • <u>Daycare Facilities</u> • Employment Service or Agency • Clinics (medical and dental) • <u>Family Care Home</u> • Flex industrial • Health and Fitness Facilities • <u>Hotels and motels</u> • Institutional buildings • Light manufacturing uses, which can confine all aspect of the production and or manufacturing of product to the interior of the building and do not create danger to health and safety of the surrounding areas. • <u>Medical Laboratories</u> • <u>Medical Offices and Laboratories</u> • <u>Mixed Use Industrial (retail/office/industrial)</u> • <u>Mixed Use Residential (apartments located above ground floor retail and/or offices)</u> • <u>Mixed Use Retail/Commercial</u> • Offices • Off-street parking for permitted uses subject to Article 7 • <u>Parking Garage/Facilities</u>

Attachment C – Land Use Tables

Industrial By-Right Uses	I-PUD By-Right Uses
<ul style="list-style-type: none"> • Retail or wholesale sales and service incidental to a permitted manufacturing, processing, storing, or distributing use • Rug and carpet cleaning and storage with incidental sales of rugs and carpets • Security service office or station • Sign fabricating and painting • Signs, subject to Article 6 • Studios • Transmission and receiving towers of height not exceeding one hundred twenty-five (125) feet • Utilities related to and necessary for service within the Town, including poles, wires, transformers, telephone booths, and the like for electrical power distribution or communication service, and underground pipelines or conduits for local electrical, gas, sewer, or water service, but not those facilities listed as requiring a special use permit • Wholesale establishment, storage warehouse, or distribution center. furniture moving 	<ul style="list-style-type: none"> • <u>Parks</u> • <u>Playgrounds and recreation areas</u> • <u>Plumbing and electrical supply, retail only</u> • Rental Service Establishments, without outdoor storage • <u>Restaurant</u> • <u>Restaurant without drive-thru facilities</u> • <u>Retail uses, Personal Services</u> • <u>Retail Stores and Shops</u> • Security service office or station • Studios • <u>Warehouses restricted to outer areas of PUD</u> • Wholesale establishment

In the I-IPUD Zoning Ordinance, the allowable uses within the entire land area are divided up into minimum/maximum allowable percentages. The I-PUD Zoning Ordinance divides the by-right uses into Industrial, Commercial, and Residential to help determine the overall land use mix percentages. Below is how the Zoning Ordinance 3-5.2.6.4 divides the uses:

Land Use Category	I-PUD By-Right Uses
<u>Residential</u>	<ul style="list-style-type: none"> • Mixed Use Residential (apartments located above ground floor retail and/or offices) • Apartment buildings, multifamily dwellings, and condominiums, as authorized on an approved Master Development Plan • Playgrounds and recreation areas
<u>Commercial</u>	<ul style="list-style-type: none"> • Active and Passive Recreation and Recreation Areas and Facilities • Banks and Savings and Loan Offices • Commercial recreation (indoor) • Child Care Center • Clinics (medical and dental) • Family Care Home • Health and Fitness Facilities • Hotels and motels • Medical Offices and Laboratories • Mixed Use Retail/Commercial • Retail uses, Personal Services • Retail Stores and Shops • Restaurant without drive-thru facilities • Studios • Theater

Attachment C – Land Use Tables

Land Use Category	I-PUD By-Right Uses
	<ul style="list-style-type: none"> • Offices • Daycare Facilities
<u>Industrial</u>	<ul style="list-style-type: none"> • Accessory Buildings and uses customarily incidental to permitted uses • Broadcast Studios • Business and office supply establishments • Cabinet, upholstery and furniture repair shops • Cafeterias, snack bars or other employee related commercial facilities up to 15% of building area • Conference Centers • Employment Service or Agency • Flex industrial • Health and fitness facilities • Institutional buildings • Light manufacturing uses, which can confine all aspect of the production and or manufacturing of product to the interior of the building and do not create danger to health and safety of the surrounding areas. • Medical Laboratories • Mixed Use Industrial (retail/office/industrial) • Off-street parking for permitted uses subject to Article 7 • Offices • Parking Garage/Facilities (See Article 12 for Definition) • Parks • Plumbing and electrical supply, retail only • Rental Service Establishments, without outdoor storage • Restaurant • Security service office or station • Trade Schools • Warehouses restricted to outer areas of PUD • Wholesale establishment

PROFFER STATEMENT

**ZMA 16-01 - WALKER DRIVE PROPERTIES
ZONING MAP AMENDMENT**

REZONING: Rezoning from I District to the I-PUD District

PROPERTY and RECORD OWNERS:

The Property that is the subject of this rezoning consists of parcels totaling approximately 31.3804 acres and bearing the following Parcel Identification Numbers:

1. 6984-73-6957-101, 6984-73-6957-202, CCMK, LLC¹
2. 6984-73-6957-201, RAM Holdings, LLC
3. 6984-73-6957-203, 6984-73-6957-204,
J. S. Woodside Properties, LLC
4. 6984-74-8242-001, Hirshman Hoover, LLC
5. 6984-74-8242-002, J. L. Woodside Properties, LLC
6. 6984-74-8242-003, 6984-74-8242-006, 6984-74-8242-007,
F&R Development, LLC
7. 6984-74-8242-004, 6984-74-8242-005, CCMK, LLC
8. 6984-74-5565-000, Walker Drive Investment Group, LLC
9. 6984-72-3635-000, The Drew Corporation
10. 6984-73-7494-000, Springfield Properties, LLC

PROJECT NAME: Walker Drive Properties Zoning Map Amendment

ORIGINAL DATE: April 15, 2016

RESUBMITTAL: December 5, 2016
February 1, 2017
March 13, 2017
May 19, 2017

¹ CCMK, LLC, RAM Holdings, J. S. and J. L. Woodside, and Hirshman Hoover have joined as applicants in this rezoning. Their ownership interest in the property, however, is solely as owner of a condominium unit in an existing building on the Property. They have consented to the rezoning of their properties, but shall not be subject to these Proffers except to the extent that the uses of their units must be otherwise authorized by the Town of Warrenton Zoning Ordinance, and these Proffers. The remaining Applicants and their successors and assigns shall be responsible for all Proffer compliance.

The undersigned owners of property bearing the GPINs set forth above, comprising approximately 31.3804 acres (the "Property"), hereby voluntarily proffer that the use and development of the Property shall be in substantial conformance with the following conditions and shall supersede all other Proffers with respect to the Property made prior to this submission, if any. In the event this zoning map amendment is not granted as applied for by the Applicant, these Proffers shall be withdrawn and become void.

"Final Rezoning" as the term is used herein shall be defined as that zoning (to include a proffer condition amendment) which is in effect on the day following the last day upon which the Warrenton Town Council's (the "Council") decision granting this rezoning may be contested in the appropriate court or, if contested, the day following the entry of a final court order affirming the decision of the Council which has not been appealed, or, if appealed, the day following which the decision has been affirmed on appeal.

The headings of the Proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the Proffers. The terms "Applicant" and "Developer" shall include all future owners and successors in interest.

References in these Proffers to plans shall include the following:

- A. Land Bay Plan, being sheet 2 of 5 of the plan prepared by Michael Johnson, PE, last revised May 19, 2017, entitled "Walker Drive Properties Master Development Plan" (the "Land Bay Plan");
- B. On-Site Proffer Plan, being sheet 3 of 5 of the plan prepared by Michael Johnson, PE, last revised May 19, 2017, entitled "Walker Drive Properties Master Development Plan" (the "Proffer Plan"); and
- C. Transportation Proffer Plan, being sheet 4 of 5 of the plan prepared by Michael Johnson, PE, last revised May 19, 2017, entitled "Walker Drive Properties Master Development Plan" (the "Transportation Plan").

Land Use

- 1. Land Bay Plan - The development of the Property shall be in substantial conformance with the Land Bay Plan, subject to reasonable adjustments approved by the Town Council of the Town of Warrenton (hereinafter, the "Town") at final engineering.
- 2. Land Bay Tabulations Chart - The Property shall be developed in accordance with the I-PUD Zoning District and all uses permitted in the I-PUD Zoning District

shall be permitted on the Property. The uses within those Land Bays depicted on the Land Bay Plan shall be in substantial conformance with the Land Bay Tabulations chart on the Land Bay Plan. Notwithstanding anything to the contrary in these Proffers or the Land Bay Plan, there shall be no more than 182,875 new gross square feet of non-residential uses. Approval of this rezoning does not eliminate any requirement for a special use permit under the IPUD zoning district, where such permits are required.

3. Uses -

- a. No Health and Fitness Facilities shall be permitted in Land Bays A, B, C, and/or D unless the presently existing Old Town Athletic Club shall permanently cease operation.
- b. There shall be no service stations permitted.
- c. There shall be no warehouses or wholesale establishments.

4. Non-Residential Uses -

- a. Square Feet - No single non-residential use shall exceed 50,000 gross square feet without a special use permit approved by the Council.
- b. Entertainment Uses - A location in Land Bays A, B, C or D, as depicted on the Land Bay Plan, that is suitable for the construction of an Entertainment Use(s), shall be set aside and retained for that use for a period of seven (7) calendar years from the date of the Final Rezoning of the Property. Entertainment Uses shall consist of a movie theater, bowling alley, dinner theater, performing arts center, and/or roller skating facility, or other entertainment use that provides entertainment or amusement inside or outside of normal business hours as approved by the planning Director. The Applicant shall employ its best efforts to secure such Entertainment Use(s) as a component of the development of the Property. At the end of the said seven (7) years, the Applicant may thereafter construct or authorize construction of an Entertainment Use in those Land Bays and may make use of the site for any commercial or industrial use otherwise permitted in the Land Bay and the I-PUD zoning district.

5. Residential - The maximum number of multi-family dwelling units shall be one hundred sixteen (116). Forty residential units to be constructed in Land Bay E shall be market rate condominiums, which shall be individually metered for public utilities. All mixed use residential buildings shall have non-residential uses on the first floor.

6. Phasing of Residential and Non-residential Construction -

- a. Non-residential Construction - The Applicant shall cause to be constructed/construct and/or otherwise provide not less than 75,000 square feet of new non-residential Gross Floor Area (“GFA”) prior to the issuance of the 41st building permit for a residential unit on the Property. “Constructed” as used herein shall be defined to mean that the shell and exterior of the structure(s) shall be finished, and all associated landscaping (subject to seasonal planting) and parking for such structure(s) shall have been provided, but interior tenant/occupant improvements shall not be required.
 - b. Existing Structures Excluded from Non-residential Calculation - Non-residential GFA shall include all non-residential uses in the Land Bay Tabulations chart on the Land Bay Plan, provided that existing structures in the area labeled as “Existing Land Bay” shall not be counted towards the requirement for new non-residential GFA set forth herein.
7. Open Space. - There shall be a total of not less than 20% open space as that term is defined in the Zoning Ordinance, provided that Land Bay E shall itself have not less than 20% open space; and provided further that the Applicant may seek a reduction in open space for healthy lifestyle amenities in accordance with the Zoning Ordinance. Open space shall be so designed as to be consistent with the provisions of §3-5.2.10 et seq. of the Zoning Ordinance, or any successor provision. Open space shall not be deemed to include the Central Plaza, and shall be designated on each PZMDP and site plan..

Design

8. Landscaping - Landscaping shall be in substantial conformance with the Proffer Plan. All new landscaping/plantings shall be indigenous, native species or alternative species in accordance with the Zoning Ordinance. At Site Plan submission, the landscaping plan shall provide a 30 foot landscape easement along Walker Drive from East Lee Street to Hidden Creek Lane and along East Lee Street from U.S. 29 to Walker Drive, as shown on the Proffer Plan.
9. Landscaping Detail - Landscape plantings for the 30 foot landscape easement, referenced in Proffer 6 above, shall be in accordance with the Easement Planting Detail on the Proffer Plan.
10. Design Guidelines - Development on the Property shall be general conformance with the design guidelines entitled “Walker Drive Properties Rezoning – Design Guidelines,” dated May 15, 2017 (hereinafter, the “Design Guidelines”), incorporated herein by reference, subject to modifications made in connection with each site/subdivision plan review as may be necessary to accommodate final engineering. Modifications to the Design Guidelines may be approved by the

Planning Director, provided that that the Planning Director determines any such modification to constitute an improvement to the overall quality of the development beyond that depicted in the Design Guidelines.

11. Architecture -

- a. Building Materials - In order to ensure high quality construction of new buildings on the Property, building materials shall include brick, architectural grade stone, wood, and glass, hardiplank, architectural grade block, stucco, or a combination of the foregoing materials, and shall have such materials on all sides of any building constructed within the Property in order to create “360 degree architecture.” Other building materials that represent an equally high level of quality shall be approved by the Planning Director if they are of the same or superior quality to those set forth herein.
 - i. Plain or painted concrete masonry unit (CMU) block shall not be used.
 - ii. If any form of siding is used, it shall not be vinyl or metal.
 - iii. No metal buildings shall be permitted.
 - iv. The foregoing shall not preclude use of other materials solely for fascia, trim, and other secondary building elements/details.
 - v. Roofing material visible from ground level shall be standing seam or other material as approved by the Planning Director.
- b. Elevations - Exterior building elevations shall vary in terms of color, materials, heights, front plane, and detail, as depicted in the Design Guidelines. Building(s) containing residential units located in Land Bay “D” shall be designed, and constructed, in a manner that is consistent with materials and architectural features of buildings located in Land Bays “A”, “B” and “C”.
- c. Placement of Buildings - Front elevations of non-residential buildings constructed within the Project shall be staggered such that there is no uniform front plane, and such that there is a three to six foot difference between the front plane of one structure and the plane of a structure on either side thereof.
- d. Restriction on false fronts - There shall be no “false” second story front facades on any building within the Project.

12. Refuse/Loading

- a. Location - Refuse storage and pick up areas and/or loading areas shall not be visible from Walker Drive or the Eastern Bypass (Route 17/15/29). Refuse storage, pick up areas and/or loading areas shall be screened with building materials that match the front façade of the building, and landscaping, as approved by the Planning Director.
- b. Time - Refuse pick-up and street cleaning (including leaf blowing) shall not occur between the hours of 10 PM and 7 AM. The foregoing shall not preclude snow removal, as necessary.

13. Signage

- a. Project Identification Signage - The Applicant may locate project identification signs, which may include tenant identification panels, at the intersections of Walker Drive and East Lee Street, Walker Drive and Academy Hill Road and at each entrance to the Property. Said signage may be wall or monument style with masonry (brick or architectural grade stone) and may be incorporated into a landscape/entrance feature. All signs shall be consistent with applicable provisions of the Zoning Ordinance at the time of application for approval of signage.
- b. Sign Program - A uniform sign program shall be implemented for the Property, as approved by the Planning Director. Such sign program may include additional façade signage to accommodate two front façades of those buildings in Land Bays A, B, C, D, and E, as depicted on the Land Bay Plan.

14. Central Plaza

- a. Design - The Applicant shall provide a Central Plaza, which shall be a minimum of 20,000 square feet in size contained in Land Bays A through C, and as generally described in the Design Guidelines. The Central Plaza shall contain a human-scaled, pedestrian friendly, Main Street area, with public gathering spaces. The Central Plaza will have an average minimum dimension of 50 feet in length or 50 feet width in order to avoid an overly narrow and/or linear configuration for this area. It shall be constructed in conjunction with any construction in Land Bay B, or sooner, at the discretion of the Applicant.
- b. Amenities - The Central Plaza shall include, but shall not be limited to, plantings, landscaping, benches, outdoor seating, streetscaping with provisions for bicycles, lamp posts, play fountain(s) and/or splash pad(s),

and may include public art, and/or other street furniture. Any play fountain(s) and/or splash pad(s) shall be a minimum of 600 square feet. The Applicant shall reasonably incorporate the recommendations of walkability audits in the design and construction of such amenities, and shall show those amenities as part of its Post Zoning Master Development Plan submittals as provided herein.

- c. Location - The Central Plaza shall be situated so as to provide maximum benefit to the public, occupants, and residents, and shall be identified during the Post Zoning Master Development Plan process set forth herein. The Central Plaza shall be included on the site plan for the Land Bay in which it is to be situated and constructed prior to the issuance of the first occupancy permit for any structure in that Land Bay.
 - d. Surrounding - The area surrounding the Central Plaza shall be designed with a style consistent with the Central Plaza as provided in §3-5.2.10.4 of the Zoning Ordinance.
15. Lighting - The Applicant shall comply with the Town's photometric standards applicable to a lighting plan for the Project to be submitted with the each site/subdivision plan for the development of the Property. All parking lot lights shall have full cutoff fixtures which direct light downward and inward and all building-mounted lighting, if any, shall be directed or shielded in such a manner to prevent glare from projecting onto adjacent properties or public rights of way.
16. Wetlands Delineation – At the time of the first PZMDP submittal as provided herein, the Applicant shall cause a study to be made to determine if there are jurisdictional wetlands or waters of the United States on the Property, and shall comply with all applicable requirements applicable thereto if such areas are identified. The Applicant shall provide copies of all federal and state applications and permits to the Planning Director.

Transportation Improvements

17. Timing of Traffic and Transportation Improvements, Generally - All transportation improvements that are shown on the Transportation Proffer Plan shall be constructed as provided herein.
18. Construction of a Roundabout at Intersection #1, East Lee and Walker Drive.
- a. Construction and Financing of Signalization/Roundabout at Intersection #1
 - i. The Applicant will not develop its Property in a manner that precludes the construction of a roundabout at Intersection #1.

- ii. The Applicant shall, upon the written request of the Town or VDOT, dedicate right-of-way from the Property reasonably necessary to construct such roundabout at no cost to the Town or VDOT.
- iii. If the Town or VDOT determines to install a roundabout at Intersection #1 prior to a traffic control warrant study demonstrating the need for the installation of a signal at that Intersection, then prior to the issuance of the first non-residential building permit in Land Bays A, B, or C, the Applicant shall contribute \$300,000 to the Town of Warrenton for use in the construction of such a roundabout and shall not be required to install a signal at Intersection #1.

19. Intersection Signalization -

- a. Traffic Control Warrant Studies - The Applicant shall conduct and submit for review a traffic control warrant study for the following intersections in connection with the submission of the first site plan for construction in Land Bays A, B, C, D, or E, unless, or as, otherwise directed by the Planning Director, for the following intersections:
 - i. East Lee Street and Walker Drive (hereinafter, "Intersection #1);
 - ii. U.S. 29 bypass northbound ramp and Meetze Road (hereinafter, "Intersection #2).
- b. Intersections #1 – If a traffic control warrant study demonstrates that a traffic signal is warranted at Intersection #1, or the Town or VDOT determines to install a roundabout at that Intersection, and upon written request by the Town or VDOT, the Applicant shall contribute the aforesaid sum of \$300,000 toward the said signalization or roundabout. This sum shall be paid if the signalization of Intersection #1, or the installation of a roundabout, has been finally authorized by the appropriate authority within three calendar years from the date of approval of the warrant study for this Intersection showing the need for signalization.
- c. Intersection #2 - If a traffic control warrant study demonstrate that a traffic signal is warranted at Intersection #2, then upon written request by the Town or VDOT, the Applicant shall contribute the sum of \$100,000 toward the said signalization. This sum shall be paid if the signalization of Intersection #2, has been finally authorized by the appropriate authority within three calendar years from the date of approval of the warrant study for this Intersection showing the need for signalization.

20. Construction of a Roundabout at Site Entrance “A” – The Applicant shall construct at its expense a roundabout on Walker Drive and any associated turn lanes at Site Entrance A as shown on the Transportation Proffer Plan prior to the issuance of the first occupancy permit for a structure on Land Bays A or B.
21. Construction of a Left Turn Lane into, and Construction of, Site Entrance “B” – The Applicant shall construct at its expense a left turn lane on Walker Drive into Site Entrance B and that Site Entrance and associated turn lanes as shown on the Transportation Proffer Plan prior to the issuance of the first occupancy permit for a structure on Land Bay C or D.
22. Construction of a Left Turn Lane into the Existing Land Bay (Site Entrance “C”) – The Applicant shall construct at its expense a left turn lane on Walker Drive into the existing entrance at Breezewood Lane into the Existing Land Bay upon the issuance of the first occupancy permit for a structure in Land Bay E.
23. Construction of Entrance “D” into Land Bay E – Site Entrance D and all associated curb, gutter and sidewalk along site frontage along Academy Hill Road Extended will be constructed in connection with any construction in Land Bay E and completed prior to the issuance of the first occupancy permit in Land Bay E.
24. Crosswalks - Pursuant to Town and/or VDOT approvals, the Applicant shall at its expense install pedestrian crosswalks to a design acceptable to the Town and VDOT at those locations identified on the Transportation Plan, and specifically including a crosswalk providing access at Hidden Creek Lane and Walker Drive (Site Entrance “B”) and Walker Drive and East Lee (Intersection #1). Subject to obtaining all necessary approvals, such crosswalks shall be shown on the site plan that includes any portion of a roadway where each crosswalk is to be constructed and shall be constructed at the time such improvements are constructed.
25. Opticon – All traffic signalization installed by the Applicant in connection with the development of the Property shall be at its expense and shall be compatible with the Town’s Opticon system, or other traffic emergency management program utilized by the Town.

Parks and Recreation

26. Trails/Sidewalk – Subject to the Planning Director’s and VDOT’s approvals as may be required, the Applicant shall design and install five foot (5’) wide concrete sidewalks, as generally depicted on the Transportation Plan. The Applicant shall further design and construct an internal pedestrian/bike trail network within the Property that permits internal access through Land Bays A, B, C and D. The trails and sidewalks shall be constructed in conjunction with any development in a Land Bay adjacent thereto. The Applicant shall further make a

monetary contribution in the amount of \$40,000 to the Town for its use at its discretion in the construction of an interconnecting trail system for the Town in the vicinity of the Property.

27. Bicycle Racks - The Applicant shall provide a minimum of three (3) bicycle racks on the Property. The location and style of the bicycle racks shall be determined by the Applicant, upon consultation with the Planning Director. At least one of the bicycle racks shall be located in the Central Plaza. The bicycle racks shall be constructed by the Applicant in any Land Bay in which they are located in conjunction with any construction in that Land Bay and in any event not later than the issuance of a final certificate of occupancy in that Land Bay.

Storm Water Management

28. The Applicant shall provide stormwater management in accordance with the Town standards and Virginia Storm Water Management Regulations. The location of said facilities shall be determined at site plan review, in connection with final engineering. Stormwater managements facilities shall not be used to calculate open space requirements.

Fire and Rescue

29. The Applicant shall comply with all applicable requirements of the Uniform Statewide Building Codes for building construction and fire suppression.

Contribution to Public Safety

30. Prior to the issuance of the first non-residential occupancy permit for development of the Property, the Applicant shall contribute the sum of \$20,000 to the Town for fire and rescue services, and \$20,000 to the Town for police services, to be expended at the Council's discretion, to offset an anticipated increase in call volume from the project upon completion.

Water and Sewer

31. Water and Sewer - The Property shall be served by public sewer and water provided by the Town.
32. Water Main - The Applicant shall extend at its expense the water main in Walker Drive that currently dead ends at Hidden Creek, through the proposed property to ensure a loop at the water main in East Street and East Lee Street. It shall further assure that the water systems loops with existing or proposed water lines at Meetze/Lee Street in order to secure adequate water flows and ongoing maintenance of the public system.

33. Tap Fees - The Applicant shall individually meter all of the condominiums (not apartments) including those that are being constructed on 321 Walker Drive, and shall pay the fees therefore as customarily required by the Town Department of Public Works.

Creation of Property Owners' Association

34. A property owners' association ("POA") shall be created and shall be made responsible for the maintenance and repair of common areas, including any common open space that may be established in accordance with the requirements of the Town Zoning Ordinance or these Proffers. Any such POA shall be granted such other responsibilities, duties, and powers as are customary for such associations, or as may be required to effect the purposes for which such POA is created. Such POA shall be granted sufficient powers as may be necessary, by regular or special dues or assessments, to raise revenues sufficient to perform the duties assigned hereby, or by the documents creating the POA, and to perform rate studies necessary to determine dues, fees, and assessments as may be required. In addition to any other duties and responsibilities as may be assigned to it, the POA shall further have responsibility for the maintenance of any entrance feature signs, street, alleys and perimeter or road buffers, stormwater management ponds, best management practices facilities, and of private streets and alleyways, if any.

Waivers/Modifications

35. Pursuant to §3-5.2.4.1 of the Zoning Ordinance, the Land Use Mix as it is set forth on the Land Bay Plan is hereby approved for the Property.

Establishment of a Post Zoning Master Development Plan Process

36. Requirement for a Post Zoning Master Development Plan
- a. Prior to the approval of any site plan for the Property, the Applicant shall submit to the Planning Director a Post Zoning Master Development Plan ("PZMDP") to assure the orderly development of the Property. The PZMDP is intended to ensure that development occurs in a manner that comports with the approved zoning and these proffers, and that sets forth sufficient additional detail of any proposed development to demonstrate conformance with applicable ordinances or regulations, both in individual Land Bays and throughout the project as approved to permit. A PZMDP is not intended to replace a site plan with its attendant construction details submitted pursuant to applicable Town ordinances and standards, which shall remain in full force and effect.

- b. The PZMDP process set out herein is not mandatory upon the Town or Council, and no legal obligation is established for the Town's courtesy review of such a plan. No proffer may create obligations on the locality to which submitted, and this process is established solely to permit detailed review of specific development proposals against applicable requirements prior to site plan submittals.
- c. A PZMDP shall be submitted to the Planning Director for review, and shall thereafter be presented to the Council for its consideration and its non-binding determination that a proposed PZMDP is consistent with applicable proffers, ordinances, and regulations.
- d. Each PZMDP submission except for a submission for Land Bay E, shall include the entirety of the Property regardless whether development is proposed to commence on all or a portion of the Property, in order to permit the Planning Director to assess overall compliance with applicable requirements and consistency with the approved zoning, provided that detailed development information must be submitted for any Land Bay that is the Land Bay in which development is to be commenced. Land Bay E is sufficiently distinct from the remaining Land Bays that it may be submitted separately, provided that tabulations for other Land Bays shall include the data for Land Bay E to permit determination of zoning compliance.
- e. The Applicant may submit one or more PZMDPs during the course of site development. Subsequent submittals, if any, shall show cumulative data demonstrating continuing compliance with the requirements of the Zoning Ordinance and these proffers as further provided herein.

37. Pre-Application Conference

- a. Prior to submission of a PZMDP for review, the Applicant shall schedule a pre-application conference with the Planning Director and such other staff as the Planning Director deems appropriate. The purpose of the conference is to review and discuss a specific development proposal in relation to the requirements of the Town Code, the zoning of the Property, and other lawfully applicable requirements, and to discuss the requirements for the submission of a PZMDP.
- b. If requested by the Planning Director, the Applicant shall provide a draft land use plan in advance of the pre-application conference describing generally:
 - i. The specific location of the site.

- ii. The location of proposed points of access.
- iii. The general location and types of uses, environmental features on the site, open space and other features associated with the approved rezoning of the Property but with such further detail as to permit an understanding and evaluation of actual construction of permitted structures and uses.

38. Submission and contents of PZMDPs

- a. Following the pre-application conference, the Applicant may submit a PZMDP. The following shall be required for a PZMDP and shall be shown clearly on the plan.
 - i. The scale shall be one inch equals 100 feet or larger (the ratio of feet to inches shall be no more than 100 feet to one inch) or at a scale acceptable to the Planning Director. The scale shall be sufficient so that all features are discernible.
 - ii. All PZMDPs shall include a North arrow, a scale and a legend describing all symbols.
 - iii. The PZMDP shall be based on a boundary survey of the entire property related to true meridian and certified by a certified Virginia surveyor, architect or engineer. The total area of the property shall be depicted on the PZMDP.
 - iv. The topography shall be shown at contour intervals acceptable to the Planning Director.
 - v. The title of the proposed project; the date, month, year the plan was prepared or revised; the name of the applicant(s), owner(s) and contract owner(s); and the names of the individuals or firms preparing the plan shall be clearly specified.
 - vi. A plan, showing the location, arrangement and approximate boundaries of all proposed land uses on all or a portion of the Property sufficient to permit a reasonable determination that the requirements of the Land Bay Tabulations chart on the Land Bay Plan are met, and that parking and loading requirements can be satisfied with site or subdivision plans upon full buildout of the Property. The Zoning Administrator may reduce parking requirements by up to 20% if enhanced landscaping is used, to include higher quality plantings, trees of larger caliper, and increased planting units.

- vii. Elevations of all proposed structures demonstrating their conformity with the Design Guidelines for such structures and any other applicable provisions of the zoning or these Proffers.
- viii. The approximate acreage in common open space, each use, if applicable, roads, streets or rights-of-way for the subject property and total development, as applicable.
- ix. The location and extent of proposed buffers and landscaping areas, with statements, profiles, cross sections or examples clearly specifying the screening and types of plantings to be provided.
- x. The location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels within the proposed development.
- xi. The location and arrangement of street entrances, driveways and parking areas.
- xii. A conceptual plan with preliminary computations for stormwater management with the location of stormwater facilities depicted.
- xiii. A history of all land divisions that have occurred in relation to the tract since the adoption of this requirement.
- xiv. The location of sewer and water mains with graphic depictions of the connection with and availability of existing facilities that are proposed to be made.
- xv. A wetlands delineation with the first PZMDP.
- xvi. A comprehensive sign program.
- xvii. Tabulations of parking, open space, gross square footage of structures and identification of uses and use categories, numbers of residential units, specification of transportation improvements as to be constructed in accordance with these Proffers and the Transportation Plan, stormwater management calculations, and other project elements necessary to demonstrate compliance with the requirements of these Proffers and applicable provisions of Town ordinances.
- xviii. A traffic control warrant study if requested by the Planning Director.

- xix. Other information that the Applicant believes demonstrate conformance of a proposed elements of the development with applicable requirements or as are required by the Planning Director.

39. Post Zoning Master Development Plan Submission.

- a. The Applicant shall submit the number of copies of the PZMDP as directed by the Planning Director.
- b. The Planning Director may circulate the PZMDP for review and comment by such staff or agencies deemed appropriate, with reasonable notice that the purpose of the PZMDP is to permit a preliminary determination as to compliance of specific development proposals with the approved rezoning and applicable ordinances and regulations, prior to the submission of site and subdivision plans, if any.
- c. The Planning Director may request, and the Applicant shall provide at its expense, updated traffic counts to be submitted if it is determined by the Planning Director that there have been substantial changes in conditions affecting traffic and transportation.
- d. When the Planning Director is satisfied that the PZMDP conforms to applicable requirements, the PZMDP will be transmitted to the Council, which shall review the PZMDP and provide the Applicant such comment or recommendations as it may, in its discretion, elect to provide.
- e. Site plans and final subdivision plats may be submitted concurrently with a PZMDP for review according to the procedures set forth in Town ordinances applicable thereto.

[Signature Pages to Follow]

Walker Drive Properties Rezoning Design Guidelines

May 19, 2017



Building Materials and Architectural Styles



Building Materials and Architectural Styles



Building Materials and Architectural Styles

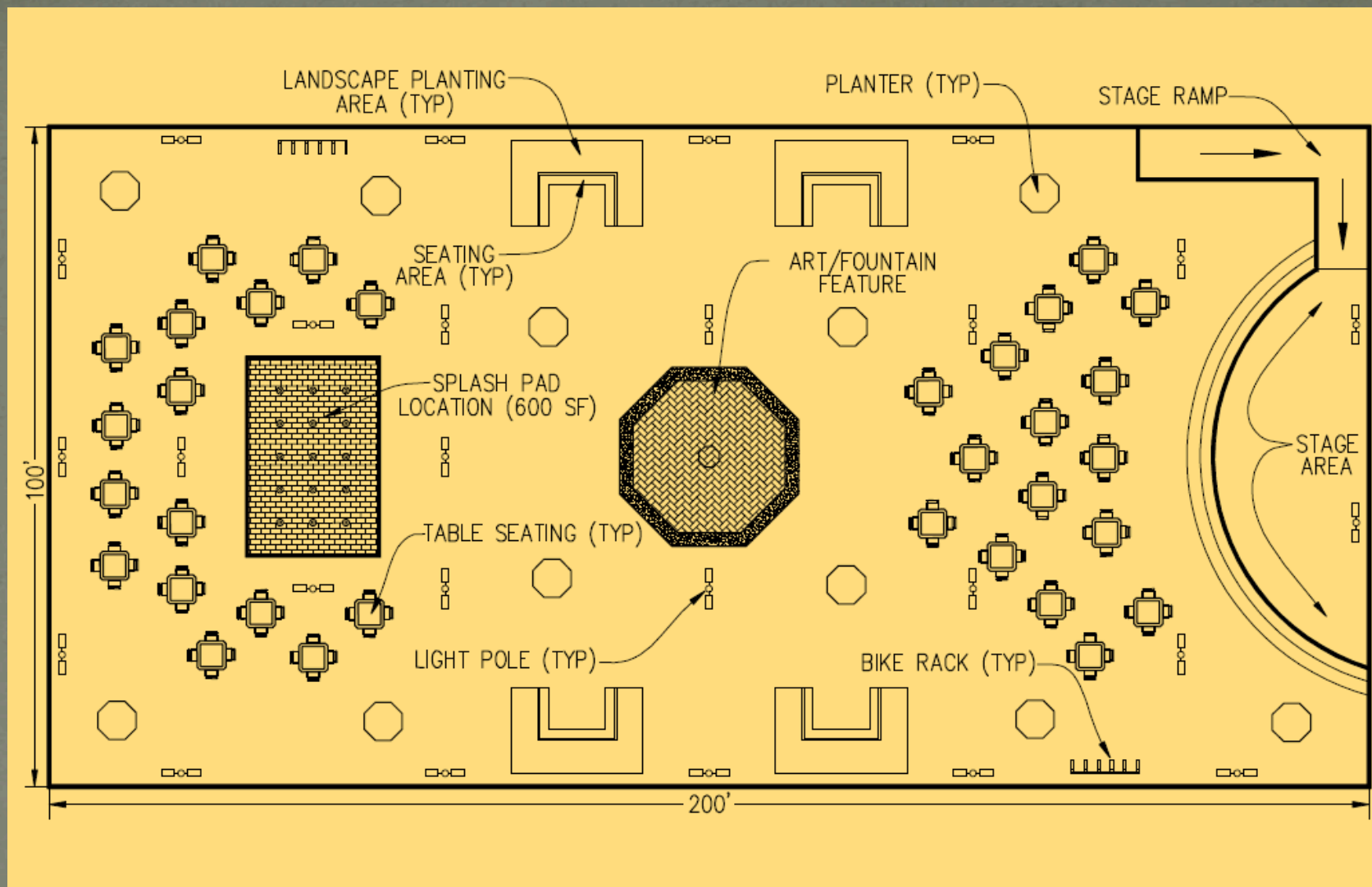


Streetscape Concepts



Play Fountain/Splash Pad Concepts

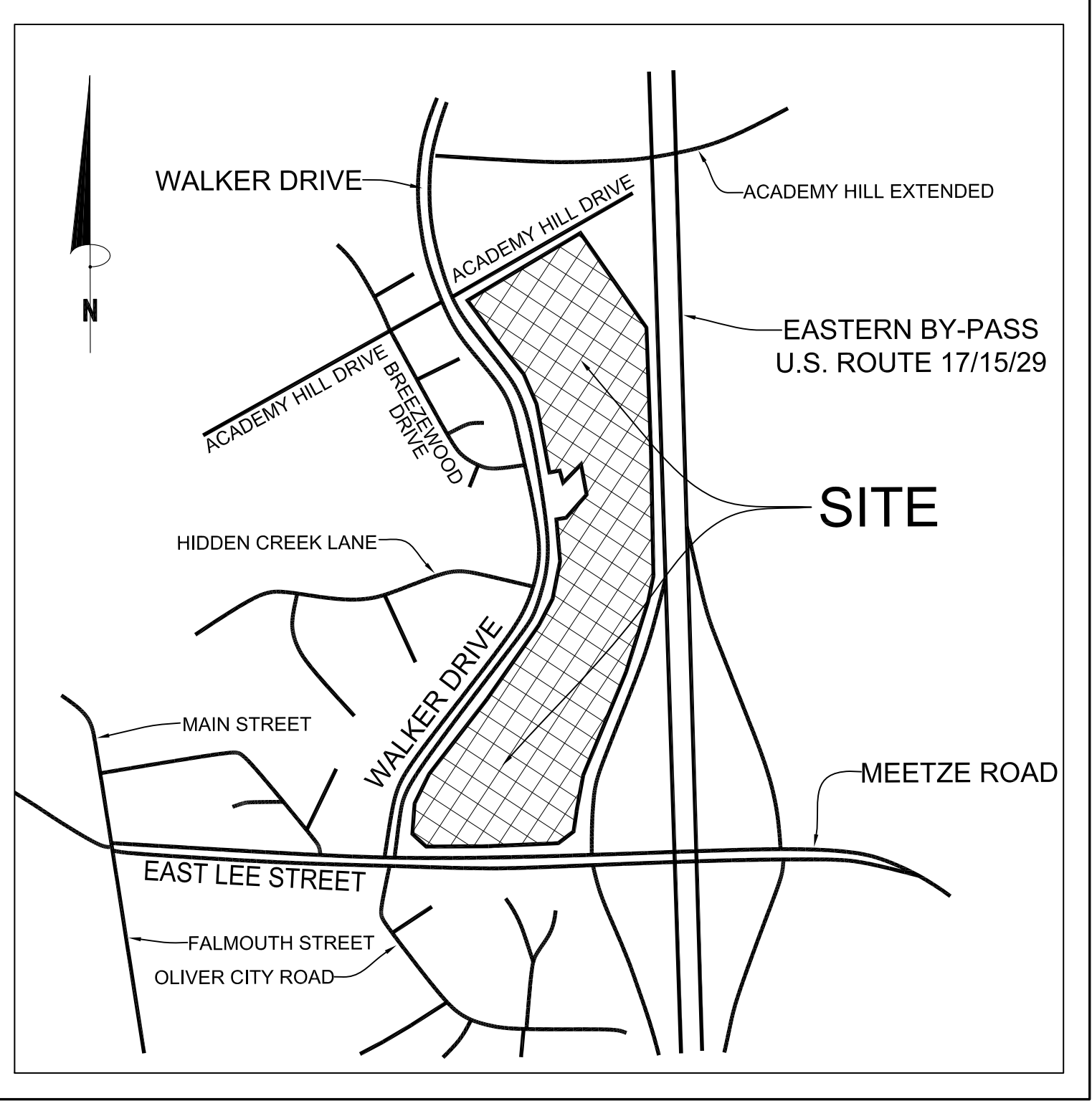




CENTRAL PLAZA CONCEPT PLAN WALKER DRIVE PROPERTIES



PEDESTRIAN ACCESS EXHIBIT **WALKER DRIVE PROPERTIES** MAY 15, 2017 N.T.S.



VICINITY MAP
SCALE: 1"=350'

WALKER DRIVE PROPERTIES MASTER DEVELOPMENT PLAN

Town of Warrenton, Virginia
Date: May 19, 2017

TABLE OF CONTENTS

- 1 Cover Sheet
- 2 Land Bay Plan
- 3 On-Site Proffer Plan
- 4 Transportation Proffer Plan
- 5 Existing Conditions Plan

Applicants:

East Side Investment Group, LLC
397 Willow Court
Warrenton, Virginia 20186

Walker Drive Investment Group, LLC
397 Willow Court
Warrenton, Virginia 20186

Springfield Real Properties, LLC
397 Willow Court
Warrenton, Virginia 20186

ENGINEER'S CERTIFICATE:

I, MICHAEL JOHNSON, A LICENCED PROFESSIONAL ENGINEER IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE, THIS PLAN MEETS ALL APPLICABLE STATE AND LOCAL STANDARDS.

Michael Johnson

BY: MICHAEL JOHNSON, PE VA 20654

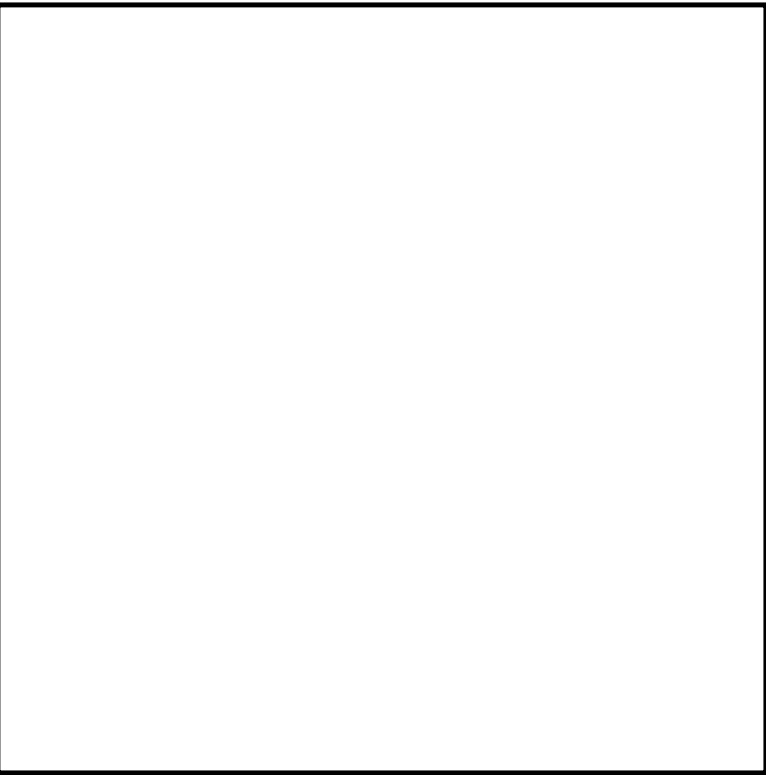
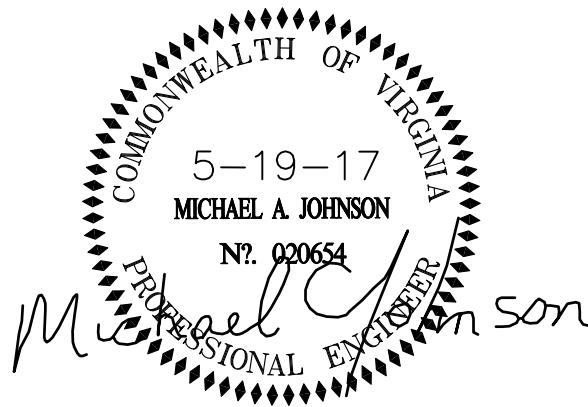
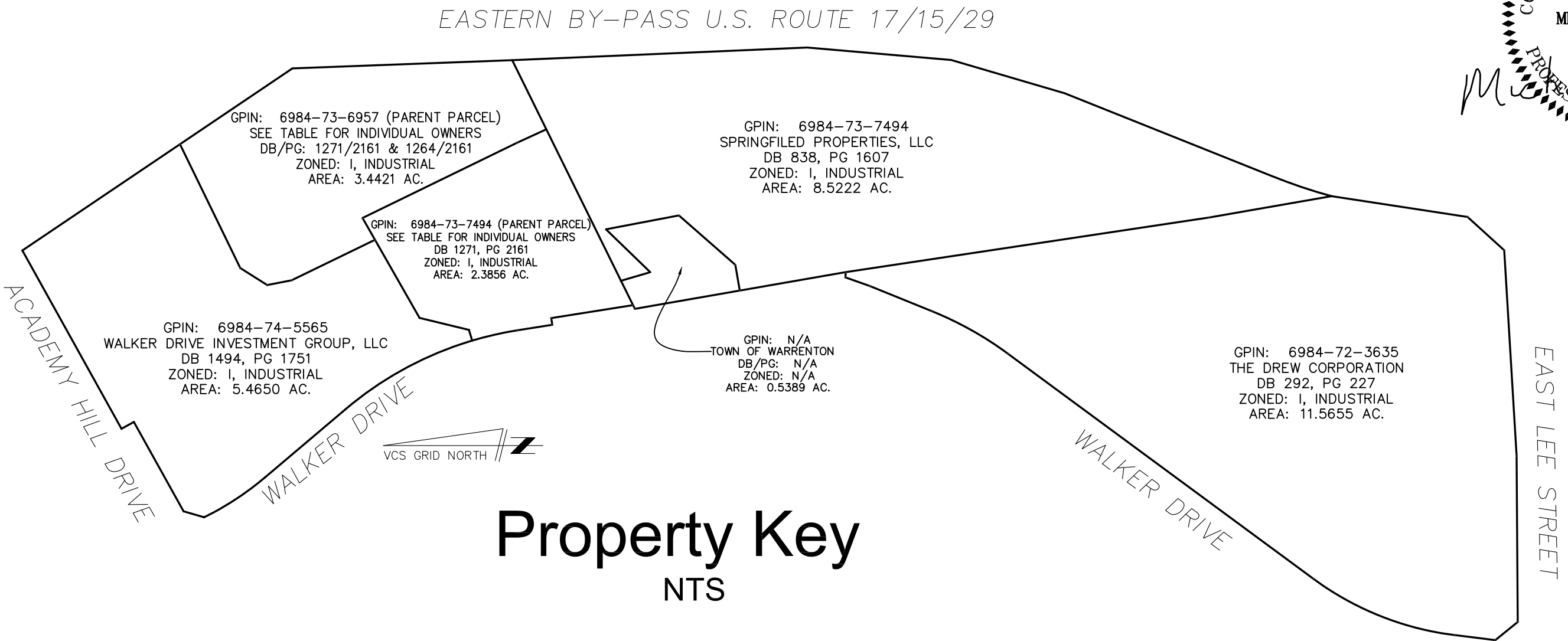
GENERAL NOTES:

1. NO TITLE REPORTS FURNISHED. OTHER EASEMENTS AND/OR RIGHT-OF-WAY MAY EXIST.
2. BOUNDARIES SHOWN TAKEN FROM INFORMATION OF RECORD AND DO NOT REPRESENT CURRENT SURVEYS BY MICHAEL JOHNSON, PE. TOPOGRAPHIC INFORMATION PROVIDED BY TARGET SURVEYS, INC. AND IS BASED ON A CURRENT (OCTOBER 2015) AERIAL SURVEY.
3. THIS SITE WILL BE SERVED BY PUBLIC WATER AND SEWER SERVICE. ALL PROPOSED STORM SEWER EASEMENTS SHALL BE PRIVATE.
4. FINAL PARKING TABULATIONS AND SITE CONFIGURATION TO BE DETERMINED AT PRELIMINARY PLAN AND/OR FINAL SITE PLAN REVIEW.
5. FOR VEHICLE COUNTS, REFER TO TRAFFIC IMPACT ANALYSIS PREPARED FOR THIS PROJECT BY THE TRAFFIC GROUP DATED MARCH 30, 2016.
6. MICHAEL JOHNSON, PE DOES NOT CERTIFY TO THE LOCATION OR EXISTENCE OF ANY, OR ALL, UNDERGROUND UTILITIES. THE UNDERGROUND UTILITIES SHOWN ARE FROM AVAILABLE RECORDS. THIS DOES NOT CONSTITUTE A GUARANTEE OF THEIR ACTUAL LOCATION OR THAT THEY HAVE BEEN SHOWN.

PROPERTY OWNERS INFORMATION TABLE

GPIN:	OWNER:	CURRENT ZONING:	PARCEL AREA:	DEED BOOK / PAGE:
6984-74-5565	WALKER DRIVE INVESTMENT GROUP, LLC	I, INDUSTRIAL	5.4650 AC.	1494/1751
6984-73-7494	SPRINGFILED PROPERTIES, LLC	I, INDUSTRIAL	8.5222 AC.	838/1607
6984-72-3635	THE DREW CORPORATION	I, INDUSTRIAL	11.5655 AC.	292/227
6984-73-6957-101*	CCMK, LLC	I, INDUSTRIAL	3.4421 AC.**	1264/697; 1271/2161
6984-73-6957-202*	CCMK, LLC	I, INDUSTRIAL	3.4421 AC.**	1264/697; 1271/2161
6984-73-6957-201*	RAM HOLDINGS, LLC	I, INDUSTRIAL	3.4421 AC.**	1301/2
6984-73-6957-203*	J.S. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	3.4421 AC.**	1407/1005
6984-73-6957-204*	J.S. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	3.4421 AC.**	1301/119
6984-74-8242-001*	HIRSHMAN HOOVER, LLC	I, INDUSTRIAL	2.3856 AC.**	1420/499
6984-74-8242-002*	J.L. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	2.3856 AC.**	1411/1463
6984-74-8242-003*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-006*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-007*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-004*	CCMK, LLC	I, INDUSTRIAL	2.3856 AC.**	1427/1228
6984-74-8242-005*	CCMK, LLC	I, INDUSTRIAL	2.3856 AC.**	1427/1228
TOTAL AREA =			31.3804 AC.	

* DENOTES CONDOMINIUM OWNERSHIP
** DENOTES ACREAGE OF PARENT PARCEL



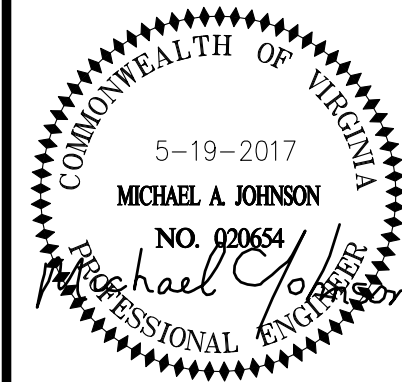
APPROVAL BLOCK
**Walker Drive Properties
Master Development Plan**
Engineer:
Michael Johnson, PE
14307 Broughton Place
Gainesville, Virginia 20155
Te: (703)334-6483

Revision	Date
Revised Per Review Agency Comments	5-19-17
Revised Per Review Agency Comments	5-15-17
Revised Per Review Agency Comments	3-13-17
Revised Per Review Agency Comments	12-2-16
Revised Per Review Agency Comments	9-19-16
Revised Per Review Agency Comments	7-18-16

MICHAEL JOHNSON, PE
14307 BROUGHTON PLACE
GAINESVILLE, VIRGINIA 20155
TEL: (703)609-1776 FAX: (571)223-5016

LAND BAY PLAN
WALKER DRIVE PROPERTIES

TOWN OF WARRENTON, VIRGINIA

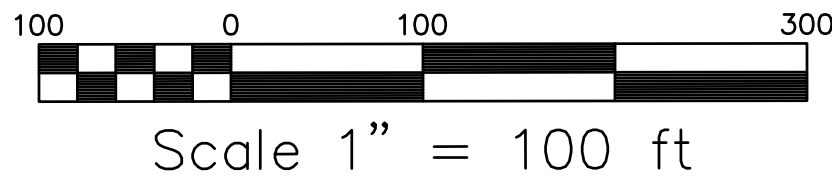


- GENERAL NOTES:
1. LAND BAY "E" WILL CONTAIN A MINIMUM OF 10% OPEN SPACE.
 2. THE FINAL BUILDING SQUARE FOOTAGE FOR EACH LAND BAY FOR INDUSTRIAL, COMMERCIAL AND RESIDENTIAL USES MAY VARY BY 5%. HOWEVER, THE SQUARE FOOTAGE SHOWN FOR THE PROJECT, IN TOTAL, CAN NOT EXCEED THE AREA SHOWN FOR EACH USE TYPE.
 3. MIXED USE RESIDENTIAL BUILDINGS SHALL CONTAIN NON-RESIDENTIAL USES IN ALL OR A PORTION OF THE GROUND FLOOR FOR EACH APPLICABLE BUILDING.
 4. THE ZONING ADMINISTRATOR SHALL BE ABLE TO REDUCE PARKING REQUIREMENTS BY UP TO 20% IF ENHANCED LANDSCAPING IS USED TO INCLUDE HIGHER QUALITY PLANTINGS, TREES OF A LARGER CALIPER AND INCREASED PLANTING UNITS.
 5. OPEN SPACE AREA MAY BE REDUCED TO 15% IF HEALTHY LIFESTYLE AMENITIES ARE INCLUDED PER SECTION 3-5.2 OF THE TOWN OF WARRENTON ZONING ORDINANCE.

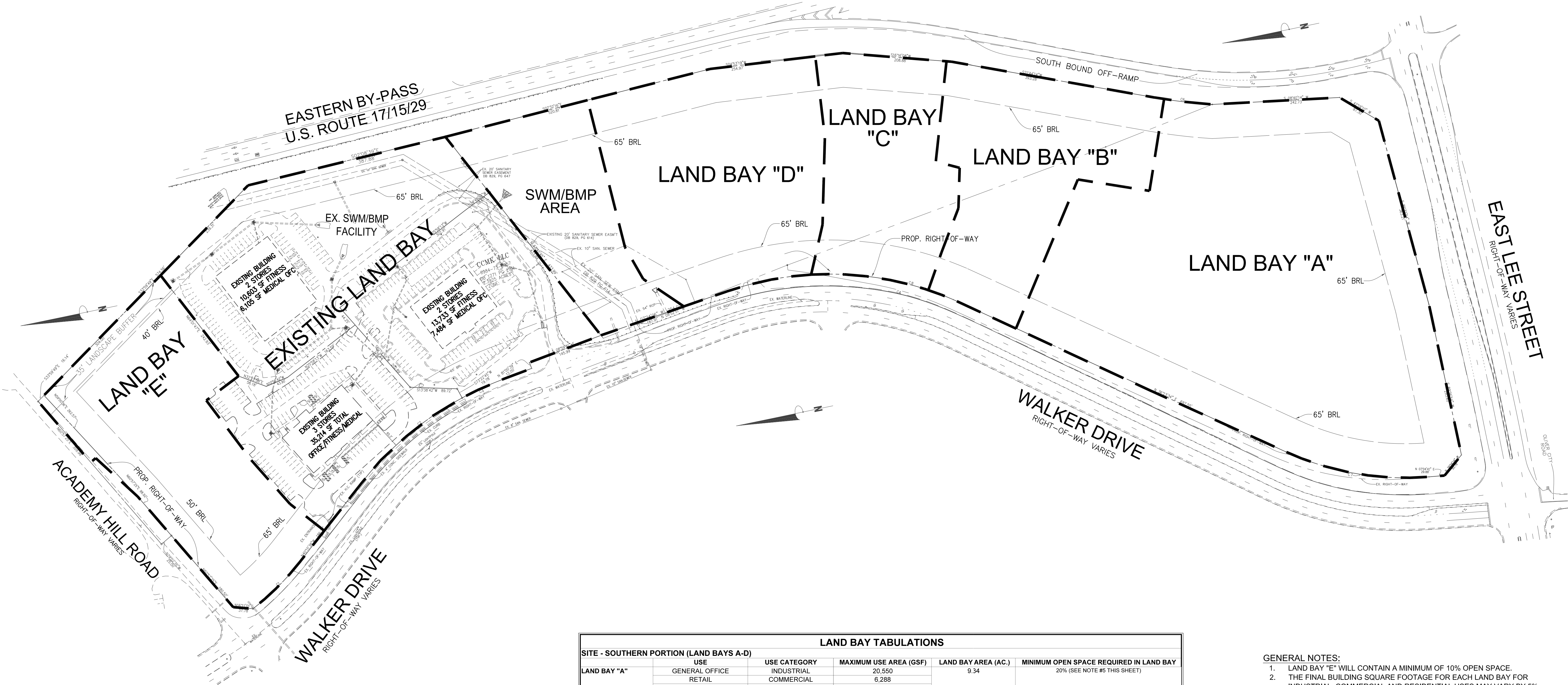
I-PUD DEVELOPMENT STANDARDS:

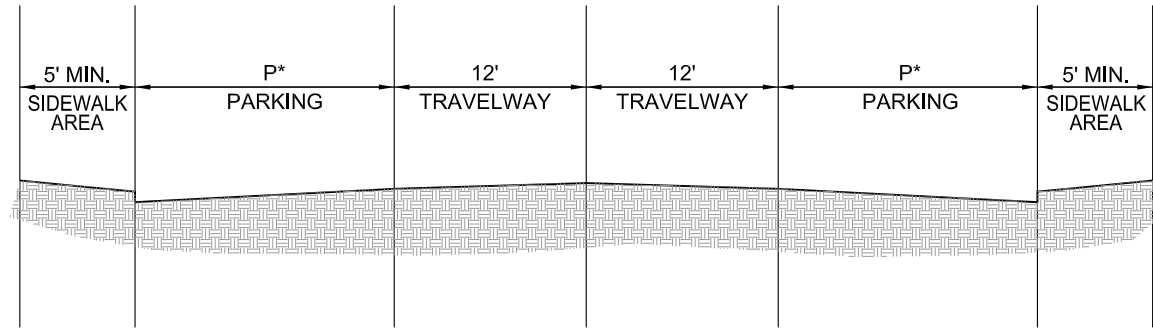
USE TYPE	TARGET USE %
INDUSTRIAL	50% MIN.
COMMERCIAL	30% MAX.
MIXED USE RESIDENTIAL	5% MIN., 35% MAX.
RESIDENTIAL	20% MAX.
OPEN SPACE	MIN. 20%
OPEN SPACE BONUS – HEALTHY LIFESTYLE, AMENITIES AND/OR CIVIC GREENS	15%

LAND BAY TABULATIONS					
SITE - SOUTHERN PORTION (LAND BAYS A-D)					
LAND BAY "A"	USE	USE CATEGORY	MAXIMUM USE AREA (GSF)	LAND BAY AREA (AC.)	MINIMUM OPEN SPACE REQUIRED IN LAND BAY
	GENERAL OFFICE	INDUSTRIAL	20,550	9.34	20% (SEE NOTE #5 THIS SHEET)
	RETAIL	COMMERCIAL	6,288		
	RESTAURANT	INDUSTRIAL	6,288		
	ENTERTAINMENT	COMMERCIAL	35,000		
LAND BAY "B"	ENTERTAINMENT	COMMERCIAL	21,000	2.99	
	RETAIL	COMMERCIAL	14,263		
	RESTAURANT	INDUSTRIAL	14,263		
LAND BAY "C"	GENERAL OFFICE	INDUSTRIAL	6,703	2.33	
	RETAIL	COMMERCIAL	15,814		
	RESTAURANT	INDUSTRIAL	2,500		
LAND BAY "D"	GENERAL OFFICE	INDUSTRIAL	10,103	3.77	
	RETAIL	COMMERCIAL	7,603		
	RESTAURANT	INDUSTRIAL	2,500		
	MULTI-FAMILY RESIDENTIAL	MIXED USE RESIDENTIAL	76 UNITS (80,824 GSF)		
SITE - NORTHERN PORTION (LAND BAY E & EXISTING LAND BAY)					
EXISTING LAND BAY	USE	USE CATEGORY	MAXIMUM USE AREA (GSF)	LAND BAY AREA (AC.)	
	OFFICE/HEALTH CLUB	INDUSTRIAL	73,139	7.8	
LAND BAY "E"	GENERAL OFFICE	INDUSTRIAL	20,000	3.39	
	MULTI-FAMILY RESIDENTIAL	MIXED USE RESIDENTIAL	40 UNITS (60,000 GSF)		
SWM/BMP AREA				1.33	
	TOTAL AREA (ACRES) =			31.55	
					USE PERCENTAGE
TOTAL INDUSTRIAL GSF =				156,046	39.32%
TOTAL COMMERCIAL GSF =				99,968	25.19%
TOTAL RESIDENTIAL GSF =				140,824	35.49%
TOTAL GSF =				396,838	



CURVE	RADIUS	ARC	CHORD	BEARING	DELTA	TANGENT
C1	617.96'	254.99'	253.17'	S89°25'13"E	27°18'02"	129.34'
C2	527.96'	129.06'	128.74'	N33°15'27"W	14°02'21"	64.80'

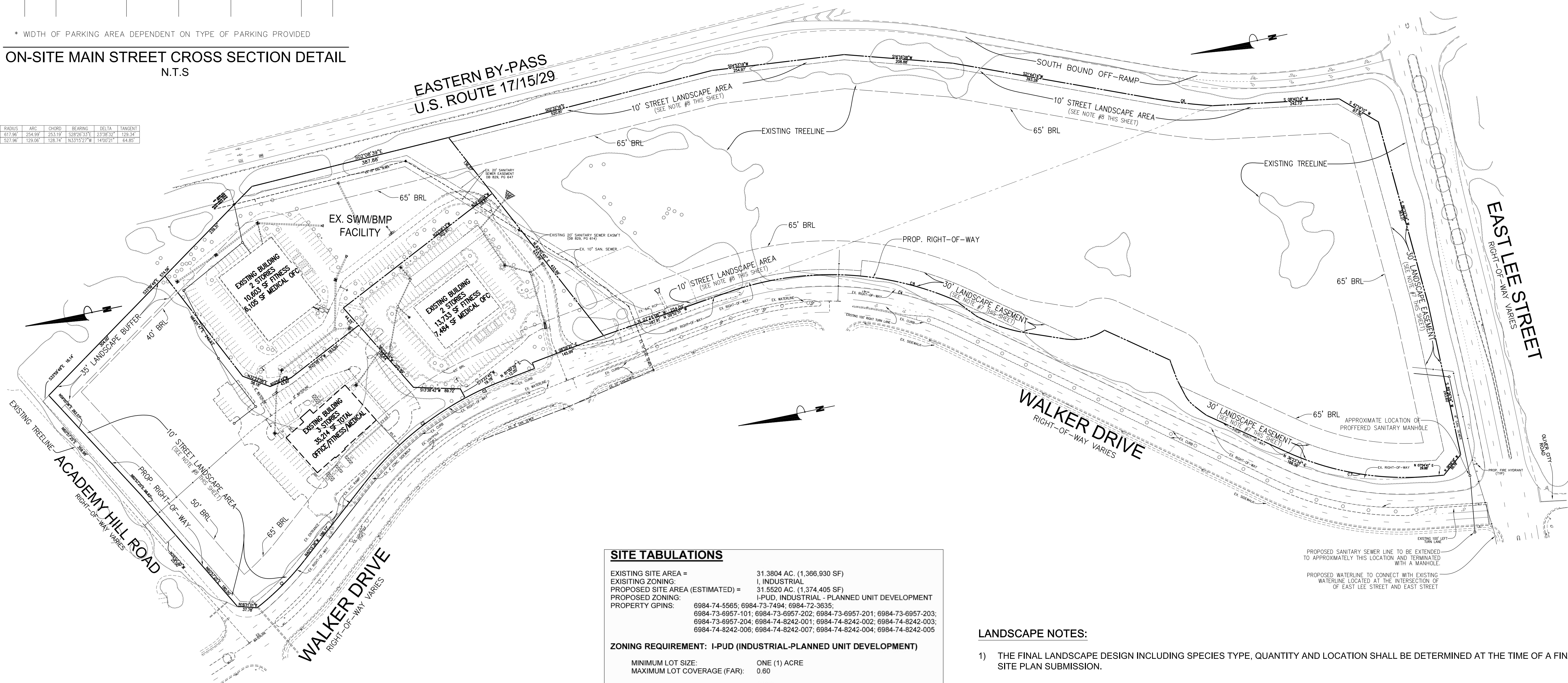




* WIDTH OF PARKING AREA DEPENDENT ON TYPE OF PARKING PROVIDED

ON-SITE MAIN STREET CROSS SECTION DETAIL N.T.S.

CURVE	RADIUS	ARC	CHORD	BEARING	DELTA	TANGENT
C1	617.96'	254.99'	253.19'	S28°20'33"E	23°38'52"	129.34'
C2	527.96'	129.96'	126.74'	N33°15'27"W	14°00'21"	44.89'



SITE TABULATIONS

EXISTING SITE AREA = 31.3804 AC. (1,366,930 SF)
EXISTING ZONING: I, INDUSTRIAL
PROPOSED SITE AREA (ESTIMATED) = 31.5520 AC. (1,374,405 SF)
PROPOSED ZONING: I-PUD, INDUSTRIAL - PLANNED UNIT DEVELOPMENT
PROPERTY GPINS: 6984-74-5565; 6984-73-7494; 6984-72-3635;
6984-73-6957-101; 6984-73-6957-202; 6984-73-6957-201; 6984-73-6957-203;
6984-73-6957-204; 6984-74-8242-001; 6984-74-8242-002; 6984-74-8242-003;
6984-74-8242-006; 6984-74-8242-007; 6984-74-8242-004; 6984-74-8242-005

ZONING REQUIREMENT: I-PUD (INDUSTRIAL-PLANNED UNIT DEVELOPMENT)

MINIMUM LOT SIZE: ONE (1) ACRE
MAXIMUM LOT COVERAGE (FAR): 0.60

SETBACK REGULATIONS (OUTER BOUNDARY):
SIXTY-FIVE FEET (65') FROM THE RIGHT-OF-WAY OF A COLLECTOR STREET HAVING RIGHT-OF-WAY GREATER THAN FIFTY FEET (50').

FORTY FEET (40') FROM THE RIGHT-OF-WAY AND AND SERVICE DRIVE.

FIFTY FEET (50') FROM THE RIGHT-OF-WAY OF A LOCAL STREET HAVING RIGHT-OF-WAY OF FIFTY FEET (50'), OR LESS.

FRONTAGE REQUIREMENTS: MINIMUM ONE-HUNDRED FEET (100').

YARD REGULATIONS (OUTER PROJECT BOUNDARY):

SIDE: TWENTY-FIVE FEET (25') ADJACENT TO "C" OR "I" DISTRICT; FIFTY FEET (50') ADJACENT TO "R" DISTRICT
REAR: FORTY FEET (40') ADJACENT TO "C" OR "I" DISTRICT; SIXTY-FIVE FEET (65') ADJACENT TO "R" DISTRICT

INTERNAL LOT LINES: ZERO SETBACK

PROPOSED LOT COVERAGE:

NON-RESIDENTIAL BUILDING AREA (GSF EST.) = 256,014+/- SF
INDUSTRIAL USE = 144,046+/- SF*
COMMERCIAL USE = 111,968+/- SF
MULTI-FAMILY RESIDENTIAL BUILDING AREA (EST) = 140,824+/- SF
TOTAL BUILDING FLOOR AREA (GSF EST.) = 396,838+/- SF (256,014+140,824)
SITE FAR (EST.) = 0.289+/- (396,838/1,374,405)

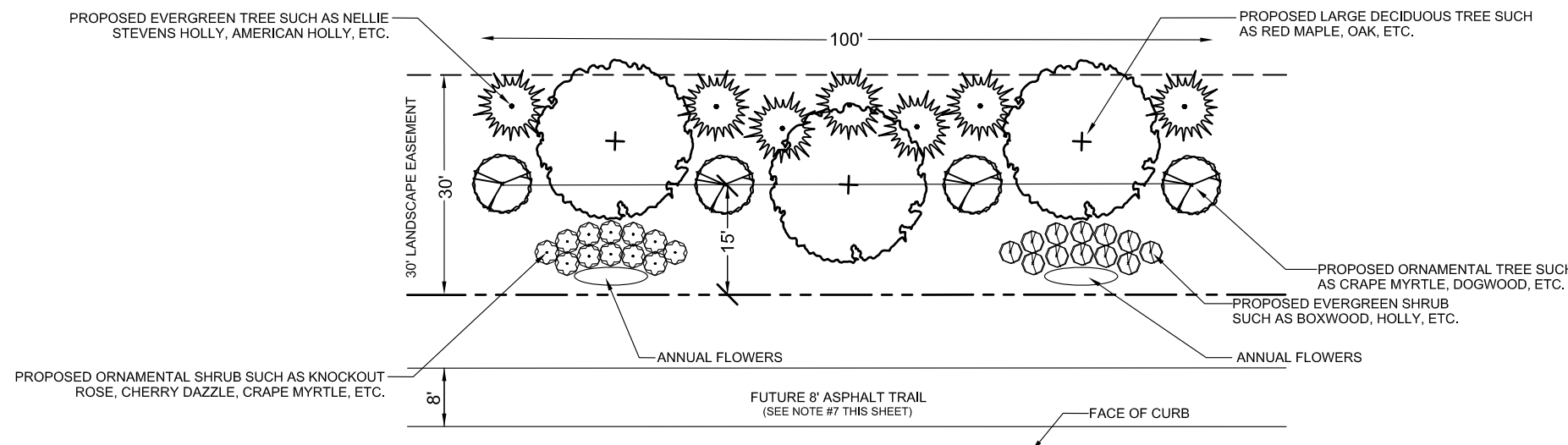
* INCLUDES EXISTING BUILDING AREAS.

I-PUD DEVELOPMENT STANDARDS:

USE TYPE	TARGET USE %
INDUSTRIAL	50% MIN.
COMMERCIAL	30% MAX.
MIXED USE RESIDENTIAL	5% MIN., 35% MAX.
RESIDENTIAL	20% MAX.
OPEN SPACE	MIN. 20%
OPEN SPACE BONUS – HEALTHY LIFESTYLE, AMENITIES AND/OR CIVIC GREENS	15%

LANDSCAPE NOTES:

- THE FINAL LANDSCAPE DESIGN INCLUDING SPECIES TYPE, QUANTITY AND LOCATION SHALL BE DETERMINED AT THE TIME OF A FINAL SITE PLAN SUBMISSION.
- LANDSCAPING SUBMITTED WITH A FINAL SITE PLAN SHALL BE SUBJECT TO ALL APPLICABLE TOWN OF WARRENTON REGULATIONS - UNLESS WAIVED BY THE TOWN OF WARRENTON PRIOR TO OR DURING THE SITE PLAN REVIEW PROCESS.
- THE LANDSCAPE PLAN SUBMITTED AT THE TIME OF FINAL SITE PLAN SHALL PROVIDE FOR THE PLANTING OR REPLACEMENT OF TREES ON THE SITE TO THE EXTENT THAT, AT 20 YEARS, A MINIMUM OF 10% TREE CANOPY SHALL BE PROVIDED.
- THE LANDSCAPE PLAN SUBMITTED AT THE TIME OF FINAL SITE PLAN SHALL PROVIDE INTERIOR PARKING LOT LANDSCAPING IN ACCORDANCE WITH THE ZONING ORDINANCE. THIS INCLUDES AN AREA EQUAL TO OR GREATER THAN 10% PERCENT OF THE PAVED PARKING AREA WHICH SHALL BE LANDSCAPED. ADDITIONALLY, LANDSCAPING SHALL BE PROVIDED AT A RATE OF ONE (1) TREE AND THREE (3) SHRUBS FOR EVERY EIGHT (8) PARKING SPACES.
- THE LANDSCAPE PLAN SUBMITTED AT THE TIME OF FINAL SITE PLAN SHALL PROVIDE TREE SELECTIONS FROM THE ACCEPTABLE TREE SPECIES LIST FOUND IN THE ZONING ORDINANCE.
- THE LANDSCAPE PLAN SUBMITTED AT THE TIME OF FINAL SITE PLAN SHALL PROVIDE PERIMETER PARKING LOT LANDSCAPING WHICH SHALL INCLUDE A MINIMUM EIGHT (8) FEET WIDE LANDSCAPE STRIP WHICH INCLUDES ONE (1) TREE EVERY 50 FEET WHERE THE PARKING ABUTS A PUBLIC RIGHT OF WAY. WHERE PARKING DOES NOT ABUT A PUBLIC RIGHT OF WAY, PERIMETER PARKING LOT LANDSCAPING SHALL INCLUDE A MINIMUM FIVE (5) FEET WIDE LANDSCAPE STRIP WHICH INCLUDES ONE (1) TREE AND THREE (3) SHRUBS EVERY 50 FEET.
- THE LANDSCAPE PLAN SUBMITTED AT THE TIME OF FINAL SITE PLAN SHALL PROVIDE LANDSCAPE PLANTINGS AS SHOWN IN THE "30' LANDSCAPE EASEMENT PLANTING DETAIL" INCLUDED ON THIS SHEET. THIS AREA SHALL UTILIZE SCREENING MEASURES SUCH AS, BUT NOT LIMITED TO, SHRUBS AND EARTH BERMING. SUFFICIENT MEASURES SHALL BE INSTALLED TO SCREEN PARKED CARS ADJACENT TO THESE LANDSCAPE AREAS. THE LANDSCAPE AREA REFERENCED HEREIN CAN CONTAIN WITHIN ITS BOUNDARY THE PROFFERED EIGHT FOOT (8') ASPHALT TRAIL, SIGNAGE, UTILITY CROSSINGS AND SITE ENTRANCES "A" AND "B".
- THE LANDSCAPE PLAN SUBMITTED AT THE TIME OF FINAL SITE PLAN SHALL PROVIDE STREET TREE PLANTINGS (EXCLUSIVE OF THE 30' LANDSCAPE EASEMENT AREA DESCRIBED IN NOTE #7 ABOVE) IN ACCORDANCE WITH THE ZONING ORDINANCE. THIS INCLUDES LANDSCAPING THAT SHALL BE PROVIDED AT A RATE OF ONE (1) TREE FOR EVERY FIFTY (50') OF STREET FRONTAGE.
- ENTRY FEATURES MAY OR MAY NOT INCLUDE A SIGN AND / OR HARDSCAPE FEATURE SUBJECT TO FINAL DESIGN, ZONING REGULATIONS AND TOWN OF WARRENTON APPROVAL(S).



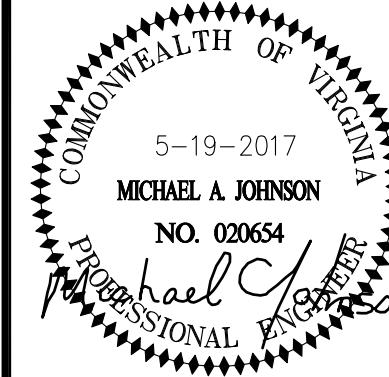
30' LANDSCAPE EASEMENT PLANTING DETAIL N.T.S.

MICHAEL JOHNSON, PE

14307 BROUGHTON PLACE
GAINESVILLE, VIRGINIA 20155
TEL: (703)609-1776 FAX: (571)223-5016

ON-SITE PROFFER PLAN WALKER DRIVE PROPERTIES

TOWN OF WARRENTON, VIRGINIA



NO.	DATE	DESCRIPTION	TOWN REVISIONS
6	5/19/17	PER REVIEW COMMENTS	
5	5/15/17	PER REVIEW COMMENTS	
4	3/13/17	PER REVIEW COMMENTS	
3	12/12/16	PER REVIEW COMMENTS	
2	9/19/16	PER REVIEW COMMENTS	
1	7/18/16	PER REVIEW COMMENTS	

DESIGN: M.A.J.

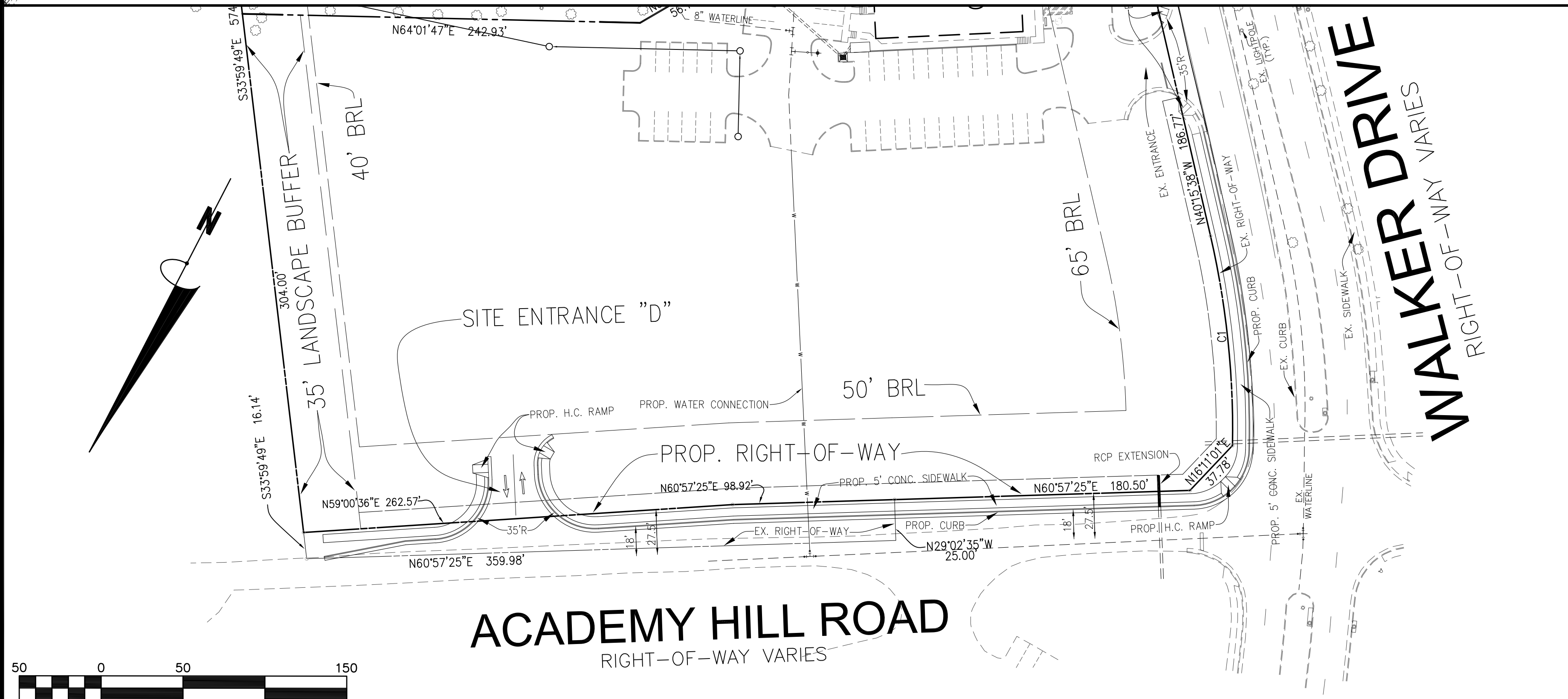
DRAWN: R.C.N.

DATE: 5/19/17

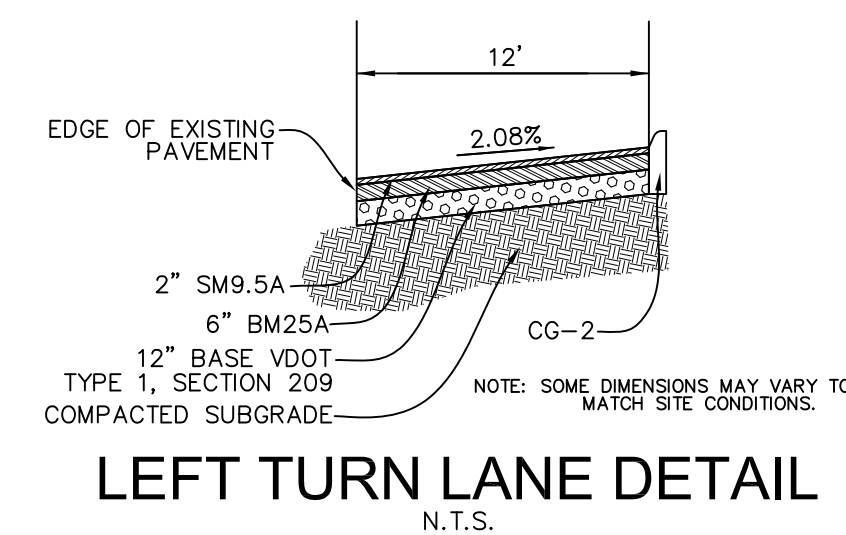
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3 OF 5

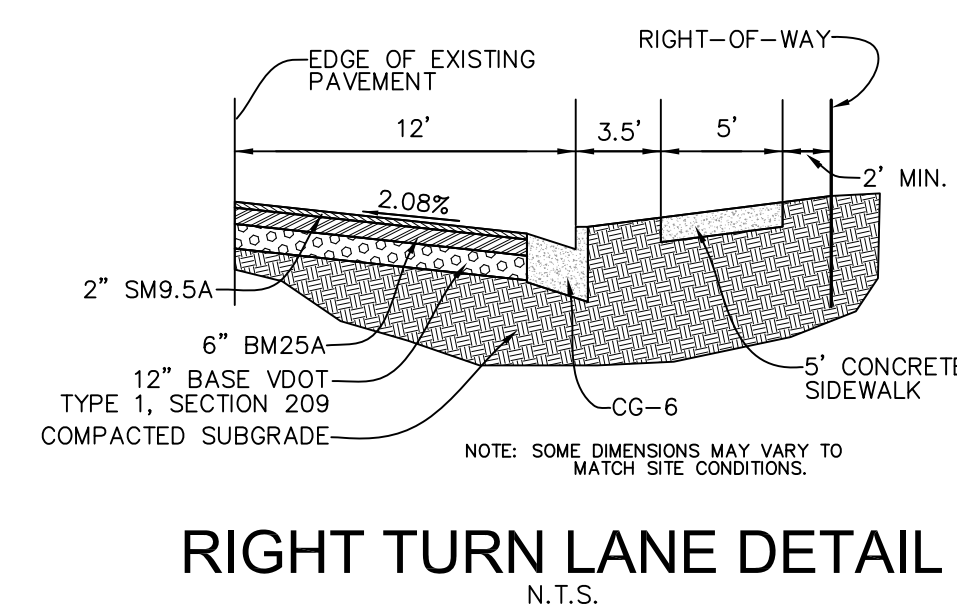
Scale 1" = 75 ft



Scale 1" = 50 ft

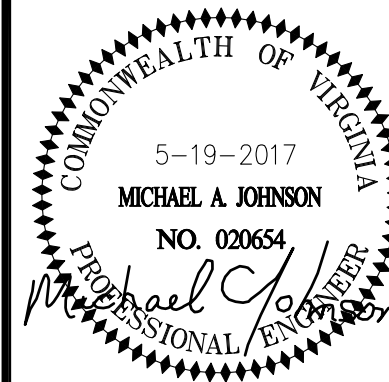


LEFT TURN LANE DETAIL



RIGHT TURN LANE DETAIL

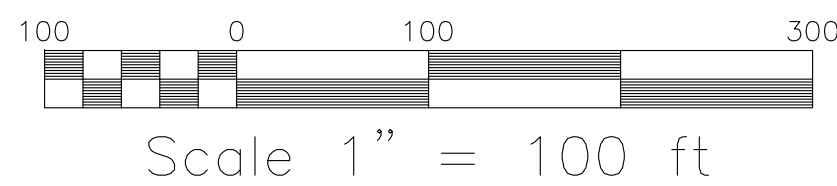
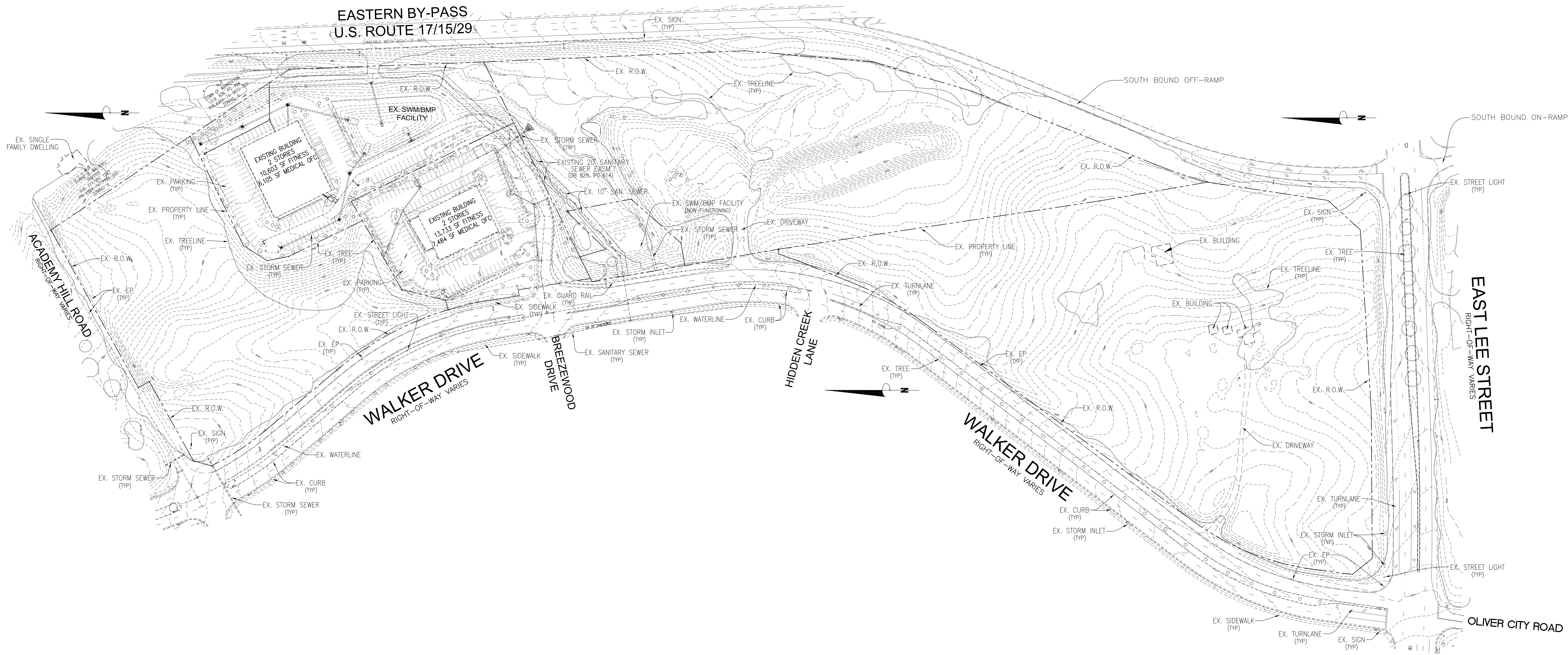
- NOTES:
- 1) THE IMPROVEMENTS SHOWN ON THIS SHEET ARE PROFFERED AS SPECIFIED IN THE PROFFER STATEMENT SUBMITTED FOR THIS REZONING.
 - 2) REFER TO PROFFERS FOR SUPPLEMENTAL INFORMATION REGARDING IMPROVEMENT REQUIREMENTS FOR THIS INTERSECTION. THE ROUNDABOUT SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY. THE CONFIGURATION IS SUBJECT TO CHANGE ONCE FINAL ENGINEERING IS COMPLETE.
 - 3) REFER TO PROFFERS FOR SUPPLEMENTAL INFORMATION REGARDING IMPROVEMENT REQUIREMENTS FOR THIS INTERSECTION.
 - 4) THE RIGHT-OF-WAY DEDICATION SHOWN MAY VARY DUE TO ISSUES ENCOUNTERED DURING FINAL ENGINEERING.



FORM NO. 10		FORM NO. 10	
NO.	DATE	DESCRIPTION	
6	5/19/17	PER REVIEW COMMENTS	
5	5/15/17	PER REVIEW COMMENTS	
4	3/13/17	PER REVIEW COMMENTS	
3	12/2/16	PER REVIEW COMMENTS	
2	9/19/16	PER REVIEW COMMENTS	
1	7/18/16	PER REVIEW COMMENTS	
DESIGN: M.A.J.			
DRAWN: R.C.N.			
DATE: 5/19/17			
SCALE: VARIES			
4 OF 5			

MICHAEL JOHNSON, PE
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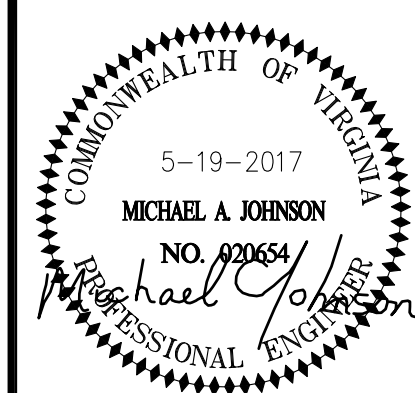
TRANSPORTATION PROFFER PLAN
WALKER DRIVE PROPERTIES
CENTER MAGISTERIAL DISTRICT
TOWN OF WARRENTON, VIRGINIA



MICHAEL JOHNSON, PE
14307 BROUGHTON PLACE
GAINESVILLE, VIRGINIA 20155
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**EXISTING CONDITIONS
WALKER DRIVE PROPERTIES**

TOWN OF WARRENTON, VIRGINIA



TOWN REVISIONS	
NO.	DESCRIPTION
6	15/19/17 PER REVIEW COMMENTS
5	15/15/17 PER REVIEW COMMENTS
4	13/13/17 PER REVIEW COMMENTS
3	12/22/16 PER REVIEW COMMENTS
2	9/19/16 PER REVIEW COMMENTS
1	7/18/16 PER REVIEW COMMENTS
DESIGN:	M.A.J.
DRAWN:	R.C.N.
DATE:	5/19/17
SCALE:	1"=100'
5 OF 5	

PROPERTY OWNERS INFORMATION TABLE

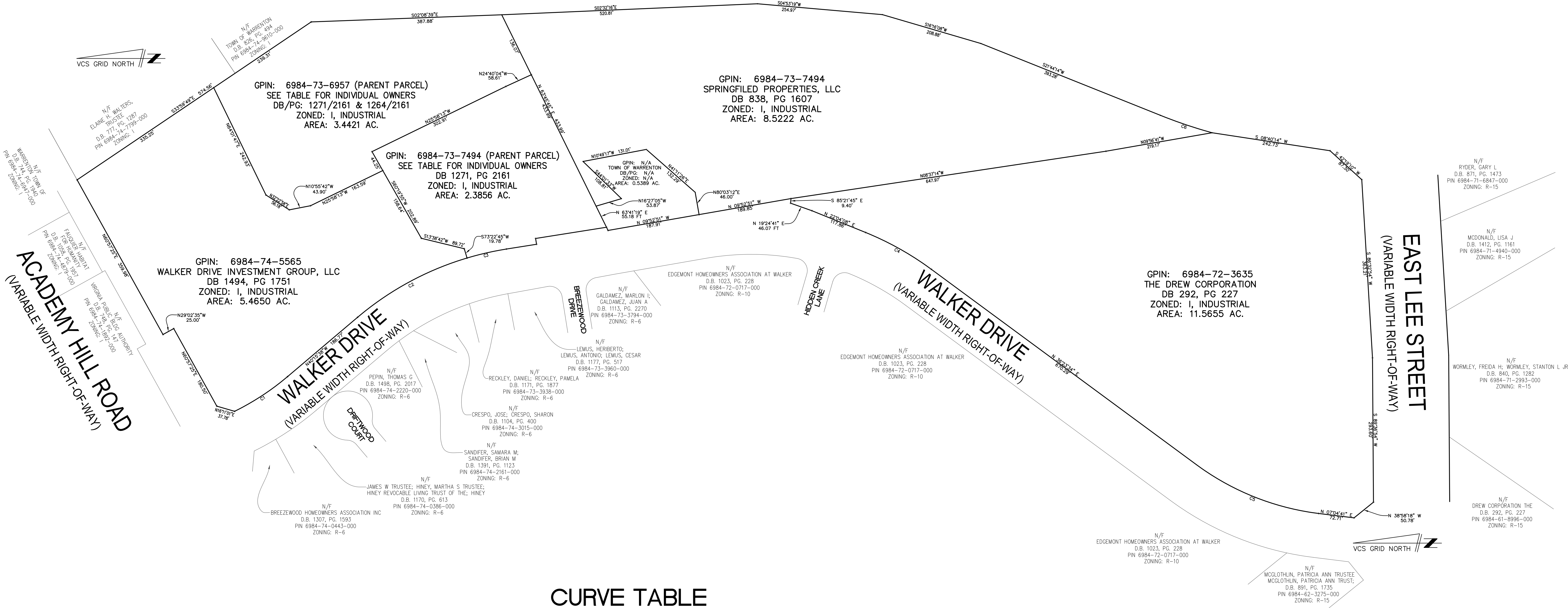
GPIN:	OWNER:	CURRENT ZONING:	PARCEL AREA:	DEED BOOK / PAGE:
6984-74-5565	WALKER DRIVE INVESTMENT GROUP, LLC	I, INDUSTRIAL	5.4650 AC.	1494/1751
6984-73-7494	SPRINGFILED PROPERTIES, LLC	I, INDUSTRIAL	8.5222 AC.	838/1607
6984-72-3635	THE DREW CORPORATION	I, INDUSTRIAL	11.5655 AC.	292/227
6984-73-6957-101*	CCMK, LLC	I, INDUSTRIAL	3.4421 AC.**	1264/697; 1271/2161
6984-73-6957-202*	CCMK, LLC	I, INDUSTRIAL	3.4421 AC.**	1264/697; 1271/2161
6984-73-6957-201*	RAM HOLDINGS, LLC	I, INDUSTRIAL	3.4421 AC.**	1301/2
6984-73-6957-203*	J.S. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	3.4421 AC.**	1407/1005
6984-73-6957-204*	J.S. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	3.4421 AC.**	1301/119
6984-74-8242-001*	HIRSHMAN HOOVER, LLC	I, INDUSTRIAL	2.3856 AC.**	1420/499
6984-74-8242-002*	J.L. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	2.3856 AC.**	1411/1463
6984-74-8242-003*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-006*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-007*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-004*	CCMK, LLC	I, INDUSTRIAL	2.3856 AC.**	1427/1228
6984-74-8242-005*	CCMK, LLC	I, INDUSTRIAL	2.3856 AC.**	1427/1228
TOTAL AREA =			31.3804 AC.	
* DENOTES CONDOMINIUM OWNERSHIP				
** DENOTES ACREAGE OF PARENT PARCEL				

NOTES:

- THE INFORMATION SHOWN ON THIS SHEET HAVE BEEN TAKEN FROM INFORMATION OF RECORD AND DOES NOT REPRESENT BOUNDARY SURVEYS PERFORMED BY MICHAEL JOHNSON, PE.
- NO TITLE REPORTS FURNISHED.

EASTERN BYPASS

STATE ROUTES 29, 17 & 15
(VARIABLE WIDTH RIGHT-OF-WAY)



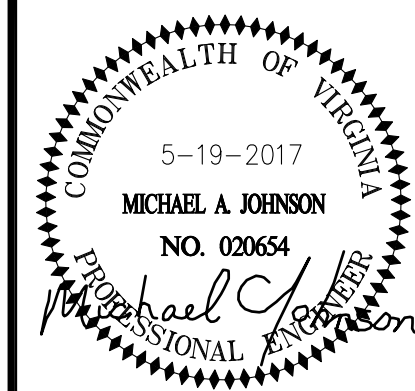
CURVE TABLE

NUMBER	DEFLECTION RIGHT	DELTA ANGLE	DEGREE OF CURVE (ARC)	CHORD DIRECTION	TANGENT	RADIUS	ARC LENGTH
C1	14°00'21"	14°00'21"	10°51'08"	N 33°15'27" W	64.85	527.96	129.06
C2	23°38'32"	23°38'32"	09°16'18"	N 28°26'33" W	129.34	617.96	254.99
C3	07°37'56"	07°37'56"	09°16'18"	N 12°48'19" W	41.22	617.96	82.32
C4	14°15'18"	14°15'18"	09°16'18"	N 29°15'54" E	77.27	617.96	153.75
C5	29°18'55"	29°18'55"	10°51'09"	N 21°44'08" E	138.09	527.95	270.12
C6	06°20'11"	06°20'11"	05°42'05"	N 18°38'24" E	55.62	1004.93	111.14

MICHAEL JOHNSON, PE
14307 BROUGHTON PLACE
GAINESVILLE, VIRGINIA 20155
TEL: (703)609-1776 FAX: (571)223-5016

ZONING PLAT
WALKER DRIVE PROPERTIES

TOWN OF WARRENTON, VIRGINIA



NO.	DATE	DESCRIPTION	COUNTY REVISIONS
6	5/19/17	PER REVIEW COMMENTS	
5	5/15/17	PER REVIEW COMMENTS	
4	3/13/17	PER REVIEW COMMENTS	
3	12/2/16	PER REVIEW COMMENTS	
2	9/19/16	PER REVIEW COMMENTS	
1	7/18/16	PER REVIEW COMMENTS	
DESIGN: M.A.J.			
DRAWN: R.C.N.			
DATE: 5/19/17			
SCALE: 1"=100'			
1 OF 1			

**THE POTENTIAL FISCAL/ECONOMIC IMPACTS OF THE PROPOSED WALKER
DRIVE IPUD REZONING APPLICATION**

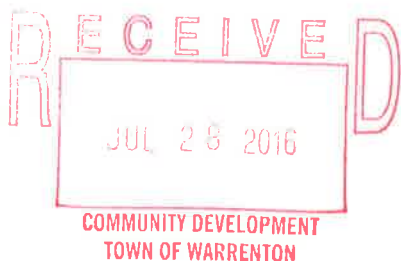
April 15, 2016

Revised July 18, 2016

Background. The Applicants, East Side Investment Group, LLC, Springfield Real Properties, LLC, and Walker Drive Investment Group, LLC (hereinafter, the "Applicants") have proposed to rezone approximately 32 acres from I, Industrial, to I-PUD, Industrial Planned United Development on Walker Drive in the Town. The Applicants have been asked to provide additional information regarding the potential fiscal impact of the proposal upon its development. While full buildout is anticipated to take a number of years, it is possible to identify the economic impact of the proposal even in its conceptual stage. It is the Applicants' intention to develop what is known as a "Lifestyle Center," described further below.

The Applicant continues to believe it does not require detailed econometric studies to project that the fiscal impact of the development will be positive both for the Town of Warrenton, and for Fauquier County and that the development of the Property as proposed will create greater value for the Town than the by-right development of the land. Under the existing industrial zoning and subject only to site plan approval, the properties could incorporate a hotel, and perhaps one or two restaurants. The balance of the land could support either office or flex/warehouse uses, but the market for office space in Warrenton and the surrounding area is weak and there are already two office buildings on the property. This suggests that the balance of the project would likely consist of flex/warehouse space. It can be reasonably assumed that the taxable value of land from the development of flex/warehouse space would be significantly less than that under the proposed zoning map amendment. Additionally, it is reasonable to assume that the type of hotel/motel and restaurant that would be attracted to an area dominated by flex/warehouse uses would be substantially less valuable and produce less tax revenue than those that would be interested in a planned mixed-use project.

Local tax benefits. Assuming approval of a rezoning for this Project, at buildout (excluding existing structures and the additional structure now being constructed by right) the site would include approximately 180,000 square feet of commercial/retail/industrial space, 76 apartments, and 40 residential condominium units. Making reasonable assumptions of sales levels, assessed values per square foot, tax rates, etc. as shown in the attached table, and based on conversations with persons experienced in such matters; it is possible to estimate the following tax revenues expected to be generated by the project annually:



	<u>Town of Warrenton</u>	<u>Fauquier County</u>
Real Estate Taxes	\$ 9,500	\$ 740,000
F F & E Taxes	40,500	106,000
Business License Tax	31,000	
Meals Tax	880,000	
Sales Tax		530,000
Total Annual Revenue	\$961,000	\$1,376,000

It can be anticipated that most of the revenues (and therefore taxes) generated from this project will not adversely affect existing area sales. The entertainment sales tax revenue will be generated from local area patrons who would not otherwise shop in in the immediate vicinity. Much of the retail/food sales would be generated from captured business from the 40+ thousand trips per day that VDOT reports travel the eastern by-pass, where potential shoppers must go to Gainesville to the north, or southbound to Fredericksburg/Culpeper.

Additional economic impact beyond direct taxation. Additional economic impact (and consequently, additional public revenues) would come from the construction and operation of the project itself. It is estimated that the retail/industrial component of this project will create numerous jobs during development/construction of the project. Continuing operations after construction and lease-up would be expected to employ people in operating, management, and support positions, providing a future, annual economic benefit.

The development of this Property as proposed has had demonstrably beneficial results in other localities, from Northern Virginia to Northern California. Because of their accessibility and walkability, they can function similarly to a downtown area. They offer more than a “retail experience” because of that accessibility and scale and are increasingly attractive to millennials.

In 2006, Regional Economic Models, Inc., of Andover, MA (REMI) prepared a study on the “Economic Impact of Shopping Center Development” for the International Council of Shopping Centers (ICSC). In it, REMI calculated the impact of construction and operation of four types of shopping centers (Regional Mall, Power Center, Lifestyle Center, and Community Center) on three types of economic regions (Metropolitan Statistical Area, City Area, and Suburb Area).

A Lifestyle Center in a Suburban Area, the closest model to that proposed in this rezoning, is defined as one developed near affluent residential areas including at least 50,000 square feet of retail space occupied by upscale specialty stores. Elements of a Lifestyle Center define its role as a “multi-purpose leisure-time destination including restaurants, entertainment,

and design ambience and amenities such as fountains and street furniture that are conducive to casual browsing.” The economic impact has been adjusted for the size of the proposed center, 175,000 square feet. Based on REMI numbers, it is estimated that the non-residential component of this project will create an estimated 133 jobs during development/construction with a Gross Regional Product impact of \$16M, and an addition of \$6M to local real disposable personal income. Continuing operations of the project during the first year after construction would be expected to add 325 jobs and provide first year annual economic output of \$47M with an estimated increase in Gross Regional Product of \$28M and an increase in local real disposable personal income of \$8M.¹

Further, the construction of multi-family dwellings (certainly conjunction with an adjacent Lifestyle Center, can be expected to produce significant economic and social benefits to a community. According to the National Multifamily Housing Council, and the National Apartment Association² the construction and operation of 116 multifamily and condo units would contribute over \$20 million to the area economy annually in the form of combined direct and indirect expenses connected with construction, operations, and residents spending, and support approximately 126 construction jobs. Annual operation and maintenance of the units would support three on-site jobs and would provide just under \$1,000,000 in total economic expenditures. Once occupied expenditures by residents would support 46 jobs both directly and overall in the community, and contribute in excess of \$4M annually to the local economy.

Local costs. In addition to consideration of positive economic benefits to the Town, it is reasonable to consider also what costs this development might impose. Because this is predominantly a commercial facility with ancillary residential development, the principal costs that the Town is likely to face would be in police and fire and rescue services. It is also reasonable to assume that the positive tax benefits of commercial development will more than offset any additional requirements that the Police Department, Fire and Rescue, and Inspections may incur in addition to the Town’s present \$3.5M budget for those services. Utility costs and

¹ A complete copy of the REMI study is attached to this Statement. While it has been suggested that the study is dated, its fundamental conclusions remain valid. Indeed, “Lifestyle Centers” are currently a principal focus of the shopping center market. See, e.g., <http://bit.ly/1QfSX0e>. One need only venture to Fairfax Corner off Interstate 66 to see a local example of a successful such development.

² The National Multifamily Housing Council and the National Apartment Association have created a Calculator for estimating potential economic effects of multi-family housing. The numbers set out in the text, above, assume 116 multi-family units in Virginia. (It is possible to use metropolitan areas for comparison but the Applicant has considered a more general focus to be nearer the possibilities of this proposed development). See, <http://bit.ly/297LCV8>.

road network improvements will be absorbed by the developer during the course of development.³

Conclusion. The Applicant submits that this information is both realistic and supportable, and that it the retention of a professional market/fiscal impact analyst is not necessary to a reasonable determination that the development of this Property as proposed would add material economic benefits to the Town and the County, at minimal cost to Warrenton.

³ It is also worth noting that this development, as all developments, will take time to reach buildout and the costs that the Town will absorb will not occur suddenly, but over a period of time during which Town staff will have the opportunity to assess those costs and additional revenues.



Regional Economic Models, Inc.

**Economic Impact of
Shopping Center Developments**

Final Report

**Prepared for
International Council of Shopping Centers**

**By
REMI Consulting, Inc.**

**Using
REMI Policy Insight
Three-Region EDFS-23 Model**

January 9, 2006



306 Lincoln Ave., Amherst, MA 01002
Telephone: (413) 549-1169 Fax: (413) 549-1038
e-mail: info@remi.com

TABLE OF CONTENTS

TABLE OF CONTENTS	2
1. Executive Summary	3
Major Findings	4
2. Methodology & Assumptions	15
2-1 REMI Policy Insight	15
2-2 Assumptions.....	18
2-3 Simulation Inputs	18
3. Results	23
About REMI.....	28
Appendix.....	29

1. Executive Summary

The International Council of Shopping Centers (ICSC) contracted Regional Economic Models, Inc. (REMI) to perform an economic assessment of shopping center developments in three regional economies within the United States. A shopping center, as defined by ICSC, is 'a group of retail and other commercial establishments that is planned, developed, owned and managed as a single property, with on-site parking provided. The center's size and orientation are generally determined by the market characteristics of the trade area served by the center. The three main physical configurations of shopping centers are malls, open-air centers, and hybrid centers.'¹ The focus of the study is on analyzing the economic benefits to these economies of new shopping center development. ICSC supplied REMI with specific details for three economic regions (Metropolitan Statistical Area (MSA), City Area, Suburb Area)², and 4 types of shopping centers (Regional Mall, Power Center, Lifestyle Center, and Community Center). Expenditures on construction and equipment during the construction phase, and employment during the operational phase, differed by economic region and type of shopping center³.

ICSC asked REMI to model the total economic impacts in three distinct regional economies associated with various levels of site investment and operational employment. To quantify the indirect and induced effects of such developments, REMI captured all direct effects of the developments, including:

- Sales increases to regional construction firms with in-region supply at 100%.
- Sales increases to local equipment manufacturing firms with in-region supply at 50%.
- Operational employment increases for retail, management, and administrative services.

REMI examined the above scenarios using a 23-industry sector, three-region model. While using this model, REMI developed an underlying baseline forecast and thirty-six (36) alternative forecasts for the various economies. Alternative forecasts modeled by REMI show the total net effects of shopping center construction and equipping, and operational employment, independent of one another. Twenty-four (24) of these simulations examined two differing operational concepts for comparison purposes: one with market-place competition, and one without market-place competition. By analyzing these developments with different underlying assumptions for the regional market place, REMI established a realistic range of potential outcomes.

Data for the analysis was provided by ICSC, who provided REMI with projections of total shopping-center-site development costs and employment.

¹ Source: ICSC. ICSC Shopping Center Definitions. Basic Configurations and Types for the United States.

² For this study a "MSA" would be a major city like San Francisco, St. Louis, Chicago, Philadelphia, etc. Examples of a "city" area would be Tucson, Fresno, Wichita, Austin, etc. Examples of a "suburban area" would be Lowell, MA, Novi, MI, Santa Cruz, CA, Daytona Beach, FL, etc.

³ The Median Center Size was taken from a sample of centers from the Directory of Major Mall Database. We sampled 90 centers from each category with 30 from each geographic region. For example, we took 30 power centers in different MSAs, 30 power centers from different city areas, and 30 power centers from suburban areas. This median center sizes were used consistently for all total employment and sales calculations.

Major Findings

Tables contained at the end of this section summarize the economic growth in Year 1, Year 2, Year 3, Year 4, and Year 5, with five year spreads continuing out to Year 25 in the MSA, City, and Suburb Areas due to Regional Mall, Power Center, Lifestyle Center, and Community Center developments and operations. Definitions for the four types of shopping centers are contained below, with details supplied in the appendix.⁴

Regional Mall: This center type provides general merchandise (a large percentage of which is apparel) and services in full depth and variety. Its main attraction is the combination of anchors, which may be traditional, mass merchant, discount, or fashion department stores, with numerous fashion oriented specialty stores. A typical regional center is usually enclosed with an inward orientation of the stores connected by a common walkway. Parking surrounds the outside perimeter.

Power Center: A center dominated by several large anchors, including discount department stores, off-price stores, warehouse clubs, or "category killers," i.e., stores that offer a vast selection in related merchandise categories at very competitive retail prices. The center typically consists of several anchors, some of which may be freestanding (unconnected) and only a minimum amount of small specialty tenants.

Lifestyle Center: Most often located near affluent residential neighborhoods, this center type caters to the retail needs and "lifestyle" pursuits of consumers in its trading area. It has an open-air configuration and typically includes at least 50,000 square feet of retail space occupied by upscale national chain specialty stores. Other elements differentiate the lifestyle center in its role as a multi-purpose leisure-time destination, including restaurants, entertainment, and design ambience and amenities such as fountains and street furniture that are conducive to casual browsing. These centers may be anchored by one or more conventional or fashion specialty department stores.

Community Center: A community center typically offers a wider range of apparel and other soft goods than the neighborhood center. Among the more common anchors are supermarkets, super drugstores, and discount department stores. Community center tenants sometimes contain value-oriented big-box category-dominant retailers selling such items as apparel, home improvement/furnishings, toys, electronics or sporting goods. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design. Of the eight center types, community centers encompass the widest range of formats. For example, certain centers that are anchored by a large discount department store often have a discount focus. Others with a high percentage of square footage allocated to off-price retailers can be termed offprice centers.

Construction of a new shopping center, in conjunction with the operational employment at the center, stimulates positive growth in the regional economy. The total net impact of the operational employment is modeled under two different assumptions: with and without market-place displacement effects. If a retailer moves in that supplies a market where it does not compete with other firms in the area, the results will be affected by the percent of local inputs used, and will not

⁴ Source: ICSC, please see appendix for details

displace the activity of other, previously established, retailers. However, this assumption needs to be counterbalanced with a series of alternative runs to determine the total net effect of shopping-center developments and operations with displacement. By providing a range of outcomes, the analysis is more sound and informative. Constructing and equipping the sites is assumed to occur without market-place displacement.

The three economic regions that ICSC designated as the areas of study are regionally distinct, essentially making them one of a kind. Listed below are factors that make the areas distinct from each other as well as from other areas in the United States and abroad.

- Regional Purchase Coefficient (ratio of local demand that is self supplied in region), by industry type
- Trade shares, measured by imports and exports, to contiguous and non-contiguous areas
- Absolute Size
- Industry Composition
- Wage Rates
- Labor Productivity
- Participation Rates
- Relative Employment Opportunities

Economies of different size and composition experience various levels of growth throughout the period of analysis, due to these region-distinct characteristics. Strong growth in employment, largely in the construction, manufacturing, and service sectors, results from site investment and direct employment at the various centers. Job seekers that find work in these industries are compensated at the regional average wage rates and are the largest contributors to the increase in Real Disposable Income (the increase in Real Disposable Income directly affects the increase in consumption). Please see section 2 for a detailed description of the results.

Economic and demographic impacts can be observed in three distinct phases; construction, short-term operations, and long-term operations. The short-term, single year, construction-phase impact creates a high number of jobs in that year due to the increased demands within the construction industry and in a number of manufacturing industries that supply the shopping centers with producers durable equipment. The construction and equipping phase captures all capital investments that are made in an area in a single year (Year 1). The construction phase is a temporary, yet very important, contribution to these economic regions, bringing immediate impacts. Longevity of economic returns is another important factor when evaluating development policies. In the years that follow the construction phase, positive economic growth in the short-term and long-term phases illustrate the net gains, which the regions will reap due to direct employment increases at a variety of centers. The results featured in Tables 1-12 are the total net effects of the direct stimulus plus indirect and induced economic effects.

Regional Mall

Without Market Competition

MSA						YR 6-	YR 11-	YR 16-	YR 21-
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	2536	2526	2505	2480	2457	2422	2435	2492	2553
Output (Mil 96\$)	198.8	200.2	200.7	200.9	201.8	1048.6	1180.4	1369.0	1585.7
GRP (Mil 96\$)	121.5	124.6	126.6	128.0	129.5	678.3	761.7	876.9	1008.9
Population (Last Year of Phase)	384	683	926	1128	1296	1837	235	274	316
Real Disp Pers Inc (Mil 96\$)	29.1	31.0	32.9	34.5	35.9	200.1	2107.0	2244.0	2306.0

City Area						YR 6-	YR 11-	YR 16-	YR 21-
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	3001	3149	3249	3313	3357	3449	3586	3728	3882
Output (Mil 96\$)	246.8	264.7	277.8	287.6	296.0	1599.2	1839.3	2143.9	2503.9
GRP (Mil 96\$)	147.4	161.4	172.2	180.8	188.2	1035.4	1195.0	1383.2	1600.0
Population (Last Year of Phase)	627	1168	1646	2067	2436	3702	4369	4714	4886
Real Disp Pers Inc (Mil 96\$)	56.1	63.4	70.1	75.6	80.4	460.9	548.2	636.8	734.1

Suburb Area						YR 6-	YR 11-	YR 16-	YR 21-
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	1234	1239	1235	1225	1216	1201	1215	1255	1301
Output (Mil 96\$)	119.7	122.3	123.4	124.0	124.7	649.7	734.9	858.4	1003.7
GRP (Mil 96\$)	71.9	74.0	75.2	76.0	76.9	403.3	456.5	531.7	619.2
Population (Last Year of Phase)	181	319	430	520	594	820	933	987	1006
Real Disp Pers Inc (Mil 96\$)	20.4	21.7	22.8	23.7	24.5	133.4	153.2	176.5	202.2

* Average Employment

Regional Mall

With Market Competition

MSA	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	782	781	777	772	767	761	770	790	810
Output (Mil 96\$)	62.6	63.3	63.7	64.0	64.5	337.6	382.7	444.8	515.6
GRP (Mil 96\$)	38.4	39.5	40.3	40.9	41.4	218.9	247.6	285.8	329.1
Population (Last Year of Phase)	118	210	284	346	398	565	649	692	711
Real Disp Pers Inc (Mil 96\$)	9.1	9.7	10.2	10.7	11.1	61.7	72.2	84.1	97.2

City Area	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	278	291	299	305	308	316	326	336	349
Output (Mil 96\$)	24.0	25.6	26.8	27.7	28.5	153.8	176.1	204.3	237.3
GRP (Mil 96\$)	14.5	15.8	16.8	17.6	18.3	100.4	115.3	132.8	153.0
Population (Last Year of Phase)	53	100	141	176	208	315	371	399	412
Real Disp Pers Inc (Mil 96\$)	5.4	6.0	6.5	7.0	7.4	42.2	49.7	57.1	65.3

Suburb Area	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	177	178	178	177	177	176	179	186	193
Output (Mil 96\$)	18.3	18.8	19.1	19.3	19.5	102.8	116.9	136.3	159.4
GRP (Mil 96\$)	11.3	11.6	11.9	12.1	12.3	65.1	74.1	86.2	100.4
Population (Last Year of Phase)	26	46	61	74	85	119	136	143	146
Real Disp Pers Inc (Mil 96\$)	3.1	6.6	6.9	7.2	7.4	20.5	23.6	27.1	31.0

* Average Employment

Power Center

Without Market Competition

MSA						YR 6-	YR 11-	YR 16-	YR 21-
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	330	328	325	322	319	314	316	322	330
Output (Mil 96\$)	26.1	26.3	26.4	26.4	26.5	137.8	155.1	179.8	208.3
GRP (Mil 96\$)	16.0	16.4	16.6	16.8	17.0	89.1	100.1	115.2	132.5
Population (Last Year of Phase)	49	88	120	145	167	235	268	284	290
Real Disp Pers Inc (Mil 96\$)	3.8	4.0	4.3	4.5	4.7	25.9	30.1	35.0	40.3

City Area						YR 6-	YR 11-	YR 16-	YR 21-
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	362	380	392	400	405	416	432	450	469
Output (Mil 96\$)	30.0	32.1	33.7	34.9	35.9	194.0	223.3	260.6	304.4
GRP (Mil 96\$)	17.9	19.6	20.9	22.0	22.9	125.7	145.2	168.1	194.6
Population (Last Year of Phase)	75	140	198	248	292	444	525	568	589
Real Disp Pers Inc (Mil 96\$)	6.8	7.6	8.4	9.1	9.7	55.3	66.0	76.7	88.3

Suburb Area						YR 6-	YR 11-	YR 16-	YR 21-
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	372	373	372	369	366	362	366	378	391
Output (Mil 96\$)	36.3	37.1	37.5	37.6	37.9	197.9	223.9	261.3	305.6
GRP (Mil 96\$)	21.8	22.5	22.8	23.1	23.4	122.8	139.1	161.8	188.6
Population (Last Year of Phase)	54	96	129	156	179	247	280	295	300
Real Disp Pers Inc (Mil 96\$)	6.2	6.6	6.9	7.2	7.4	40.4	46.4	53.3	61.2

* Average Employment

Power Center

With Market Competition

MSA	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	104	104	103	103	102	101	102	104	107
Output (Mil 96\$)	8.5	8.6	8.7	8.7	8.8	45.9	52.0	60.4	70.1
GRP (Mil 96\$)	5.2	5.4	5.5	5.6	5.6	29.7	33.6	38.8	44.8
Population (Last Year of Phase)	15	27	37	45	52	73	83	88	90
Real Disp Pers Inc (Mil 96\$)	1.2	1.3	1.4	1.5	1.5	8.1	9.3	10.9	12.7

City Area	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	36	37	38	39	39	40	41	42	44
Output (Mil 96\$)	3.2	3.4	3.6	3.7	3.8	20.4	23.3	26.9	31.1
GRP (Mil 96\$)	1.9	2.1	2.2	2.3	2.4	13.3	15.3	17.5	20.1
Population (Last Year of Phase)	6	12	17	21	25	37	44	47	49
Real Disp Pers Inc (Mil 96\$)	0.7	0.8	0.9	0.9	0.9	5.3	6.5	7.5	8.2

Suburb Area	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	53	53	53	53	53	53	53	55	58
Output (Mil 96\$)	5.6	5.8	5.9	5.9	6.1	32.0	36.3	42.3	49.6
GRP (Mil 96\$)	3.5	3.6	3.6	3.7	3.8	20.2	23.0	26.8	31.3
Population (Last Year of Phase)	8	14	18	22	25	36	40	42	43
Real Disp Pers Inc (Mil 96\$)	0.9	1.0	1.1	1.1	1.2	6.3	7.0	7.7	8.6

* Average Employment

Lifestyle Center

Without Market Competition

MSA	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	1130	1125	1116	1105	1094	1078	1083	1108	1135
Output (Mil 96\$)	88.7	89.3	89.5	89.7	90.1	468.1	527.3	612.0	709.4
GRP (Mil 96\$)	54.1	55.5	56.3	57.0	57.6	302.0	339.2	391.0	450.2
Population (Last Year of Phase)	170	302	409	498	572	809	926	986	1011
Real Disp Pers Inc (Mil 96\$)	12.8	13.7	14.5	15.2	15.9	88.2	103.4	120.4	138.7

City Area	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	1066	1119	1155	1178	1194	1227	1276	1328	1383
Output (Mil 96\$)	87.4	93.8	98.4	101.9	104.9	566.9	652.5	761.0	889.2
GRP (Mil 96\$)	52.1	57.1	61.0	64.0	66.6	366.8	423.7	490.7	567.7
Population (Last Year of Phase)	224	418	589	739	872	1324	1565	1690	1752
Real Disp Pers Inc (Mil 96\$)	19.9	22.5	24.9	26.8	28.5	163.7	195.0	226.6	261.3

Suburb Area	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	993	997	993	985	978	966	977	1009	1046
Output (Mil 96\$)	95.8	97.9	98.9	99.3	99.9	520.4	588.6	687.3	803.5
GRP (Mil 96\$)	57.4	59.1	60.1	60.7	61.4	322.2	364.8	424.8	494.7
Population (Last Year of Phase)	145	257	346	418	477	659	750	792	808
Real Disp Pers Inc (Mil 96\$)	16.3	17.4	18.3	19.0	19.7	107.1	123.0	141.6	162.1

* Average Employment

Lifestyle Center

With Market Competition

MSA	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	353	353	351	348	346	343	347	356	365
Output (Mil 96\$)	28.4	28.7	28.9	29.0	29.3	153.4	174.0	202.4	234.8
GRP (Mil 96\$)	17.4	17.9	18.2	18.5	18.8	99.2	112.3	129.8	149.5
Population (Last Year of Phase)	53	94	127	155	177	251	287	306	313
Real Disp Pers Inc (Mil 96\$)	4.1	4.3	4.6	4.8	4.9	27.4	31.9	37.2	42.9

City Area	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	94	99	102	104	106	109	112	117	122
Output (Mil 96\$)	7.9	8.5	8.9	9.2	9.5	51.2	58.7	68.5	79.8
GRP (Mil 96\$)	4.7	5.2	5.5	5.8	6.1	33.3	38.4	44.3	51.2
Population (Last Year of Phase)	19	36	51	63	75	114	134	146	152
Real Disp Pers Inc (Mil 96\$)	1.8	2.0	2.2	2.4	2.5	14.5	17.1	20.1	23.3

Suburb Area	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6- YR 10*	YR 11- YR 15*	YR 16- YR 20*	YR 21- YR 25*
Employment	138	140	139	139	139	138	141	146	152
Output (Mil 96\$)	14.1	14.5	14.7	14.9	15.0	79.3	90.4	105.9	124.1
GRP (Mil 96\$)	8.6	8.9	9.1	9.2	9.4	49.9	57.0	66.5	77.7
Population (Last Year of Phase)	20	36	48	58	67	95	109	115	118
Real Disp Pers Inc (Mil 96\$)	2.4	2.5	2.7	2.8	2.9	15.8	18.2	20.9	24.0

* Average Employment

Community Center

Without Market Competition

MSA	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	452	450	447	442	438	431	433	443	454
Output (Mil 96\$)	36.4	36.7	36.8	36.9	37.1	192.8	217.1	251.7	291.6
GRP (Mil 96\$)	22.3	22.9	23.3	23.6	23.8	125.0	140.5	161.7	186.1
Population (Last Year of Phase)	68	121	164	199	228	322	369	392	401
Real Disp Pers Inc (Mil 96\$)	5.3	5.6	5.9	6.2	6.5	35.8	41.8	48.7	56.2

City Area	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	656	688	710	724	733	753	782	812	845
Output (Mil 96\$)	54.4	58.4	61.2	63.3	65.2	351.9	404.6	471.5	550.1
GRP (Mil 96\$)	32.6	35.6	38.0	39.8	41.5	228.1	263.1	304.5	352.0
Population (Last Year of Phase)	136	253	356	447	527	800	944	1018	1055
Real Disp Pers Inc (Mil 96\$)	12.3	13.9	15.3	16.5	17.5	100.4	119.5	138.2	158.9

Suburb Area	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	538	540	538	534	530	523	529	546	566
Output (Mil 96\$)	53.2	54.4	55.0	55.2	55.6	290.0	328.0	382.8	447.5
GRP (Mil 96\$)	32.1	33.0	33.6	33.9	34.4	180.4	204.3	237.8	276.9
Population (Last Year of Phase)	78	139	187	226	258	356	404	426	434
Real Disp Pers Inc (Mil 96\$)	9.0	9.6	10.1	10.5	10.8	59.1	67.5	77.3	88.4

* Average Employment

Community Center

With Market Competition

MSA	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	144	143	143	142	141	139	141	145	148
Output (Mil 96\$)	12.1	12.2	12.3	12.4	12.5	65.5	74.2	86.4	100.2
GRP (Mil 96\$)	7.5	7.7	7.8	8.0	8.1	42.7	48.3	55.8	64.3
Population (Last Year of Phase)	21	38	51	62	71	101	115	122	124
Real Disp Pers Inc (Mil 96\$)	1.7	1.8	1.9	2.0	2.1	11.4	13.2	15.6	18.4

City Area	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	67	70	71	72	73	74	76	78	81
Output (Mil 96\$)	6.1	6.5	6.8	7.0	7.2	38.6	44.1	51.1	59.4
GRP (Mil 96\$)	3.7	4.1	4.3	4.5	4.6	25.4	29.1	33.4	38.6
Population (Last Year of Phase)	11	21	30	37	44	67	78	85	89
Real Disp Pers Inc (Mil 96\$)	1.3	1.5	1.6	1.6	1.7	9.9	11.7	13.4	15.4

Suburb Area	YR 6- YR 11- YR 16- YR 21-								
	YR 1	YR 2	YR 3	YR 4	YR 5	YR 10*	YR 15*	YR 20*	YR 25*
Employment	79	79	79	79	79	79	80	83	86
Output (Mil 96\$)	8.8	9.0	9.2	9.2	9.4	49.9	56.5	66.0	77.3
GRP (Mil 96\$)	5.4	5.6	5.7	5.8	6.0	31.8	36.1	42.1	49.1
Population (Last Year of Phase)	11	20	27	33	37	52	59	62	65
Real Disp Pers Inc (Mil 96\$)	1.5	1.6	1.7	1.7	1.8	9.6	10.6	12.1	13.7

* Average Employment

Investment Results, Year 1

Regional Mall Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	966	1208	572
Output (Mil Fixed 96\$)	121.4	138.8	94.4
GRP (Mil Fixed 96\$)	59.0	69.5	45.9
Population (Last Year of Phase)	130	235	84
Real Disp Pers Inc (Mil Fixed 96\$)	20.6	32.4	17.4

Power Center Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	431	454	312
Output (Mil Fixed 96\$)	54.1	52.1	51.5
GRP (Mil Fixed 96\$)	26.3	26.1	25.1
Population (Last Year of Phase)	58	88	46
Real Disp Pers Inc (Mil Fixed 96\$)	9.2	12.2	9.5

Lifestyle Center Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	289	486	320
Output (Mil Fixed 96\$)	36.3	55.8	52.8
GRP (Mil Fixed 96\$)	17.6	27.9	25.7
Population (Last Year of Phase)	39	94	47
Real Disp Pers Inc (Mil Fixed 96\$)	6.2	13.0	9.8

Community Center Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	299	422	229
Output (Mil Fixed 96\$)	37.6	48.5	37.7
GRP (Mil Fixed 96\$)	18.3	24.3	18.4
Population (Last Year of Phase)	40	82	33
Real Disp Pers Inc (Mil Fixed 96\$)	6.4	11.3	7.0

2. Methodology & Assumptions

2-1 REMI Policy Insight

REMI Policy Insight® is the leading regional economic-forecasting and policy-analysis model. For this study, REMI developed Policy Insight for ICSC. REMI built this model using the REMI model building system, which consists of hundreds of programs developed over the last two decades. The system assembled the three-region EDFS-23 model using data from the Bureau of Economic Analysis, the Bureau of Labor Statistics, the Department of Energy, the Bureau of Census, and other public sources.

REMI Policy Insight is a structural model, meaning that it clearly includes cause-and-effect relationships. The model is based on two key underlying assumptions from mainstream economic theory: households maximize utility and producers maximize profits. Since these assumptions make sense to most people and the structure is transparent, lay people as well as trained economists can understand the model.

In the model, businesses produce goods to sell to other firms, consumers, investors, governments and purchasers within and outside economic regions. The output is produced using labor, capital, fuel, and intermediate inputs. The demand for labor, capital and fuel per unit of output depends on their relative costs, since an increase in the price of any one of these inputs leads to substitution away from that input to other inputs. The supply of labor in the model depends on the number of people in the population and the proportion of those people who participate in the labor force. Economic migration affects the population size. People will move into an area if the real after-tax wage rates or the likelihood of being employed increases in a region.

Supply and demand for labor in the model determines the wage rates. These wage rates, along with other prices and productivity, determine the cost and opportunity of doing business for every industry in the model. An increase in costs would decrease the markets supplied by firms. This market share combined with the demand described above determines the amount of local output. The model has many other feedbacks. For example, changes in wages and employment impact income and consumption, while economic expansion changes investment, and population growth impacts government spending.

Figure 2-1 is a pictorial representation of REMI Policy Insight. The Output block shows a business that sells to all the sectors of final demand as well as to other industries. The Labor and Capital Demand block shows how labor and capital requirements depend both on output and their relative costs. The demographic block includes population and labor supply, contributing to demand and wage determination. Economic migrants in turn respond to wages and other labor market conditions. Supply and demand interact in the Wage, Price and Profit block. Relative production costs determine market shares. Output depends on market shares and the components of demand.

REMI Model Linkages (Excluding Economic Geography Linkages)

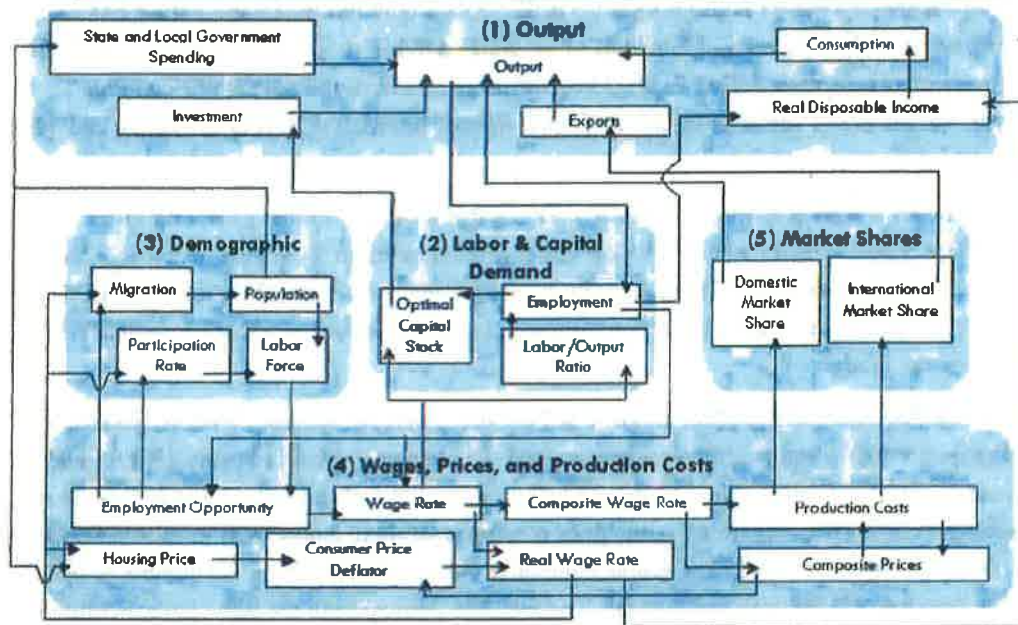


Figure 2-1 REMI Policy Insight overview

The REMI model brings together all of the above elements to determine the value of each of the variables in the model for each year in the baseline forecast, as well as for simulation purposes. The model includes all the inter-industry interactions that are included in input-output models in the Output block, but goes well beyond an input-output model by including the linkages among all of the other blocks shown in Figure 2-1.

In order to broaden the model in this way, it is necessary to estimate key relationships. This is accomplished by using extensive data sets covering all areas in the country. These large data sets and two decades of research efforts enable REMI to simultaneously maintain a theoretically sound model structure and build a model based on all the relevant data available.

The model has strong dynamic properties, which means that it forecasts not only what *will* happen but also *when* it will happen. This results in long-term predictions that have year-by-year changes. This means that the long-term properties of general equilibrium models are preserved while maintaining accurate annual predictions, using estimates of key equations from primary data sources.

Figure 2-2 shows the policy simulation process for a scenario called Policy X. The effects of a scenario are determined by comparing the baseline REMI forecast with an alternative forecast that incorporates the assumptions for the scenario. The baseline REMI forecast uses recent data and thousands of equations to generate projected economic activity for a particular region. The policy variables in the model are set equal to their baseline value (typically zero for additive variables and

one for multiplicative variables) when solving for the baseline forecast. To show the effects of a given scenario, these policy variables are given values that represent the direct effects of the scenario. The alternative forecast is generated using these policy variable inputs. Figure 2-2 shows how this process would work for a policy change called Policy X.

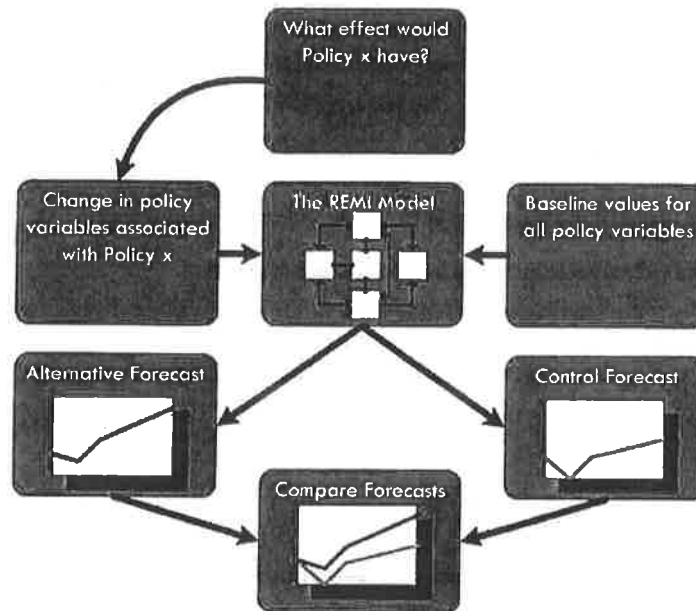


Figure 2-2 Policy X scenario

2-2 Assumptions

For this project, REMI examined the economic effects of shopping-center-site development and operations. Capital investments that are planned for the shopping centers and the likely availability of acquiring the capital within the regions specified by ICSC required REMI make a series of assumptions. The difficulty that REMI encountered when modeling in this framework was the need to quantify both the amount of the capital investments and the source of the capital. The details about the developments in the MSA Area, City Area, and Suburb Area are averages taken from a sample, as described in the executive summary. Other analysis of case-specific developments and utilization of different cost-per-square-foot estimates will result in different outcomes. REMI modeled simulations using several combinations of the following assumptions:

1. The capital investments begin and end in a single year (Year 1)
2. 100% of construction demand will be supplied from the local region without market displacement effects.
3. Construction Costs are \$75/Sqft in the MSA Area, and 10% less in City and Suburb Areas
4. 50% of equipment demand will be supplied from the local region without market displacement effects.
5. Developer Equipment Costs are \$18/Sqft
6. Retailer Equipment Costs are \$30/Sqft
7. Operational employment demand will remain constant throughout the 25-year horizon.
8. Wage rates are regional averages.
9. For twelve of the simulations, REMI assumed that operational employment will not have in-region market displacement.
10. For another twelve of the simulations, REMI assumed that operational employment will have in-region market displacement.

2-3 Simulation Inputs

The 36 scenarios that REMI modeled can be split into three distinct sets of twelve.

- The first set assessed the economic impact of developing the shopping-center sites.
- The second set assessed the economic impact of shopping-center operations *without* in-region market displacement.
- The third set assessed the economic impact of shopping-center operations *with* in-region market displacement.

All sets were modeled as separate actions. Combined runs were not performed.

The first set of data that REMI analyzed pertained to the construction and equipping of a Regional Mall, a Power Center, a Lifestyle Center, and a Community Center in the three economic regions. Construction costs are based on a square footage estimate supplied to REMI by ICSC, and documented in the Appendix. The Industry Sales variable contained within REMI Policy Insight was applied to simulate increases in Construction and Manufacturing output. For Simulation Inputs please see Table 2.1.

The second and third sets of data that REMI analyzed pertained to shopping-center operations. Operation-employment needs are also based on a square-footage estimate supplied to REMI by ICSC, and documented in the Appendix. The employees of these shopping centers typically fall into four categories; Retail, Management, Security, and Maintenance. ICSC provided employee-specific inputs by region and shopping-center type, translated into REMI Policy Insight inputs by REMI, as documented in the Appendix. For Simulation Inputs please see Table 2-2.

Industry Sales/Employment

REMI modeled significant increases in sales and employment in the construction, manufacturing, and retail-trade sectors through the industry-sales and employment variables, respectively. Constructing and equipping the various shopping centers is modeled as a completed process in a single year. Operational employment is modeled as a constant change above control forecast for a 25-year period. REMI Policy Insight is a complex economic forecasting tool that allows the user to enter situation-specific variable changes. The application of the Industry Sales and Industry Employment variables allows for changes in production of goods and services without local cannibalistic displacement effects. The decision to model without local competition for labor and market shares in the three regions was made based upon the assumption stated above, with a belief that latent demand for shopping opportunities exist, and the developments are satisfying market gaps.

Firm Employment

To provide a point of comparison, REMI modeled the exact same inputs for shopping-center operational employment by region and type using the firm employment variable. As in the Industry Employment scenarios, the change was entered as a constant change above baseline for a 25-year period. The application of the Firm Employment variable allows for changes in the production of goods and services with in-region cannibalistic displacement effects. The policy variable for firm employment is often used as an alternative to introducing additional dollars of output. The model contains regional labor productivity that converts between output increases and need for labor to produce such output. The decision to model with local competition for labor and market shares in the three regions was made based upon the need to provide a range of potential outcomes for the various operational estimates and regions, since no two economies are the same.

Table 2-1: Construction and Equipment

Regional Mall

	Median Center Size	Construction Per Sqft (\$)	Developer Equip Per Sqft (\$)	Retailer Equip Per Sqft	Total Construction	Developer Equip. Total	Retailer Equip Total	Total Equipment
MSA	920,000	\$75.00	\$18.00	\$30.00	\$69,000,000	\$16,560,000	\$27,600,000	\$44,160,000
City	945,000	\$67.50	\$18.00	\$30.00	\$63,787,500	\$17,010,000	\$28,350,000	\$45,360,000
Suburb	751,000	\$67.50	\$18.00	\$30.00	\$50,692,500	\$13,518,000	\$22,530,000	\$36,048,000

Power Center

	Median Center Size	Construction Per Sqft (\$)	Developer Equip Per Sqft (\$)	Retailer Equip Per Sqft	Total Construction	Developer Equip. Total	Retailer Equip Total	Total Equipment
MSA	410,000	\$75.00	\$18.00	\$30.00	\$30,750,000	\$7,380,000	\$12,300,000	\$19,680,000
City	355,000	\$67.50	\$18.00	\$30.00	\$23,962,500	\$6,390,000	\$10,650,000	\$17,040,000
Suburb	410,000	\$67.50	\$18.00	\$30.00	\$27,675,000	\$7,380,000	\$12,300,000	\$19,680,000

Lifestyle Center

	Median Center Size	Construction Per Sqft (\$)	Developer Equip Per Sqft (\$)	Retailer Equip Per Sqft	Total Construction	Developer Equip. Total	Retailer Equip Total	Total Equipment
MSA	275,000	\$75.00	\$18.00	\$30.00	\$20,625,000	\$4,950,000	\$8,250,000	\$13,200,000
City	380,000	\$67.50	\$18.00	\$30.00	\$25,650,000	\$6,840,000	\$11,400,000	\$18,240,000
Suburb	420,000	\$67.50	\$18.00	\$30.00	\$28,350,000	\$7,560,000	\$12,600,000	\$20,160,000

Community Center

	Median Center Size	Construction Per Sqft (\$)	Developer Equip Per Sqft (\$)	Retailer Equip Per Sqft	Total Construction	Developer Equip. Total	Retailer Equip Total	Total Equipment
MSA	285,000	\$75.00	\$18.00	\$30.00	\$21,375,000	\$5,130,000	\$8,550,000	\$13,680,000
City	330,000	\$67.50	\$18.00	\$30.00	\$22,275,000	\$5,940,000	\$9,900,000	\$15,840,000
Suburb	300,000	\$67.50	\$18.00	\$30.00	\$20,250,000	\$5,400,000	\$9,000,000	\$14,400,000

Assumptions from Construction Experts

- Construction costs \$75 per Sqft (MSA)
- Developer Equipment Costs \$18 per Sqft
- Retailer Equipment Costs \$30 per Sqft
- Construction Costs in Small City or Suburb 10% Cheaper than MSA
Therefore, City and Suburb Construction Costs \$67.50 per Sqft
- About 50% of equipment purchases are made locally; About 100% of construction labor is local.
- The Median Sizes were determined from taking samples of 30+ centers from each geographic division as described in operational data.

Table 2-2: Operations Employment

Regional Mall

MSA	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25
Retail Trade	Units	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015	2015
Mngmt of Co, Enter	Units	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Admin, Waste Services	Units	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58	58
City Area																									
Retail Trade	Units	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908	1908
Mngmt of Co, Enter	Units	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Admin, Waste Services	Units	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44
Suburb Area																									
Retail Trade	Units	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873	873
Mngmt of Co, Enter	Units	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Admin, Waste Services	Units	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28

Power Center

MSA	YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25
Retail Trade	Units	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263	263
Mngmt of Co, Enter	Units	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Admin, Waste Services	Units	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
City Area																									
Retail Trade	Units	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230	230
Mngmt of Co, Enter	Units	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Admin, Waste Services	Units	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Suburb Area																									
Retail Trade	Units	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265	265
Mngmt of Co, Enter	Units	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Admin, Waste Services	Units	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5

Lifestyle Center

MSA		YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25
Retail Trade	Units	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914	914
Mngmt of Co, Enter	Units	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Admin, Waste Services	Units	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
City Area																										
Retail Trade	Units	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684	684
Mngmt of Co, Enter	Units	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Admin, Waste Services	Units	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Suburb Area																										
Retail Trade	Units	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711	711
Mngmt of Co, Enter	Units	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Admin, Waste Services	Units	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16

Community Center

MSA		YR 1	YR 2	YR 3	YR 4	YR 5	YR 6	YR 7	YR 8	YR 9	YR 10	YR 11	YR 12	YR 13	YR 14	YR 15	YR 16	YR 17	YR 18	YR 19	YR 20	YR 21	YR 22	YR 23	YR 24	YR 25
Retail Trade	Units	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357	357
Mngmt of Co, Enter	Units	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Admin, Waste Services	Units	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
City Area																										
Retail Trade	Units	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413	413
Mngmt of Co, Enter	Units	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Admin, Waste Services	Units	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Suburb Area																										
Retail Trade	Units	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379	379
Mngmt of Co, Enter	Units	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
Admin, Waste Services	Units	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

3. Results

As shown in Table 3-1 thru 3-4, the various shopping center types and levels of investments and employment will stimulate positive growth in all of the regional economies modeled. All sectors of the economy will experience strong growth during the time frame. These regions will experience strong growth in employment, largely in the retail trade, services, construction, and manufacturing sectors, resulting from the direct capital investments and employment increases by developers and operators. The direct employment stimulus leads to an increase in Real Disposable Income (the increase in Real Disposable Income directly affects the increase in local consumption).

Output

The Output of an economy is the amount of production in dollars, including all intermediate goods purchased as well as value-added (labor, capital, and fuel investments and profit). We can also think of output as sales for both final goods and intermediate goods. Output is dependent upon consumption in the area, state government spending, investment, and exports of the industries in the region.

Gross Regional Product

Gross Regional Product (GRP) as a value added concept is analogous to the national concept of Gross Domestic Product. It is equal to Output, excluding intermediate inputs. The value-add concept is equal to compensation and profits.

Employment

The Employment variable in REMI Policy Insight uses historical data from the Bureau of Economic Analysis (BEA) and is based upon place of work, including part-time and full-time employees. The employment figures projected below are the difference from baseline and should not be cumulated.

Population

Population is a key variable in REMI Policy Insight that affects the potential labor force, government spending, consumption spending, and housing prices. Changes in population are due to migration changes into and out of the region. All changes in population are cumulative. Each year is difference from baseline, but includes the previous year.

Real Disposable Personal Income

Real Disposable Personal Income (RDPI) is the inflation-adjusted income that is available for consumers to spend. It is personal income minus taxes and social contributions plus dividends, rents, and transfer payments. The numbers of employees in the area, their wage rate, and the consumer prices all affect RDPI. An increase in employment or wage, or a decrease in consumers' prices increases a region's RDPI. Consequently, the opposite decreases RDPI. The increase in RDPI is an indirect effect from the new jobs in the regions. The summation of new wages, minus taxes, earned by workers equals the increase in RDPI.

Table 3-1: MSA Area

Employment

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030*	2006	2008	2010	2026-2030*
Regional Mall	0.099%	0.097%	0.094%	0.087%	0.32%	0.311%	0.301%	0.273%
Power Center	0.013%	0.013%	0.012%	0.011%	0.042%	0.04%	0.039%	0.035%
Lifestyle Center	0.045%	0.044%	0.042%	0.039%	0.143%	0.139%	0.134%	0.121%
Community Center	0.018%	0.018%	0.017%	0.016%	0.057%	0.055%	0.054%	0.049%

*Average Employment

Output (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030*	2006	2008	2010	2026-2030
Regional Mall	0.07%	0.068%	0.065%	0.344%	0.224%	0.213%	0.203%	1.059%
Power Center	0.01%	0.009%	0.009%	0.045%	0.029%	0.028%	0.027%	0.14%
Lifestyle Center	0.032%	0.031%	0.029%	0.157%	0.1%	0.095%	0.091%	0.474%
Community Center	0.014%	0.013%	0.013%	0.066%	0.041%	0.039%	0.037%	0.194%

GRP (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.065%	0.064%	0.062%	0.330%	0.204%	0.2%	0.193%	1.01%
Power Center	0.009%	0.009%	0.008%	0.045%	0.027%	0.026%	0.025%	0.133%
Lifestyle Center	0.029%	0.029%	0.028%	0.15%	0.091%	0.089%	0.086%	0.451%
Community Center	0.013%	0.012%	0.012%	0.065%	0.038%	0.037%	0.036%	0.187%

Population (Last Year of Phase)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.008%	0.019%	0.027%	0.043%	0.026%	0.063%	0.088%	0.139%
Power Center	0.001%	0.003%	0.003%	0.005%	0.003%	0.008%	0.011%	0.017%
Lifestyle Center	0.004%	0.009%	0.012%	0.019%	0.012%	0.028%	0.039%	0.061%
Community Center	0.001%	0.003%	0.005%	0.007%	0.005%	0.011%	0.015%	0.024%

Real Disposable Personal Income (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.024%	0.026%	0.027%	0.160%	0.076%	0.082%	0.086%	0.52%
Power Center	0.003%	0.003%	0.004%	0.02%	0.01%	0.011%	0.011%	0.065%
Lifestyle Center	0.011%	0.011%	0.012%	0.07%	0.033%	0.036%	0.038%	0.228%
Community Center	0.005%	0.005%	0.005%	0.03%	0.014%	0.015%	0.015%	0.076%

Table 3-2: City Area

Employment								
Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030*	2006	2008	2010	2026-2030*
Regional Mall	0.029%	0.031%	0.031%	0.03%	0.315%	0.332%	0.335%	0.333%
Power Center	0.004%	0.004%	0.004%	0.004%	0.038%	0.04%	0.04%	0.04%
Lifestyle Center	0.01%	0.01%	0.011%	0.01%	0.112%	0.118%	0.119%	0.118%
Community Center	0.007%	0.007%	0.007%	0.007%	0.069%	0.073%	0.073%	0.072%

*Average Employment

Output (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.022%	0.023%	0.023%	0.1%	0.226%	0.238%	0.239%	1.238%
Power Center	0.003%	0.003%	0.003%	0.015%	0.027%	0.029%	0.029%	0.15%
Lifestyle Center	0.007%	0.008%	0.008%	0.04%	0.08%	0.084%	0.085%	0.44%
Community Center	0.006%	0.006%	0.006%	0.03%	0.05%	0.053%	0.053%	0.272%

GRP (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.021%	0.023%	0.023%	0.12%	0.216%	0.233%	0.236%	1.238%
Power Center	0.003%	0.003%	0.003%	0.015%	0.026%	0.028%	0.029%	0.15%
Lifestyle Center	0.007%	0.007%	0.008%	0.04%	0.077%	0.082%	0.083%	0.439%
Community Center	0.005%	0.006%	0.006%	0.03%	0.048%	0.051%	0.052%	0.272%

Population (Last Year of Phase)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.003%	0.008%	0.012%	0.019%	0.038%	0.097%	0.138%	0.228%
Power Center	0.001%	0.001%	0.001%	0.002%	0.005%	0.012%	0.017%	0.027%
Lifestyle Center	0.001%	0.003%	0.004%	0.007%	0.014%	0.035%	0.049%	0.082%
Community Center	0.001%	0.002%	0.003%	0.004%	0.008%	0.021%	0.03%	0.049%

Real Disposable Personal Income (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.013%	0.015%	0.016%	0.085%	0.134%	0.157%	0.17%	0.978%
Power Center	0.002%	0.002%	0.002%	0.01%	0.016%	0.019%	0.02%	0.118%
Lifestyle Center	0.004%	0.005%	0.005%	0.03%	0.048%	0.056%	0.06%	0.348%
Community Center	0.003%	0.004%	0.004%	0.02%	0.029%	0.034%	0.037%	0.211%

Table 3-3: Suburb Area

Employment								
Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030*	2006	2008	2010	2026-2030*
Regional Mall	0.018%	0.018%	0.018%	0.018%	0.129%	0.127%	0.124%	0.125%
Power Center	0.005%	0.005%	0.005%	0.004%	0.039%	0.038%	0.037%	0.037%
Lifestyle Center	0.014%	0.014%	0.014%	0.015%	0.104%	0.102%	0.1%	0.1%
Community Center	0.008%	0.008%	0.008%	0.008%	0.056%	0.055%	0.054%	0.054%

*Average Employment

Output (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.012%	0.012%	0.011%	0.06%	0.079%	0.077%	0.073%	0.384%
Power Center	0.004%	0.004%	0.004%	0.02%	0.024%	0.023%	0.022%	0.117%
Lifestyle Center	0.009%	0.009%	0.009%	0.047%	0.063%	0.061%	0.059%	0.308%
Community Center	0.006%	0.006%	0.006%	0.03%	0.035%	0.034%	0.033%	0.171%

GRP (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.013%	0.012%	0.012%	0.065%	0.081%	0.079%	0.075%	0.391%
Power Center	0.004%	0.004%	0.004%	0.02%	0.025%	0.024%	0.023%	0.12%
Lifestyle Center	0.01%	0.01%	0.009%	0.05%	0.065%	0.063%	0.06%	0.313%
Community Center	0.006%	0.006%	0.006%	0.03%	0.036%	0.035%	0.033%	0.175%

Population (Last Year of Phase)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.002%	0.005%	0.007%	0.011%	0.015%	0.036%	0.05%	0.075%
Power Center	0.001%	0.002%	0.002%	0.003%	0.005%	0.011%	0.015%	0.022%
Lifestyle Center	0.002%	0.004%	0.006%	0.009%	0.012%	0.029%	0.04%	0.06%
Community Center	0.001%	0.002%	0.003%	0.005%	0.007%	0.016%	0.022%	0.032%

Real Disposable Personal Income (Millions of Fixed \$96)

Scenario Type	With Market Displacement				Without Market Displacement			
	2006	2008	2010	2026-2030	2006	2008	2010	2026-2030
Regional Mall	0.006%	0.006%	0.007%	0.04%	0.04%	0.043%	0.044%	0.201%
Power Center	0.002%	0.002%	0.002%	0.01%	0.012%	0.013%	0.013%	0.075%
Lifestyle Center	0.005%	0.005%	0.005%	0.03%	0.032%	0.034%	0.035%	0.201%
Community Center	0.003%	0.003%	0.003%	0.016%	0.018%	0.019%	0.019%	0.11%

Table 3-4 Investment Results, Year 1

Regional Mall Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	0.122%	0.127%	0.06%
Output (Mil Fixed 96\$)	0.136%	0.127%	0.062%
GRP (Mil Fixed 96\$)	0.099%	0.102%	0.052%
Population (Last Year of Phase)	0.009%	0.014%	0.007%
Real Disp Pers Inc (Mil Fixed 96\$)	0.054%	0.077%	0.034%

Power Center Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	0.054%	0.048%	0.033%
Output (Mil Fixed 96\$)	0.061%	0.048%	0.034%
GRP (Mil Fixed 96\$)	0.044%	0.038%	0.028%
Population (Last Year of Phase)	0.004%	0.005%	0.004%
Real Disp Pers Inc (Mil Fixed 96\$)	0.024%	0.029%	0.019%

Lifestyle Center Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	0.036%	0.051%	0.033%
Output (Mil Fixed 96\$)	0.041%	0.051%	0.035%
GRP (Mil Fixed 96\$)	0.03%	0.041%	0.029%
Population (Last Year of Phase)	0.003%	0.006%	0.004%
Real Disp Pers Inc (Mil Fixed 96\$)	0.016%	0.031%	0.019%

Community Center Construction and Equipment

	MSA Area	City Area	Suburb Area
Employment	0.038%	0.044%	0.024%
Output (Mil Fixed 96\$)	0.042%	0.044%	0.025%
GRP (Mil Fixed 96\$)	0.031%	0.036%	0.021%
Population (Last Year of Phase)	0.003%	0.005%	0.003%
Real Disp Pers Inc (Mil Fixed 96\$)	0.017%	0.027%	0.014%



ICSC Shopping Center Definitions

Basic Configurations and Types for the United States

The term "shopping center" has been evolving since the early 1950s. Industry nomenclature originally offered four basic terms: neighborhood, community, regional, and superregional centers. However, as the industry has matured, these four classifications are no longer adequate. To remove some of the ambiguity and accommodate new shopping center formats, The International Council of Shopping Centers has defined eight principal shopping center types, shown in the accompanying table.

The definitions, and in particular the table, are meant to be guidelines for understanding major differences between the basic types of shopping centers. Several categories shown in the table, such as size, number of anchors, and trade area, should be interpreted as "typical" for each center type. They are not meant to encompass the operating characteristics of every center. As a general rule, the main determinants in classifying a center are its merchandise orientation (types of goods/services sold) and its size.

It is not always possible to precisely classify every center. Some centers are hybrids, combining elements from two or more basic classifications. Alternatively, a center's concept may be sufficiently unusual as to preclude it from fitting into one of the eight generalized definitions presented here, and may ultimately lead to a new category as the industry continues to evolve.

Some types of centers are not separately defined here but nonetheless are a part of the industry. These can be considered subsegments of one of the larger, defined groups, perhaps created to satisfy a

particular niche market. One example would be the **convenience center**, among the smallest of centers, whose tenants provide a narrow mix of goods and personal services to a very limited trade area. A typical anchor would be a convenience store like 7-Eleven or other mini-mart. At the other end of the size spectrum are **super off-price malls** that consist of a large variety of value-oriented retailers, including factory outlet stores, department store close-out outlets, and category killers in an enclosed megamall (up to 2 million square feet) complex.

Another type of shopping format that is receiving significant attention and warrants special discussion is the broad class of **mixed-use developments**. In the strict sense, mixed-use is not necessarily a type of shopping center. However, where retail comprises one of at least three significant revenue-producing uses, this type of development is common to the shopping center industry. Successful mixed-use projects that are developed as a single unit—sometimes referred to as **mixed-use centers**—may consist of well-integrated entertainment, office, hotel, residential, recreation, sports stadiums, cultural venues, and/or other uses that mutually support a substantial retail component. Often, such properties feature residential units or office suites above street-level retail stores, although they can also be malls integrated with office buildings and hotels. Sometimes, lifestyle centers may form the retail component of mixed-use projects.

Other small subsegments of the industry include vertical, downtown, off-price, home improvement, and car care centers. The trend toward differentiation and segmentation will continue to add new terminology as the industry matures.



SHOPPING CENTER: *A group of retail and other commercial establishments that is planned, developed, owned and managed as a single property, with on-site parking provided. The center's size and orientation are generally determined by the market characteristics of the trade area served by the center. The three main physical configurations of shopping centers are malls, open-air centers, and hybrid centers.*

BASIC DESIGN CONFIGURATIONS

Mall: The most common design mode for regional and superregional centers is often referred to as a "shopping mall." The walkway or "mall" is typically enclosed, climate-controlled and lighted, flanked on one or both sides by storefronts and entrances. On-site parking, usually provided around the perimeter of the center, may be surface or structured.

Open-Air Center: An attached row of stores or service outlets managed as a unit, with on-site parking usually located in front of the stores with common areas that are not enclosed, is often referred to as an "open-air center." Open canopies may connect the storefronts, but an open-air center does not have enclosed walkways linking the stores. The most common variations of this configuration are linear, L-shaped, U-shaped, Z-shaped, or cluster. The linear form is often used in neighborhood and community centers. The cluster form and its variations have lent themselves to the emergence of new classes of centers such as the lifestyle center, in which the physical layout and open feel are differentiating features. Historically, the open-air configuration has been referred to as a "strip center," though the strip center got its name from the linear form, where stores sit side-by-side in a long and narrow row of stores.

Hybrid Center: A center that combines elements from two or more of the main shopping center types. Common hybrids include value-oriented mega-malls (combining mall, power center, and outlet elements), power-lifestyle centers (combining power center and lifestyle center elements), and entertainment-retail centers (combining retail uses with megaplex movie theaters, theme restaurants, and other entertainment uses).

SHOPPING CENTER TYPES

MALLS

Regional Center: This center type provides general merchandise (a large percentage of which is apparel) and services in full depth and variety. Its main attraction is the combination of anchors, which may be traditional, mass merchant, discount, or fashion department stores, with numerous fashion-oriented specialty stores. A typical regional center is usually enclosed with an inward orientation of the stores connected by a common walkway. Parking surrounds the outside perimeter.

Superregional Center: Similar to a regional center, but because of its larger size, a superregional center has more anchors, a deeper selection of merchandise, and draws from a larger population base. As with regional centers, the typical configuration is an enclosed mall, frequently with multilevels. Parking may also be structured to accommodate the sheer size of the center.

OPEN-AIR CENTERS

Neighborhood Center: This center is designed to provide convenience shopping for the day-to-day needs of consumers in the immediate neighborhood. According to ICSC's SCORE publication, roughly half of these centers are anchored by a supermarket, while about a third have a drugstore anchor. These



anchors are supported by stores offering drugs, sundries, snacks and personal services. A neighborhood center is usually configured as a straight-line strip with no enclosed walkway or mall area and parking in the front. Centers may have a canopy or other façade treatment to provide shade and protection from inclement weather, or to tie the center together.

Community Center: A community center typically offers a wider range of apparel and other soft goods than the neighborhood center. Among the more common anchors are supermarkets, super drugstores, and discount department stores. Community center tenants sometimes contain value-oriented big-box category-dominant retailers selling such items as apparel, home improvement/furnishings, toys, electronics or sporting goods. The center is usually configured in a straight line as a strip, or may be laid out in an L or U shape, depending on the site and design. Of the eight center types, community centers encompass the widest range of formats. For example, certain centers that are anchored by a large discount department store often have a discount focus. Others with a high percentage of square footage allocated to off-price retailers can be termed off-price centers.

Power Center: A center dominated by several large anchors, including discount department stores, off-price stores, warehouse clubs, or "category killers," i.e., stores that offer a vast selection in related merchandise categories at very competitive retail prices. The center typically consists of several anchors, some of which may be freestanding (unconnected) and only a minimum amount of small specialty tenants.

Theme/Festival Center: These centers typically employ a unifying theme that is carried out by the individual shops in their architectural design and, to an extent, in their merchandise. Entertainment is often a common element of such centers, although it may come in the shopping experience as much as in the tenants themselves. These centers are often targeted to tourists, but may also attract local customers who might be drawn by the center's unique nature. Theme/festival centers may be anchored by restaurants and entertainment facilities. Generally located in urban areas, they are often adapted from older, sometimes historic, buildings, and can be part of mixed-use projects.

Outlet Center: This center type consists of manufacturers' and retailers' outlet stores selling brand-name goods at a discount. These centers are typically not anchored, although certain brand-name stores may serve as "magnet" tenants. The majority of outlet centers are open-air, configured either in a strip or as a village cluster, although some are enclosed.

Lifestyle Center: Most often located near affluent residential neighborhoods, this center type caters to the retail needs and "lifestyle" pursuits of consumers in its trading area. It has an open-air configuration and typically includes at least 50,000 square feet of retail space occupied by upscale national chain specialty stores. Other elements differentiate the lifestyle center in its role as a multi-purpose leisure-time destination, including restaurants, entertainment, and design ambience and amenities such as fountains and street furniture that are conducive to casual browsing. These centers may be anchored by one or more conventional or fashion specialty department stores.



ICSC SHOPPING CENTER DEFINITIONS—U.S.

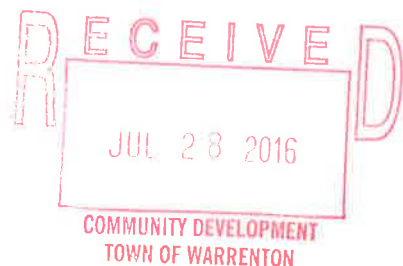
TYPE OF SHOPPING CENTER	CONCEPT	SQUARE FEET (INCLUDING ANCHORS)	ACREAGE	TYPICAL ANCHOR(S) NUMBER	TYPE	ANCHOR RATIO*	PRIMARY TRADE AREA**
MALLS							
Regional Center	General merchandise; fashion (mall, typically enclosed)	400,000–800,000	40–100	2 or more	Full-line department store; jr. department store; mass merchant; discount department store; fashion apparel	50–70%	5–15 miles
Superregional Center	Similar to regional center but has more variety and assortment	800,000+	60–120	3 or more	Full-line department store; jr. department store; mass merchant; fashion apparel	50–70%	5–25 miles
OPEN-AIR CENTERS							
Neighborhood Center	Convenience	30,000–150,000	3–15	1 or more	Supermarket	30–50%	3 miles
Community Center	General merchandise; convenience	100,000–350,000	10–40	2 or more	Discount department store; supermarket; drug; home improve- ment; large specialty/ discount apparel	40–60%	3–6 miles
Lifestyle Center	Upscale national chain specialty stores; dining and entertainment in outdoor setting.	Typically 150,000–500,000, but can be smaller or larger.	10–40	0–2	Not usually anchored in the traditional sense but may include book store; other large-format specialty retailers; multi-plex cinema; small department store.	0–50%	8–12 miles
Power Center	Category-dominant anchors; few small tenants	250,000–600,000	25–80	3 or more	Category killer; home improvement; discount department store; warehouse club; off-price	75–90%	5–10 miles
Theme/Festival Center	Leisure; tourist-orient- ed; retail and service	80,000–250,000	5–20	N/A	Restaurants; entertainment	N/A	N/A
Outlet Center	Manufacturers' outlet stores	50,000–400,000	10–50	N/A	Manufacturers' outlet stores	N/A	25–75 miles

* The share of a center's total square footage that is attributable to its anchors; ** The area from which 60–80% of the center's sales originate.

For questions about these definitions, please contact Michael Tubridy of ICSC's Albert Sussman Library: (646) 728-3671, or at mtubridy@icsc.org.

Special thanks to the following for their input into these definitions: Norris Eber, Joseph Freed & Associates; Michael E. McCarty and Michael P. McCarty, Simon Property Group; Brad Hutensky, The Hutensky Group; Greg Andrews, Green Street Advisors; Tom Bernier, General Growth Properties; Jim DeLisle, Runstad Professor of Real Estate, University of Washington; Steve Parker, Westfield Corp.; Dave Daleiden, Weingarten Realty Investors; and Rudy Milian, ICSC.





**Revised Narrative Statement for a
Rezoning Application
ZMA 16-01**

**East Side Investment Group, LLC, Springfield Real Properties, LLC, and Walker Drive
Investment Group, LLC**

January 4, 2016
Revised: July 22, 2016

The purpose for the rezoning application. The Applicants, East Side Investment Group, LLC, Springfield Real Properties, LLC, and Walker Drive Investment Group, LLC (“Applicant”),¹ propose a planned mixed use zoning map amendment from Industrial (I) to the newly-revised Industrial (I-PUD) overlay district, on properties comprising approximately 31.9193 acres in the Town. The properties involved are bordered on the west by Walker Drive, on the north by Academy Hill Road, on the south by East Lee Street, and on the east by the Eastern Bypass (hereinafter, the “Property”).

The Property includes a portion that is already developed with two buildings and a third by-right building that will begin construction in the very near future. The entire site, however, would be subjected to the I-PUD zoning though existing condominium unit owners would not be obligated to all proffers since they are existing uses.

As the Staff is aware, ZOTA #15-02, Zoning Ordinance Text Amendment for the Industrial Planned Unit Development (I-PUD) District, was approved by the Town Council on April 12, 2016, to permit additional flexibility in the use of that District and the development of plans for mixed-use projects subject to its terms.

Overview of the Proposal. The Applicant proposes to rezone the Property for a mixture of residential and commercial uses as generally depicted on the Master Development (Concept) Plan for the property, prepared by Michael Johnson, PE, and dated July 18, 2016

The Property today is largely vacant (but for the structures referenced above) and is accessed principally by Walker Drive and its surrounding road network and connections. The consequences of this potential development are addressed in detail in the revised Traffic Impact Analysis that has already been submitted for review. It is bounded on the west side of Walker Drive by existing residential areas zoned R-6 and R-10. Properties to the south and west of the site are zoned R-15. Properties in the County to the east (across the bypass and separated from the properties proposed for rezoning) are zoned in Fauquier County for residential development that has not occurred.

The Applicant has conducted sufficient investigation to believe reasonably that there is a demand for land zoned for the mix of industrial, residential, and commercial uses that is proposed for

¹ The detailed ownership of the properties that make up the assemblage that is the subject of this Rezoning is set out in the Application for Rezoning.

the site under the I-PUD zoning and the Master Development Plan. The Applicant has included a fiscal impact statement as additional information.

In summary, the Applicant contemplates the following.²

Phase 1:

- Bowling alley – approximately 21,000 gsf
- Movie theater – approximately 35,000 gsf
- General office – approximately 20,550 gsf
- General retail - approximately 20,550 gsf
- Restaurant (2) – high turnover, sit down – approximately 20,550 gsf

Phase 2:

- Multi-family apartments – 116 dwelling units
- General office – approximately 16,806 gsf
- General retail – approximately 35,417 gsf
- Restaurant – high turnover, sit down – approximately 13,000 gsf

Totals:

- Multi-family apartments and condominiums – 116 dwelling units
- Entertainment (bowling alley + movie theater) – approximately 56,000 gsf
- General office – approximately 37,356 gsf
- General retail – approximately 55,967 gsf
- Restaurant – approximately 33,550 gsf

Completion of the project it would result in 116 dwellings, and a total of 140,854 square feet of new industrial and other non-residential development, to be absorbed as the market demands.³

N.B.: These numbers do not include two existing office structures, or the third building soon to be built. Those structures have, however, been included in the Traffic Impact Analysis as “background” traffic generators whose impact has been considered. These structures will be integrated into the overall development of the properties.

² These estimates are those that were used in the development of the Traffic Impact Analysis for the project.

³ This square footage calculation is based on the top four stories of what is known as Building “I” comprising 20,206 sf X 4 floors as commercial, and the top three stories of Buildings “J” & “K” comprising 10,000 sf X 6 floors of residential use.

Comprehensive Plan. The Warrenton Comprehensive Plan Future Land Use Plan identifies this area of the Town for (light) industrial uses.⁴ The very first Objective in the Town's Plan is "[t]o encourage growth which balances the tax base with demand for public services." Chapter 3, Page 3-49. The Comprehensive Plan further anticipates a high quality development on the property and the Applicant will work with staff during the course of the processing of this rezoning application to ensure appropriate guarantees for site planning, design and construction.

Still further, the Town has established as a major objective the promotion of "mixed-use development as an economical and environmentally sound use of land." The proposed development is indeed a mixed-use project that is neither intended, planned, nor designed as a strip development, but rather to create a residential commercial community with a central, landscaped, area for parking and access, surrounded by nonresidential structures and limited additional housing.

It is also the Town's Objective with respect to commercial properties to "provide an environment that is conducive to the expansion and recruitment of businesses to increase employment opportunities so the Warrenton residents can live and work in Town" (Chapter 3, Page 3-53) and development that encourages the clustering of corridor commercial uses in centers using common access points and providing adequate setbacks and landscaping. Chapter 3, Page 3-54. The proposed development achieves this Objective, and the Applicant submits that the development would be compatible in scale and design with adjoining uses, from which it is separated by major routes in the Town.

Moreover, as the Town is aware, the land is already zoned to that I District, and it would be possible to complete a by right development of the property under that zoning with nothing but site plan approval that could be significantly more impactful than the development proposed in this application, which will include a greater mix of uses and more flexible design. See Chapter 3, Page 3-60.

With respect to residential uses, the construction of the proposed housing associated with the development would add a small number of homes to the Town's existing supply of high-end apartment/condominium units.

Finally, the use of the I-PUD zoning on land that is presently zoned industrially is consistent with the Objectives of the Plan to "ensure that zoning is in conformance with the Town Plan to the greatest extent possible." Chapter 3, Page 3-52.

In summary, the requested rezoning will allow for the development of the Property in a manner much more consistent with the goals of the Town's Comprehensive Plan, as follows:

⁴ The Town's Plan uses the term "light industrial" on its Conceptual Future Land Use Map, but as the Town will recognize, it has but one "I" Industrial District (and no heavy industrial zoning), as well as the I-PUD.

- Approval of the PUD overlay will allow for the construction of physical facilities more upscale in nature and more consistent with existing aesthetics, at a location identified as one of the four major gateways into the historical district.
- The construction of mixed-use facilities will provide pedestrian access to certain retail/service facilities for nearby residents and employees in the Lineweaver Industrial Park, thus reducing the number of vehicle trips per day currently required by people driving to take advantage of such services.
- The open space/common areas provided for under the I-PUD zoning would allow for additional recreational areas, trails, etc. as envisioned in the Comprehensive Plan's call for conveniently located community facilities.
- The mixed-use component would allow for the provision of rental apartment units consistent with the Comprehensive Plan goal of broadening the choice of housing types available within the town.
- The overall project will be consistent with and complimentary to all adjoining properties, both residential to the east, west and south, and industrial/office to the north.
- The development of the property as a "commercial center," as encouraged in the Comprehensive Plan, will allow operation of retail, office, and restaurant facilities, providing an enhanced tax base compared to that provided by the flex/warehouse/office utilization allowed under the existing Industrial zoning.
- The market to be served by the project will include the local residents living within walking distance of the property as well as workers in the adjoining Lineweaver Industrial Park. Additionally, the location of the property along the Meetze Road exit off the Eastern Bypass will provide retail visibility and easy access for traffic travelling along the Eastern Bypass estimated by VDOT to exceed 40,000 trips per day.

Transportation. A traffic impact analysis has been submitted with this application. Draft proffers have been prepared that reflect the improvements called for therein.

Fiscal Impact. The Applicant has submitted a separate fiscal impact statement with this additional information submission. Development of the Property consistently with the I-PUD zoning will result in the construction of a substantial commercial/industrial area that, though impossible to detail at this time because the actual mix of uses is not guaranteed, will have a positive impact on the Town's economy and on its tax base. It is believed that the mix of uses provided by this development will encourage area residents to patronize businesses within the Town by providing uses that currently do not exist in, or near, the Town of Warrenton. Only some 116 dwelling units are proposed, making the proposal a predominantly commercial/mixed use project, the revenues from which will offset any costs that the Town may incur in the provision of public services, most especially for police, and public utilities, addressed further below.

The potential market area for the development is likely regional in nature than some other developments in the Town either present or proposed, but will still contain the neighborhood serving retail and other noncommercial services, including a planned substantial recreational/entertainment component.

Utility Services. The Property will require public water and sewer. There is ample water supply available, and there are no presently known off-site system improvements that may be needed to access that water. Sanitary sewer connections are also available on the subject property. The Applicant will evaluate a proffer for the mandatory use of low flow fixtures and low flow/Energy Star appliances in residences and non-residential structures that would make a substantial difference in how much water is used per typical day, which directly corresponds to sewage flows. The use of low flow fixtures in the non-residential portions of the development should further mitigate increased sanitary sewer demands, if any, from the multi-family residential units proposed. It should be noted that the Zoning Ordinance presently permits by-right uses of these I zoned parcels, construction of which would place demands on the Town's utility systems that may be essentially the same as the development of the Property as proposed. Sheet 2 of 8 of the revised MDP shows calculations of likely water and sewer requirements, compared to the potential by-right development of the Property.

Further discussion with Town staff will be required to refine analysis of utility service.

Approximate time schedule for commencement and completion of the project. The Applicant does not presently have users for the site, though it has consulted with a major Northern Virginia developer regarding the development potential for the property. The Applicant would begin the marketing of the development immediately upon approval of this rezoning and indeed has already commenced such efforts. The marketplace will determine completion.

Section 11-3.9.3.9 of the Zoning Ordinance. The property is adjacent to parcels zoned I, Industrial to the north, R-10 and R-6 to the west and R-15 to the south. The property is bordered by roads in all directions. An overview of compliance with the Comprehensive Plan is above. It should be noted that the roads separating the development from the R-6, R-10 and R-15 zoned areas are arterial roadways with substantial right-of-way widths.

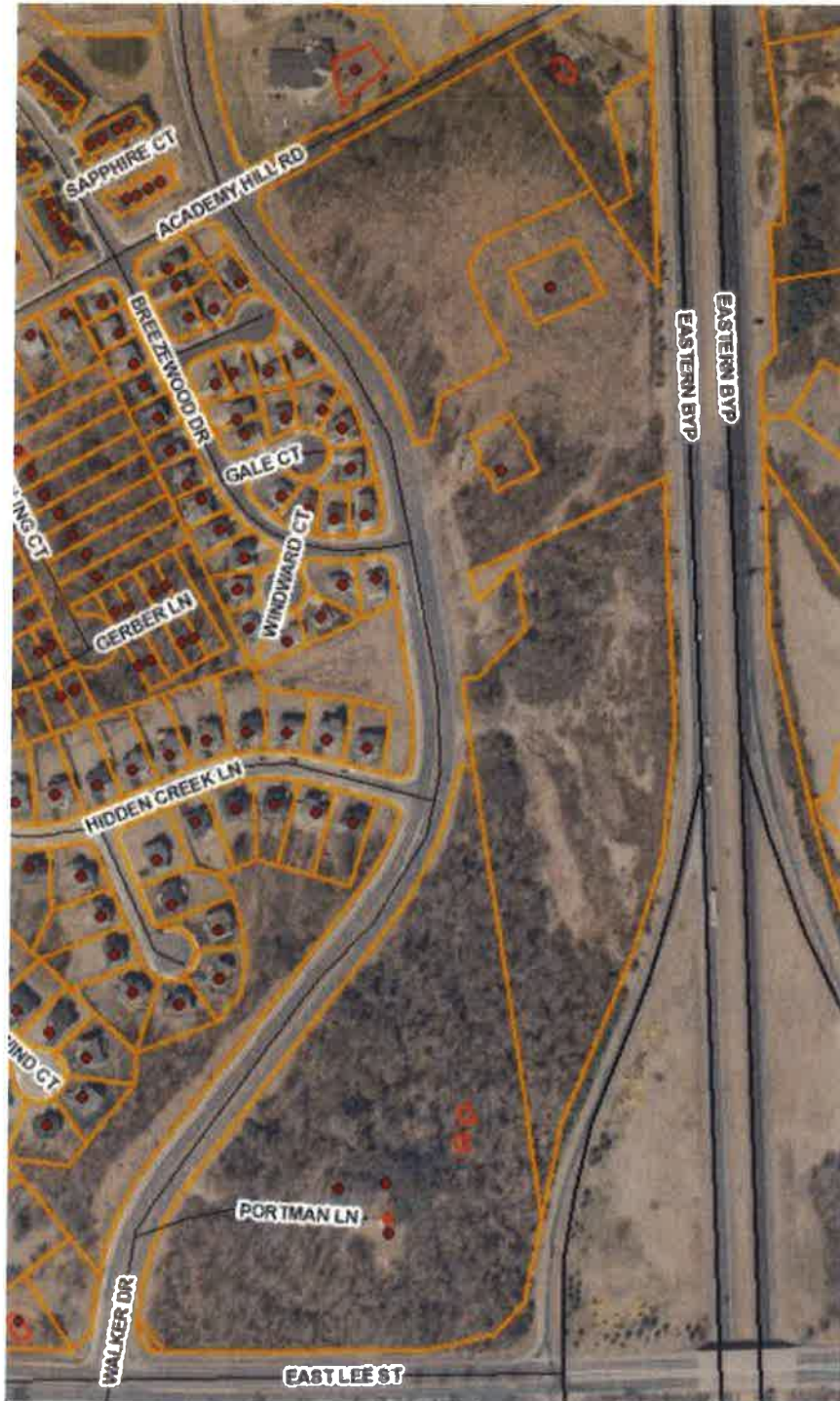
Environment. The surrounding properties have been developed and the property is bordered by existing roads. It is not anticipated that any off-site areas will be negatively impacted from an environmental perspective.

The area to the north of the proposed wet pond currently has stormwater management coverage in the existing facility. It is expected that this area will need supplemental on-site Best Management Practices (BMP) measures to meet the current stormwater management regulations adopted in July of 2014. The southern portion of the site will be addressed by the proposed facility shown on the Master Development Plan. It is planned that all stormwater management requirements will be provided on-site. The existing, but non-functional, SWM facility owned by the Town of Warrenton may be absorbed into the development's proposed wet pond. Should this happen, it is anticipated that the Town would convey ownership of the pond property to the Applicants who would incorporate that property into its proposed development. The Applicant's proposed wet pond would then be designed

to compensate for the stormwater flowing to the existing but non-functional facility to benefit both the Applicant and the Town.

Additionally, a Wetland Delineation Report for this area was conducted in 2008 by McCarthy & Associates, and they found no areas warranting delineation as “waters of the US.” This report was verified as accurate by the US Army Corps of Engineers in a letter dated August, 2008. Nothing has changed on the property or in applicable regulations to suggest any alteration in these conclusions.

A site area photo from the Town’s GIS is below.



PROPERTY OWNERS INFORMATION TABLE

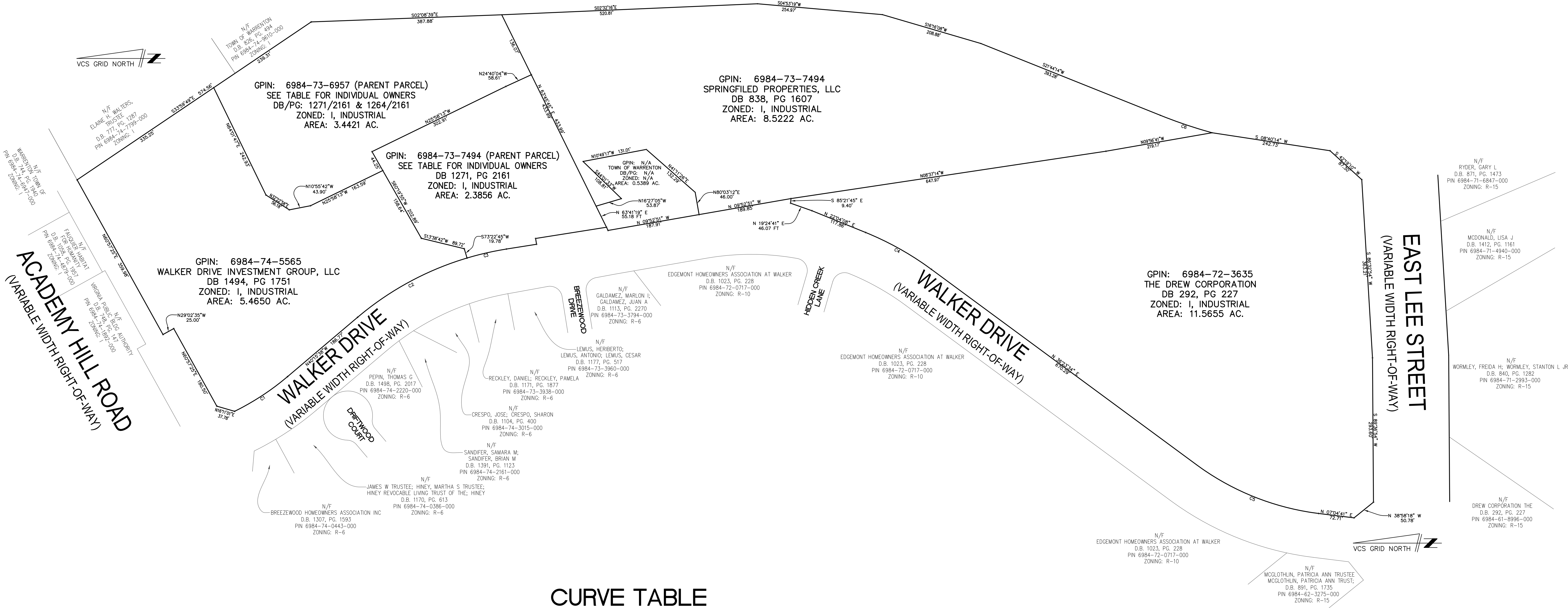
GPIN:	OWNER:	CURRENT ZONING:	PARCEL AREA:	DEED BOOK / PAGE:
6984-74-5565	WALKER DRIVE INVESTMENT GROUP, LLC	I, INDUSTRIAL	5.4650 AC.	1494/1751
6984-73-7494	SPRINGFILED PROPERTIES, LLC	I, INDUSTRIAL	8.5222 AC.	838/1607
6984-72-3635	THE DREW CORPORATION	I, INDUSTRIAL	11.5655 AC.	292/227
6984-73-6957-101*	CCMK, LLC	I, INDUSTRIAL	3.4421 AC.**	1264/697; 1271/2161
6984-73-6957-202*	CCMK, LLC	I, INDUSTRIAL	3.4421 AC.**	1264/697; 1271/2161
6984-73-6957-201*	RAM HOLDINGS, LLC	I, INDUSTRIAL	3.4421 AC.**	1301/2
6984-73-6957-203*	J.S. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	3.4421 AC.**	1407/1005
6984-73-6957-204*	J.S. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	3.4421 AC.**	1301/119
6984-74-8242-001*	HIRSHMAN HOOVER, LLC	I, INDUSTRIAL	2.3856 AC.**	1420/499
6984-74-8242-002*	J.L. WOODSIDE PROPERTIES, LLC	I, INDUSTRIAL	2.3856 AC.**	1411/1463
6984-74-8242-003*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-006*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-007*	F&R DEVELOPMENT, LLC	I, INDUSTRIAL	2.3856 AC.**	1391/1847
6984-74-8242-004*	CCMK, LLC	I, INDUSTRIAL	2.3856 AC.**	1427/1228
6984-74-8242-005*	CCMK, LLC	I, INDUSTRIAL	2.3856 AC.**	1427/1228
TOTAL AREA =			31.3804 AC.	
* DENOTES CONDOMINIUM OWNERSHIP				
** DENOTES ACREAGE OF PARENT PARCEL				

NOTES:

- THE INFORMATION SHOWN ON THIS SHEET HAVE BEEN TAKEN FROM INFORMATION OF RECORD AND DOES NOT REPRESENT BOUNDARY SURVEYS PERFORMED BY MICHEAL JOHNSON, PE.
- NO TITLE REPORTS FURNISHED.

EASTERN BYPASS

STATE ROUTES 29, 17 & 15
(VARIABLE WIDTH RIGHT-OF-WAY)



CURVE TABLE

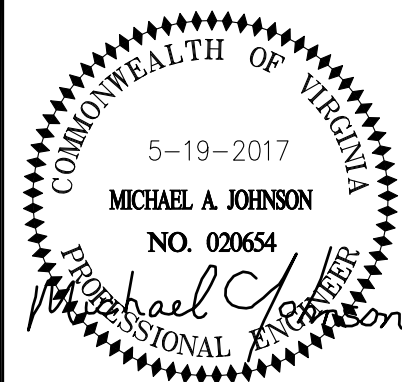
NUMBER	DEFLECTION RIGHT	DELTA ANGLE	DEGREE OF CURVE (ARC)	CHORD DIRECTION	TANGENT	RADIUS	ARC LENGTH
C1	14°00'21"	14°00'21"	10°51'08"	N 33°15'27" W	64.85	527.96	129.06
C2	23°38'32"	23°38'32"	09°16'18"	N 28°26'33" W	129.34	617.96	254.99
C3	07°37'56"	07°37'56"	09°16'18"	N 12°48'19" W	41.22	617.96	82.32
C4	14°15'18"	14°15'18"	09°16'18"	N 29°15'54" E	77.27	617.96	153.75
C5	29°18'55"	29°18'55"	10°51'09"	N 21°44'08" E	138.09	527.95	270.12
C6	06°20'11"	06°20'11"	05°42'05"	N 18°38'24" E	55.62	1004.93	111.14

MICHAEL JOHNSON, PE

14307 BROUGHTON PLACE
GAINESVILLE, VIRGINIA 20155
TEL: (703)609-1776 FAX: (571)223-5016

ZONING PLAT
WALKER DRIVE PROPERTIES

TOWN OF WARRENTON, VIRGINIA



NO.	DATE	DESCRIPTION	COUNTY REVISIONS
6	5/19/17	PER REVIEW COMMENTS	
5	5/15/17	PER REVIEW COMMENTS	
4	3/13/17	PER REVIEW COMMENTS	
3	12/2/16	PER REVIEW COMMENTS	
2	9/19/16	PER REVIEW COMMENTS	
1	7/18/16	PER REVIEW COMMENTS	
DESIGN: M.A.J.			
DRAWN: R.C.N.			
DATE: 5/19/17			
SCALE: 1"=100'			
1 OF 1			



A VETERAN-OWNED
SMALL BUSINESS

CORPORATE OFFICE
Baltimore, MD

Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

FIELD LOCATIONS

Arkansas
Maryland
New York
North Carolina
North Dakota
Ohio
Texas
Virginia
Washington State
West Virginia

January 23, 2017

Walker Drive Investment Group, LLC
c/o Mr. Robert N. Springer
79 Garrett Street
Warrenton, Virginia 20186

RE: Warrenton – Walker Drive
Roundabout Feasibility Analysis
Warrenton, Virginia
Our Job No.: 2016-0202A

Dear Mr. Springer:

As requested, The Traffic Group, Inc. has conducted a roundabout feasibility study for the intersections of Walker Drive with the proposed Walker Drive Properties main access (Site Access A) and Walker Drive with E. Lee Street. The Traffic Impact Analysis prepared for the Walker Drive Properties, dated April 6, 2016 identified that these two intersections would need traffic signalization in the future in order to function at acceptable levels of service during peak hours. VDOT and the Town of Warrenton have requested that roundabouts be evaluated at both. This roundabout feasibility analysis identifies the projected traffic operations using the minimum number of lanes acceptable for roundabouts at these two intersections based upon the year 2025 traffic forecasts. Each intersection is addressed below.

Walker Drive and the Walker Drive Properties Site Access A

Based upon the traffic study, total weekday evening peak hour volumes through the Walker Drive/Site Access A intersection are projected to be approximately 1,300 vehicles. During the Saturday peak hour, approximately 1,200 vehicles are projected through this intersection. Given these volumes, a single lane roundabout would likely be sufficient to accommodate the traffic volumes. A roundabout analysis was conducted using Sidra Software and the results of that analysis are contained in Appendix A of this report. Exhibit 1 summarizes the level of service, delay, and volume to capacity ratios for each of the approaches. A review of Exhibit 1 shows that the single lane roundabout can adequately accommodate year 2025 projected traffic volumes with Level of Service “B” and “C” conditions for the various approaches during both the weekday evening and Saturday peak hours.

It is important to note that Walker Drive is a four-lane divided roadway at the proposed site access intersection. Therefore, the single lane roundabout was modified to allow the northbound approach to have one lane enter the roundabout and a right lane to enter the site. Similarly, the

exiting lanes of the site are shown to have one lane entering the roundabout and the second lane flowing to the right lane of northbound Walker Drive. The concept sketch for this intersection is provided in Exhibit 2. In order to reduce the overall dimensions of the roundabout, this concept proposes that the two southbound lanes along Walker Drive would merge to a single lane before entering the roundabout. The concept sketch shows an inside roundabout diameter of 80 ft and an outside diameter of 136 ft.

Exhibit 3 shows truck turning templates using a WB-67 vehicle through the single lane roundabout. Based upon this information, the size of the roundabout illustrated is the minimum necessary in order to accommodate truck turning movements.

The results of this analysis show that a roundabout can accommodate future total projected traffic volumes at this location. Right-of-way needs to be investigated to determine whether this design would have any offsite right-of-way requirements.

Walker Drive and E. Lee Street

The 2025 projected traffic volumes for this intersection are approximately 2,500 vehicles during the weekday evening peak hour and 2,100 vehicles during the Saturday peak hour. This is on the upper limits of what a single lane roundabout can accommodate. In conducting operations analyses using Sidra, however, we determined that a single lane roundabout does not provide adequate capacity to handle the projected turning movements at this location. Therefore, this feasibility analysis must assume a two-lane roundabout is necessary.

In terms of overall traffic volumes, two lanes of circulation are needed on all legs of the roundabout except the east leg where a single lane can accommodate the volumes. The Appendix to this report contains the Sidra analysis worksheets showing the lanes utilized in the roundabout analysis. Exhibit 1 shows the results of the analysis indicating the level of service, delay, and volume to capacity ratio for each of the roundabout approaches. As shown on Exhibit 1, a two-lane roundabout can accommodate traffic volumes at Level of Service "C" or better conditions during both the weekday evening and Saturday peak hours. It should be noted that the volume to capacity ratios on the approaches show values reaching 0.78 during the weekday evening peak hour and 0.64 during the Saturday peak hour, providing evidence that a single lane roundabout would be insufficient.

Given the results of the roundabout analysis, Exhibit 4 was prepared to provide a concept design for the roundabout at the Walker Drive/E. Lee Street intersection. This design shows an 85 ft inside diameter and 165 ft outside diameter.

Truck turning templates were developed utilizing a WB-67 as the design vehicle. Exhibit 5 shows the truck turning analysis. Based upon this analysis, the concept design for this two-lane roundabout is the minimum design that would effectively accommodate truck turning movements at this location.

Given the existing number of lanes at the intersection, it appears much of this roundabout could be constructed within the existing pavement. Minor impacts are identified in the four quadrants of the intersection and right-of-way would need to be investigated to determine whether additional right-of-way is required for this design.

This feasibility analysis shows that a two-lane roundabout can effectively accommodate traffic volumes at the Walker Drive/E. Lee Street intersection with the construction of a two-lane roundabout based upon the dimensions identified in this report.

Please review this information and feel free to contact me if you have any questions or need anything further.

Sincerely,

A handwritten signature in black ink, appearing to read "Mickey A. Cornelius", with a large, sweeping flourish at the end.

Mickey A. Cornelius, P.E., PTOE
Senior Vice President

MAC:smb:rek

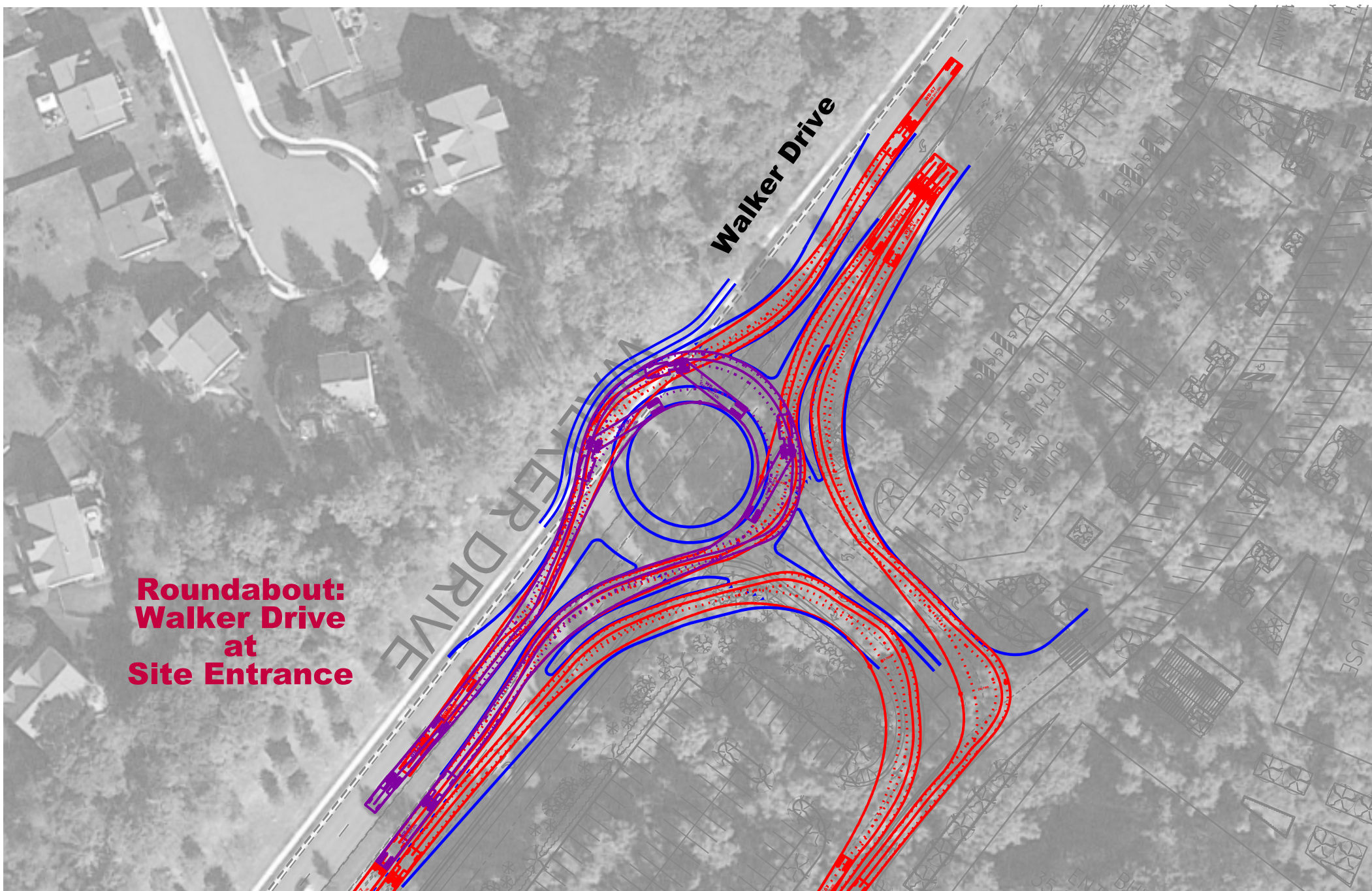
Roundabout Analysis

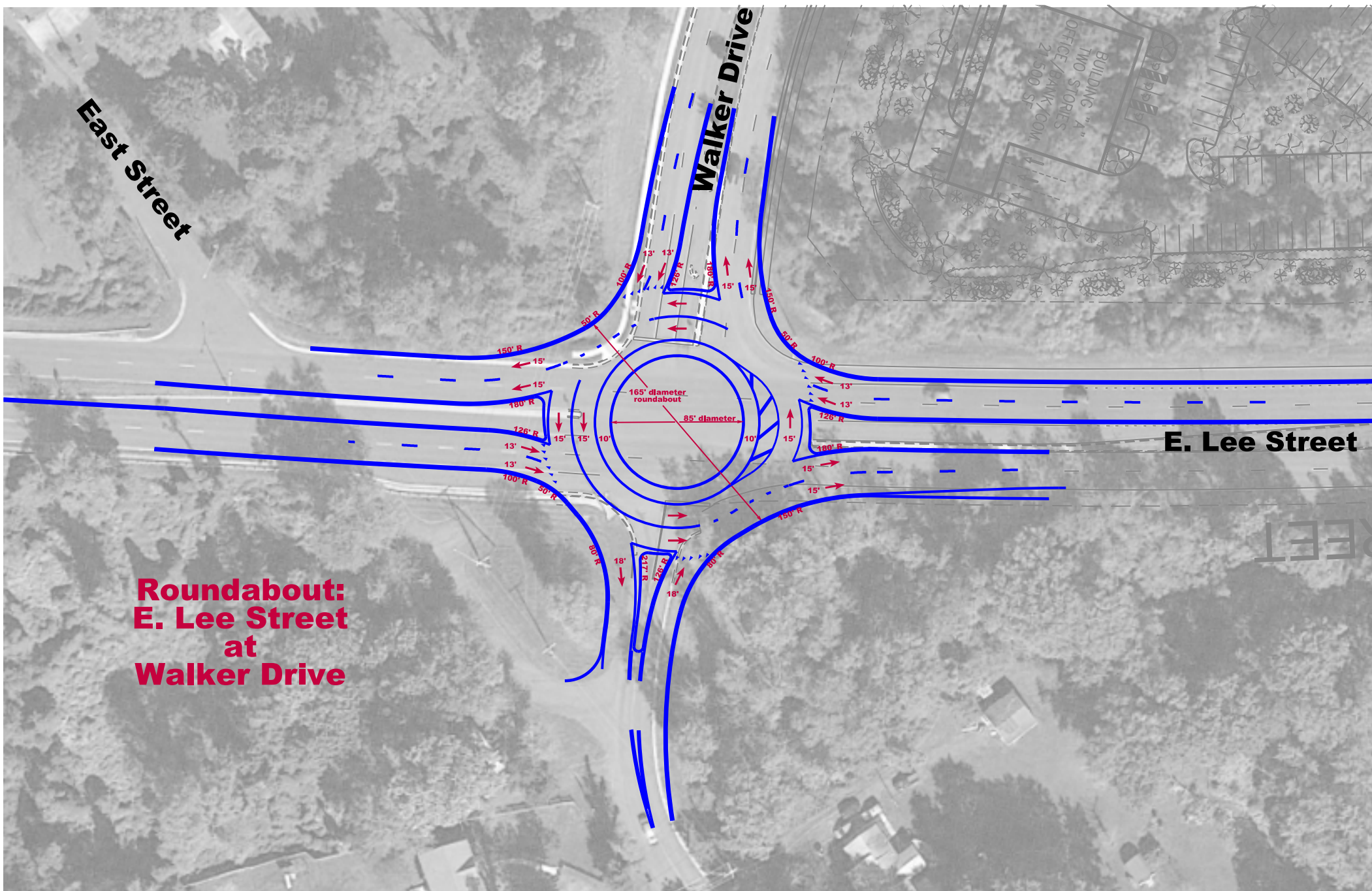
		2025 Total Traffic			
		PM Peak Hour		SAT Peak Hour	
Intersection	Control Type	LOS / Delay	v/c	LOS / Delay	v/c
1. Walker Dr. & Site Access	One Lane				
Overall	Roundabout	C / 17.8	0.77	C / 15.6	0.76
WB - Site Access		B / 13.4	0.48	B / 11.6	0.44
NB - Walker Dr.		C / 17.3	0.76	C / 17.4	0.76
SB - Walker Dr.		C / 20.3	0.77	C / 15.1	0.66
2. E. Lee St & Walker Dr./Oliver City Dr.	Two Lane				
Overall	Roundabout	C / 15.6	0.78	B / 11.4	0.64
EB - E. Lee St		C / 16.1	0.65	A / 9.4	0.37
WB - E. Lee St.		B / 12.8	0.64	B / 11.2	0.61
NB - Oliver City Dr.		B / 12.5	0.31	A / 9.2	0.22
SB - Walker Dr.		C / 19.5	0.78	B / 13.3	0.64

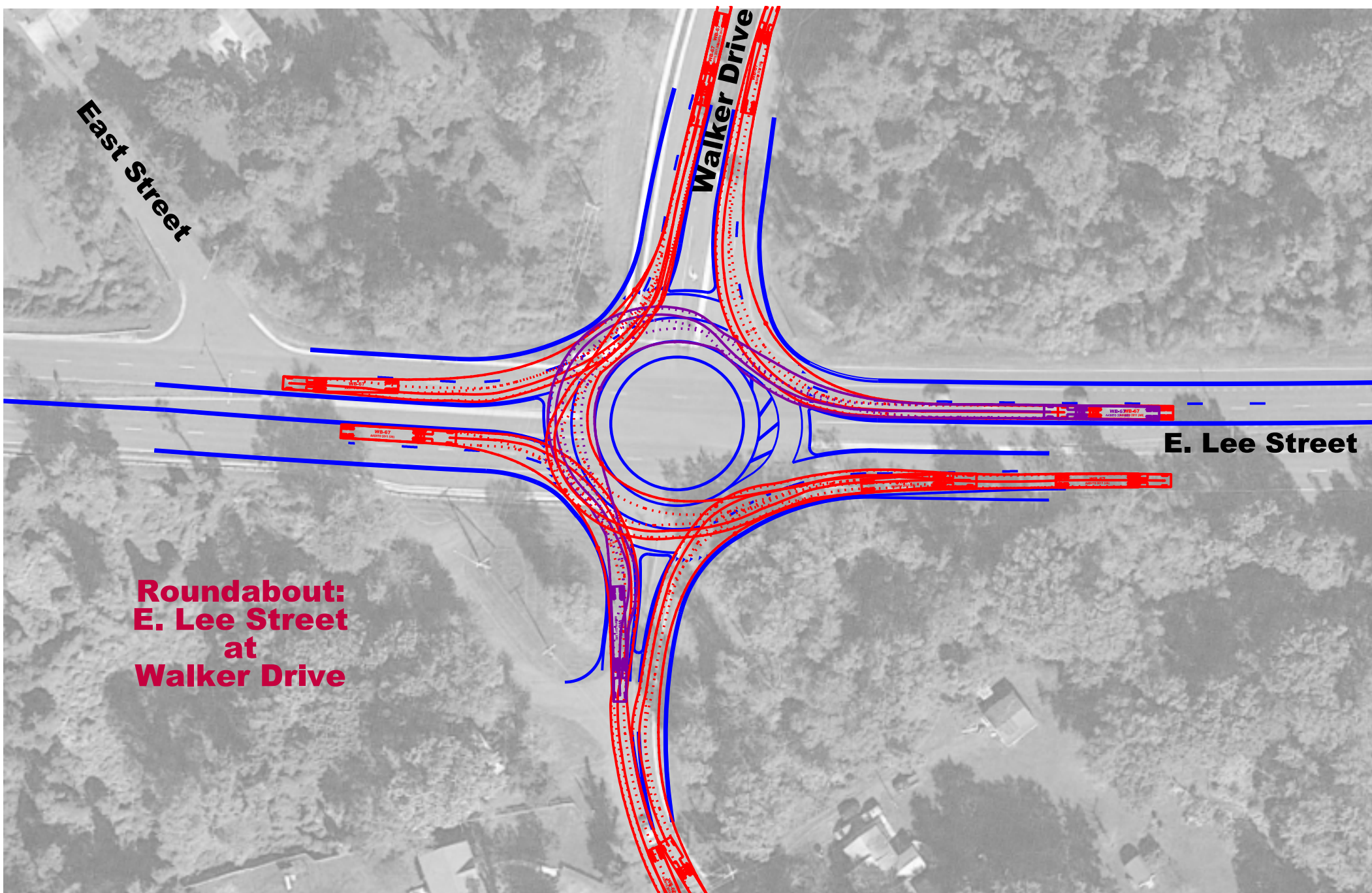


EXHIBIT 1 RESULTS OF ROUNDABOUT CAPACITY ANALYSIS









APPENDIX

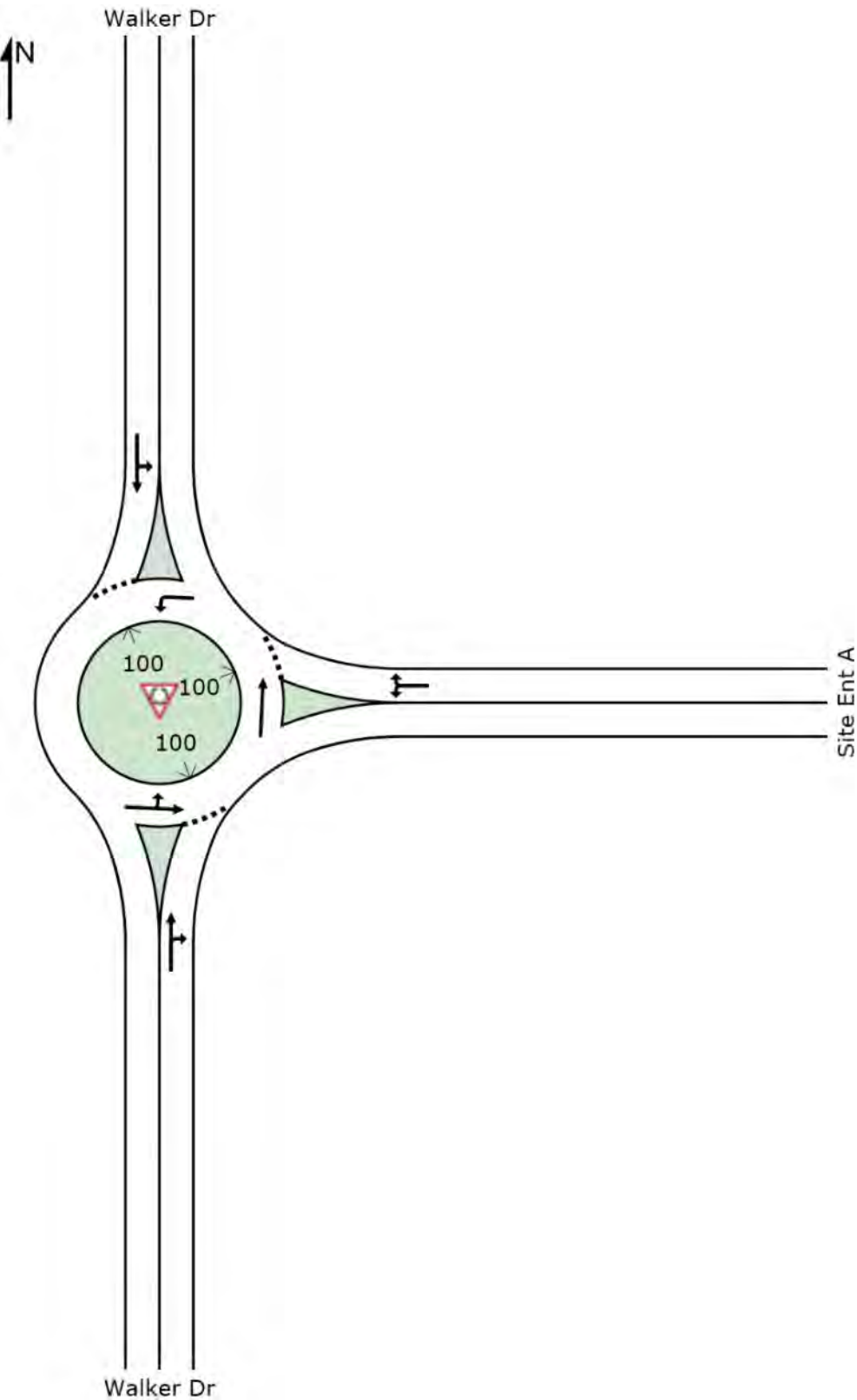
Sidra 6.1 Output



SITE LAYOUT

 **Site: TP - 2025**

Walker Drive & Site Ent A
2025 Total PM Peak Hour
Roundabout



MOVEMENT SUMMARY



Site: TP - 2025

Walker Drive & Site Ent A
2025 Total PM Peak Hour
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: Walker Dr											
8	T1	558	3.0	0.758	17.3	LOS C	8.0	204.5	0.50	0.26	29.6
18	R2	223	3.0	0.758	17.3	LOS C	8.0	204.5	0.50	0.26	28.8
Approach		780	3.0	0.758	17.3	LOS C	8.0	204.5	0.50	0.26	29.4
East: Site Ent A											
1	L2	222	3.0	0.477	13.4	LOS B	2.3	58.7	0.66	0.71	29.7
16	R2	73	3.0	0.477	13.4	LOS B	2.3	58.7	0.66	0.71	28.9
Approach		295	3.0	0.477	13.4	LOS B	2.3	58.7	0.66	0.71	29.5
North: Walker Dr											
7	L2	62	3.0	0.771	20.3	LOS C	8.2	209.9	0.78	0.74	28.4
4	T1	611	3.0	0.771	20.3	LOS C	8.2	209.9	0.78	0.74	28.4
Approach		673	3.0	0.771	20.3	LOS C	8.2	209.9	0.78	0.74	28.4
All Vehicles		1748	3.0	0.771	17.8	LOS C	8.2	209.9	0.63	0.52	29.0

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: 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.

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Project: F:\2016\2016-0202_Warrenton-Walker Drive\ENG\REV1\HCM\8.sip6

MOVEMENT SUMMARY



Site: TS - 2025

Walker Drive & Site Ent A
2025 Total SAT Peak Hour
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: Walker Dr											
8	T1	473	3.0	0.755	17.4	LOS C	7.5	193.3	0.55	0.32	29.5
18	R2	289	3.0	0.755	17.4	LOS C	7.5	193.3	0.55	0.32	28.8
Approach		762	3.0	0.755	17.4	LOS C	7.5	193.3	0.55	0.32	29.3
East: Site Ent A											
1	L2	222	3.0	0.437	11.6	LOS B	2.0	52.0	0.62	0.64	30.4
16	R2	73	3.0	0.437	11.6	LOS B	2.0	52.0	0.62	0.64	29.5
Approach		295	3.0	0.437	11.6	LOS B	2.0	52.0	0.62	0.64	30.2
North: Walker Dr											
7	L2	82	3.0	0.661	15.1	LOS C	5.2	132.1	0.64	0.57	30.3
4	T1	496	3.0	0.661	15.1	LOS C	5.2	132.1	0.64	0.57	30.2
Approach		577	3.0	0.661	15.1	LOS C	5.2	132.1	0.64	0.57	30.2
All Vehicles		1634	3.0	0.755	15.6	LOS C	7.5	193.3	0.60	0.47	29.8

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: 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.

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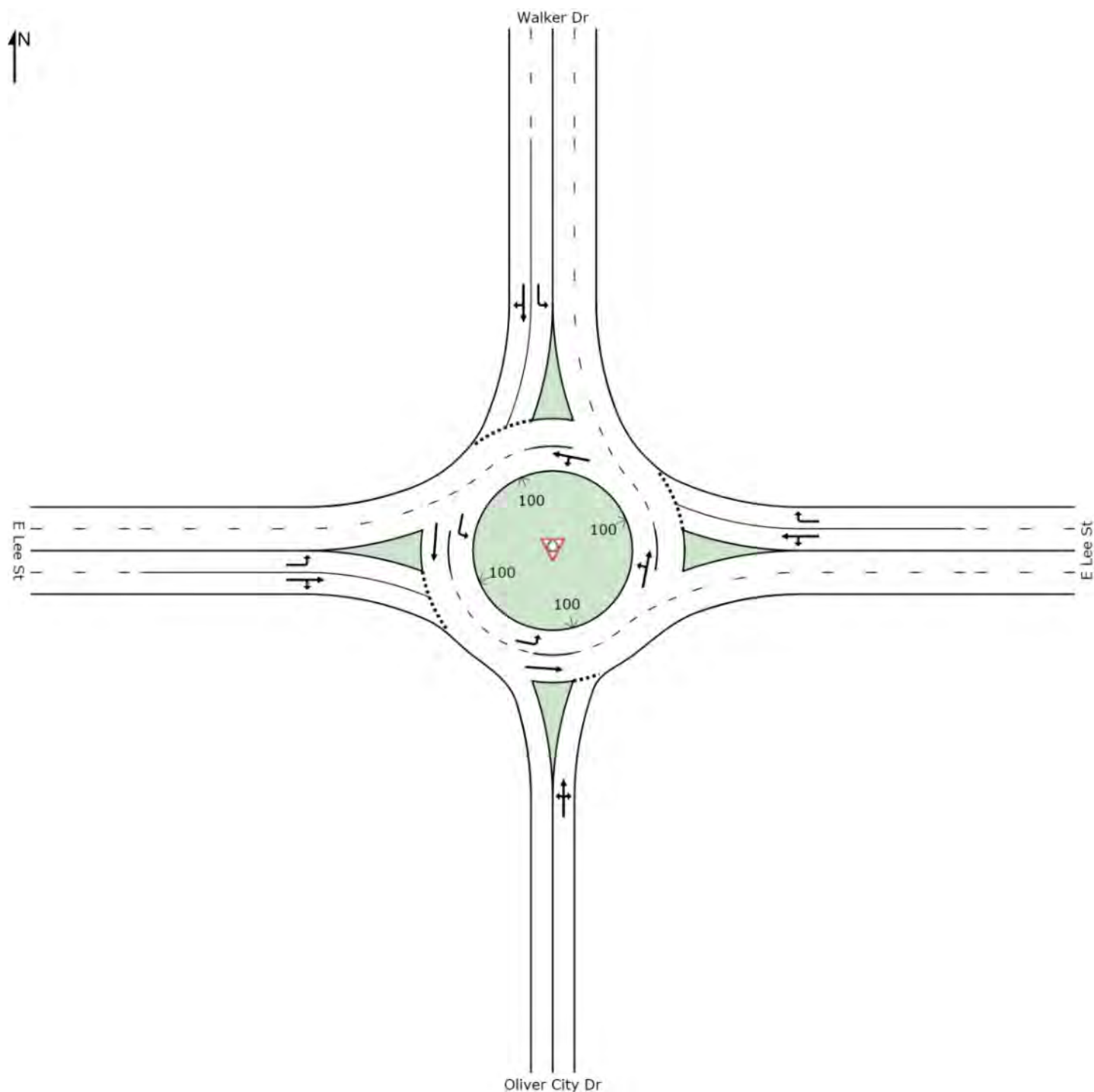
Organisation: THE TRAFFIC GROUP | Processed: Thursday, January 19, 2017 12:20:13 PM

Project: F:\2016\2016-0202_Warrenton-Walker Drive\ENG\REV1\HCM\8.sip6

SITE LAYOUT

 **Site: TP - Alt**

E Lee St & Walker Dr/Oliver City Rd
2025 Total PM Peak Hour - Alt
Roundabout



MOVEMENT SUMMARY

 **Site: TP - Alt**

E Lee St & Walker Dr/Oliver City Rd
2025 Total PM Peak Hour - Alt
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	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Oliver City Dr											
3	L2	5	3.0	0.309	12.5	LOS B	0.9	22.6	0.65	0.67	31.6
8	T1	28	3.0	0.309	12.5	LOS B	0.9	22.6	0.65	0.67	31.5
18	R2	113	3.0	0.309	12.5	LOS B	0.9	22.6	0.65	0.67	30.6
Approach		147	3.0	0.309	12.5	LOS B	0.9	22.6	0.65	0.67	30.8
East: E Lee St											
1	L2	138	3.0	0.569	11.8	LOS B	2.8	72.3	0.45	0.38	31.4
6	T1	388	3.0	0.569	11.8	LOS B	2.8	72.3	0.45	0.38	31.3
16	R2	600	3.0	0.642	13.7	LOS B	3.6	92.4	0.48	0.42	30.0
Approach		1126	3.0	0.642	12.8	LOS B	3.6	92.4	0.47	0.41	30.6
North: Walker Dr											
7	L2	586	3.0	0.783	23.8	LOS C	5.4	139.5	0.75	0.87	25.9
4	T1	59	3.0	0.344	9.2	LOS A	1.1	28.9	0.49	0.50	33.0
14	R2	191	3.0	0.344	9.2	LOS A	1.1	28.9	0.49	0.50	32.0
Approach		836	3.0	0.783	19.5	LOS C	5.4	139.5	0.67	0.76	27.4
West: E Lee St											
5	L2	188	3.0	0.314	10.3	LOS B	1.0	24.9	0.55	0.56	30.4
2	T1	388	3.0	0.645	18.8	LOS C	3.0	76.6	0.68	0.76	29.1
12	R2	14	3.0	0.645	18.8	LOS C	3.0	76.6	0.68	0.76	28.3
Approach		590	3.0	0.645	16.1	LOS C	3.0	76.6	0.64	0.69	29.5
All Vehicles		2699	3.0	0.783	15.6	LOS C	5.4	139.5	0.58	0.59	29.3

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: 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.

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MOVEMENT SUMMARY

 **Site: TS - Alt**

E Lee St & Walker Dr/Oliver City Rd
2025 Total SAT Peak Hour - Alt
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	Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Oliver City Dr											
3	L2	8	3.0	0.217	9.2	LOS A	0.6	14.8	0.54	0.54	33.0
8	T1	22	3.0	0.217	9.2	LOS A	0.6	14.8	0.54	0.54	32.9
18	R2	93	3.0	0.217	9.2	LOS A	0.6	14.8	0.54	0.54	32.0
Approach		123	3.0	0.217	9.2	LOS A	0.6	14.8	0.54	0.54	32.2
East: E Lee St											
1	L2	96	3.0	0.462	9.3	LOS A	1.9	47.9	0.36	0.28	32.6
6	T1	342	3.0	0.462	9.3	LOS A	1.9	47.9	0.36	0.28	32.5
16	R2	588	3.0	0.614	12.6	LOS B	3.2	81.5	0.43	0.35	30.5
Approach		1026	3.0	0.614	11.2	LOS B	3.2	81.5	0.40	0.32	31.3
North: Walker Dr											
7	L2	512	3.0	0.643	15.5	LOS C	3.4	87.4	0.61	0.66	28.5
4	T1	38	3.0	0.236	7.2	LOS A	0.7	18.0	0.42	0.40	34.0
14	R2	146	3.0	0.236	7.2	LOS A	0.7	18.0	0.42	0.40	32.9
Approach		696	3.0	0.643	13.3	LOS B	3.4	87.4	0.56	0.59	29.5
West: E Lee St											
5	L2	160	3.0	0.240	8.3	LOS A	0.7	17.9	0.49	0.49	31.2
2	T1	248	3.0	0.369	10.1	LOS B	1.2	30.6	0.51	0.53	32.7
12	R2	7	3.0	0.369	10.1	LOS B	1.2	30.6	0.51	0.53	31.7
Approach		414	3.0	0.369	9.4	LOS A	1.2	30.6	0.50	0.51	32.1
All Vehicles		2259	3.0	0.643	11.4	LOS B	3.4	87.4	0.48	0.45	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: 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.

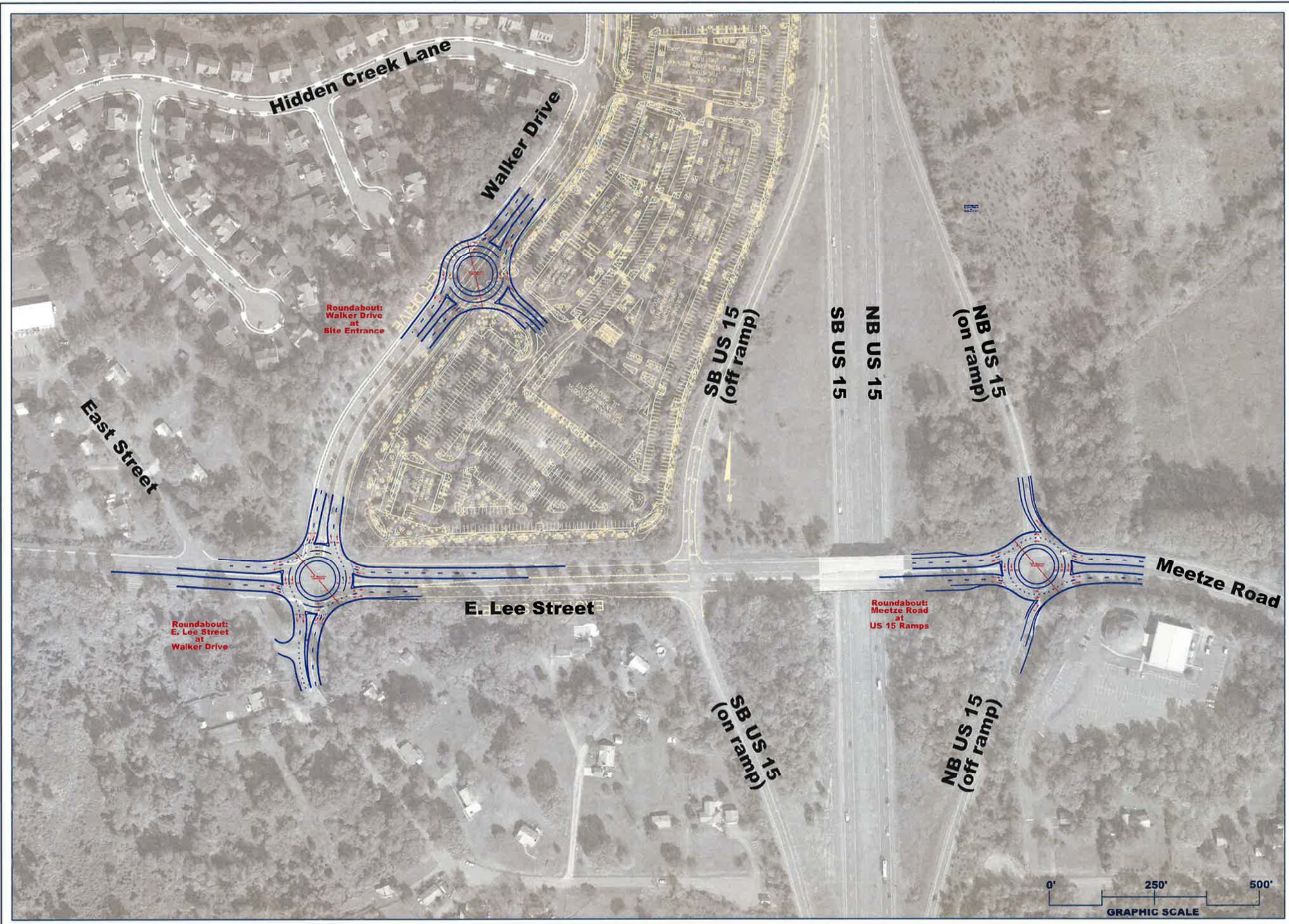
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Organisation: THE TRAFFIC GROUP | Processed: Thursday, January 19, 2017 12:23:12 PM

Project: F:\2016\2016-0202_Warrenton-Walker Drive\ENG\REV1\HCM\5.sip6



PLOTTED: 6/14/2016
PROJECT: 20160101
FILE: 20160101.dwg
USER: jaymiller
PLOTTER: HP DesignJet T120
PLOT: 20160101.dwg



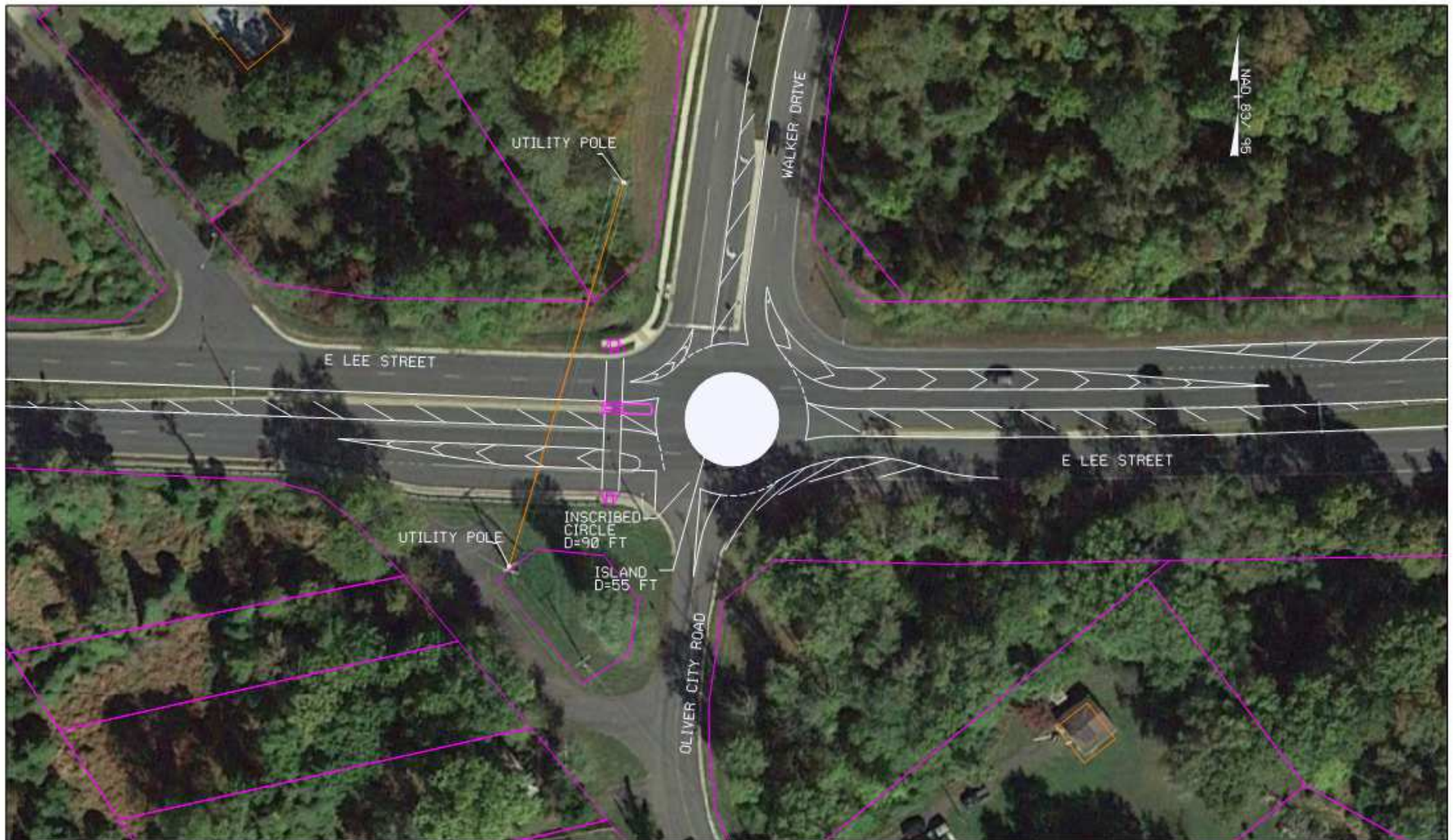
NORTH

NO.	DATE	BY	CHKD	APPD
1	6/14/2016	jaymiller		

Warrenton-Walker Drive

PROJECT	20160101
LOCATION	Warrenton, OR
DATE	6/14/2016
BY	jaymiller
CHKD	
APPD	

The Traffic Group
Merging Innovation and Excellence



DATE:
MARCH
2017

RK&K

CULPEPER DISTRICT ROUNDABOUT SCREENING
FAUQUIER COUNTY
WALKER DRIVE AT LEE STREET

VDOT

FIGURE
11



Memorandum

To: Brandie M. Schaeffer
Planning Director, Town of Warrenton

From: Edward Y. Papazian, P.E. *EYP*

Date: June 29, 2017

Subject: **Walker Drive Properties**
Trip Generation Comparison

This memorandum presents a trip generation comparison associated with various alternative development levels for the rezoning of the Walker Drive Properties.

Modification of Land Bay E

The most recent submittal for the project shows a modification of the non-residential land use in Land Bay E. The previously submitted plan showed 20,000 square feet of retail and restaurant (12,000 square feet of retail and 8,000 square feet of restaurant). The most recent plan shows the 20,000 square feet of non-residential as office space.

The trip generation for this comparison is shown in Table 1. These trip figures are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, which was utilized in the traffic impact study prepared for this project.

Table 1 Land Bay E Non-Residential Trip Generation						
	Weekday PM			Saturday Peak		
	In	Out	Two-Way	In	Out	Two-Way
Office Added Trips	+4	+19	+23	+5	+4	+9
Retail/Restaurant Reduction in Trips	-76	-63	-139	-105	-95	-200
Effect of Pass-by Factor	+15	+13	+28	+21	+19	+40
Net Change in Trips	-57	-31	-88	-79	-72	-151

These figures show that the change from retail/restaurant to office use in Land Bay E will result in the following.

Weekday PM peak hour – 88 fewer trips

Saturday mid-day hour – 151 fewer trips

This results in the following percent reductions in trips for Land Bay E and for the entire development.

Table 2 Percent Reductions in Trips		
	Weekday PM	Saturday Mid-Day
Land Bay E	58%	71%
Total Development	8%	13%

Comparison with By-Right Development

A comparison of trip generation was performed between the proposed rezoning and a possible “by-right” development scenario. The by-right development scenario that was tested consists of the following.

Fitness	45,966 SF
Office	137,900 SF
Medical Office	76,611 SF
Retail	22,983 SF
Restaurant	22,983 SF

Trips were calculated based on the ITE Trip Generation Manual and procedures that were utilized in the traffic impact study for this project. The comparison of the trips is expressed as the ratio of the trips from the by-right scenario compared to the trips from the proposed rezoning. Separate comparisons were performed for the weekday PM peak hour and for the Saturday mid-day hour. The results of the comparison are shown below.

Table 3 Comparison of By-Right and Rezoning Trips	
	By-Right Trips/Rezoning Trips
Weekday PM Peak Hour	90%
Saturday Mid-Day Peak Hour	75%
Daily	80%



**WALSH COLUCCI
LUBELEY & WALSH PC**

John H. Foote
(703) 680-4664 Ext. 5114
jfoote@thelandlawyers.com
Fax: (703) 680-2161

July 6, 2017

Ms. Brandie Schaeffer
Planning Director
Town of Warrenton
18 Court Street
Warrenton, Virginia 20186

RE: ZMA 16-01 - Walker Drive Properties

Dear Ms. Schaeffer:

The Applicants in the above referenced case intend to honor commitments that have been made in connection with this Application, most particularly the Plans submitted as part of it. There have been concerns expressed that elements have not been proffered. I have been asked by my clients to write you to make plain several important points.

The first of these is that the Plans submitted are in fact intended to be and are proffered. First, it is our practice that the listing of Plan Sheets at the beginning of a proffer statement is generally to indicate that they are indeed proffered absent language to the contrary. Indeed, thereafter there may be limiting language, and here for example the Land Bay Plan is expressly subsequently reiterated as being proffered to substantial conformance, whereas the Design Guidelines are proffered to general conformance, as noted below. This Proffer includes the Land Bay Tabulations Chart which establishes the permitted use categories and uses permitted in each, and the maximum gross square footage. There is an overall cap on the amount of square footage that can be constructed and a limitation on the number of residential units.

The On-Site Proffer Plan is proffered as to substantial conformance for Landscaping, but as noted general conformance as to the Design Guidelines. No buildings have as yet been designed and so substantial conformance would be profoundly constraining. With respect to that Plan we have heard especially about the extension of a sewer main across Walker Drive to East Lee. It was, and remains, the intention of the Applicants to construct this extension, and in fact

ATTORNEYS AT LAW

703 680 4664 ■ WWW.THELANDLAWYERS.COM
4310 PRINCE WILLIAM PARKWAY ■ SUITE 300 ■ WOODBRIDGE, VA 22192-5199
ARLINGTON 703 528 4700 ■ LOUDOUN 703 737 3633

that extension plainly appears on the On-Site Proffer Plan¹ and the Transportation Proffer Plan.² It has been on those Plans since January, and was included on the Plans submitted to the Planning Commission. They are a plain depiction of the Applicant's intention to make that extension. The Proffers themselves commit to connection to public water and sewer, as noted the Plans show the extension, and a requirement of the Post Zoning Master Development Plan is that such a PZMDP show the "location of sewer and water mains with graphic depictions of the connection with and availability of existing facilities that are proposed to be made." Notwithstanding these requirements, the Applicant proposes a means of making that commitment unequivocal, below, to the extent there is any question.

Finally the Transportation Plan is similarly intended to be proffered. But even were it not, each of the improvements that are shown on that Plan are called out in the language of the Proffers themselves, and are thus independently binding.

We recognize that this case is a significant one for the Town, as it is for the Applicants, and so we have been asked to express on the Applicants' behalf their intention to develop the property consistently with the Plans that have been submitted. To the extent that there is any doubt that these intentions are not enforceable, a position with which we do not agree, the Applicants have asked me to convey to the Council and staff that not only will they develop consistently with the Plans as proffered, and as stated in this letter, but that should the Council be inclined to approve this rezoning application, they will immediately seek a Zoning Administrator's binding determination that the Proffers require what the Applicants say they require. As Mr. Robinson will tell you, after 30 days such a determination would be legally binding on the Applicants and their successors and assigns, and after 60 days would be binding on the Town as well.

We thank you and your staff, and the Council, for the kind consideration of this information.

¹ The On-Site Proffer Plan language associated with this extension reads: "Proposed sanitary sewer line to be extended to this location [the East Lee side of Walker Drive] and terminated with a manhole." (Emphasis supplied). It is "proposed" because the land has not yet been rezoned.

² Note that the titles of the Sheets themselves include the word "Proffer" as in On-Site Proffer Plan. Were there no intention that it be a proffered plan, this word would not have been included.

Ms. Brandie Schaeffer

July 6, 2017

Page | 3

Very truly yours,

WALSH, COLUCCI,
LUBELEY & WALSH, P.C.



John H. Foote

JHF/jf

cc: Brannon Godfrey
Whit Robinson, Esq.
Michael Forsten
Jessica Pfeiffer

Kelly Machen

From: SHS [sallydharmon@hotmail.com]
Sent: Monday, July 10, 2017 10:03 AM
To: Brannon Godfrey; Powell Duggan; Sunny Reynolds; Sean Polster; Jerry Wood; aburnett; Brett Hamby; Robert Kravetz; kcarter; Planning Department
Cc: Kelly Machen
Subject: Public Comment on ZMA 16-01 Walker Drive
Attachments: Sally Semple Comments on Walker Drive Conditional Rezoning.pdf; ZMA 2016-01 Signed Proffers with comments.pdf; Trip Factors.pdf

Attached are my written comments on the Walker Drive proposed conditional rezoning.

I am submitting these for your review, and very much appreciate your time and your careful consideration of these important points.

Thank you for your service to our town.

Sincerely,
Sally Harmon Semple

July 10, 2017

Sally H. Semple
319 Falmouth Street
Warrenton, Virginia 20186

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

Dear Ms. Schaeffer, Mr. Godfrey and Honorable Town Council Members:

I respectfully request that you deny the Walker Drive rezoning on the basis of inadequate sewer; overall traffic volumes and inadequate analysis of traffic impacts; vague, inadequate and unenforceable proffers; nonconformance with the zoning regulations, and nonconformance with the Comprehensive Plan. Because I cannot possibly cover these issues in the 3 minutes permitted to the public at the hearing, I am also submitting these written comments.

I am a former environmental engineer with the U.S. Environmental Protection Agency. I was the national Clean Air Act expert for the Office of Compliance. It was my job to develop determinations of applicability to federal regulations (evaluate what regulations apply and why, from a legal and an engineering standpoint), and to edit regulations, consent decrees, and permits to make sure that they are enforceable.

1. Sewer

I am extremely concerned about the methods that have been used to argue that the sewer flows from the Walker Drive conditional rezoning—allowing high volume restaurants and 116 residential units—would have an inconsequential effect on our remaining sewer treatment capacity that could be mitigated with water meter fees. The 2015 Whitman, Requardt & Associates report shows that we need a 300,000 gallon per day (gpd) reduction in inflow and infiltration (I&I) to the sewer system just to safely meet our currently planned for sewer obligations at town build out. This number does not include the additional capacity that would be necessary to accommodate the sewer-intense rezoning of the Walker Drive properties. While the town has embarked on a three year \$2.4 million I&I project, that project targets only a 200,000 gallon reduction in I&I.

To accommodate the excess Walker Drive sewage flows on top of our build out obligations, the Town is apparently relying on:

- 100% success of the 200,000 gpd I&I project;
- "Best case" estimations of projected Walker Drive sewage flows;
- Capacity savings from discharging filter backwash water into the drinking water reservoir; and/or
- Increasing the capacity of the sewage treatment plant beyond 2.5 MGD.

Increasing Treatment Plant Capacity Beyond 2.5 MGD:

As the Town well knows, there is a strict covenant on the sewage treatment plant that legally limits plant capacity to 2.5 MGD. Planning for future sewage flows as if the 2.5 MGD limit did not exist on the presumption that the covenant will be changed is irresponsible. Legal and/or equitable remedies would be sought for breaching the covenant, at the Town's expense, and it is unknown whether the town would even prevail.

Further, I do not support the Town approving a rezoning application that ultimately requires the taxpayer to cover the cost of removing the covenant and expanding the sewage plant.

The size of the town as targeted in our Comprehensive Plan, and the amount of sewer we have agreed to extend outside of the town, is based on the current capacity limit on our plant. Removing the 2.5 MGD limit has ramifications that extend well beyond this rezoning application. Approving an application that may require lifting the covenant is an underhanded way of expanding town growth outside of the Comprehensive Plan vision and outside of proper public process.

Projects for Reducing System Demands:

As can be seen from the table below, the projects enumerated to reduce sewer flow volumes are not enough to bring us below the Virginia Department of Environmental Quality (DEQ) planning limit at town buildout with the addition of the unplanned for sewer flows from rezoning Walker Drive. The results of the I&I project will not be known for 3 years. And while discharging filter backwash water to the reservoir may seem like an easy way to reduce flows, many municipalities are moving towards treating their backwash at the sewage treatment plant. Putting it back into the drinking water supply is not the best environmental stewardship or the best model for water treatment.

Here are the capacity numbers from Town data and reports:

Limits	Demands	Reductions in Flow
Plant Capacity Limit 2.500 MGD	Town Buildout 2.647 MGD	I&I Project 0.200 MGD available in 2019
DEQ Planning Limit 2.375 MGD (95% Capacity)	Walker Drive Rezoning 0.045*MGD	Filter Backwash 0.065 MGD
	Future I&I losses Unknown quantity, but certain to occur	
Totals	2.692+ MGD	0.265 MGD

*Town estimated 46,340 gpd, but I am rounding down since there is a small reduction proposed in restaurant square footage.

Total Future Demand with Walker Drive Increase and Flow Reductions:

$$2.692 + \text{Future I\&I} - 0.265 = \mathbf{2.427 \text{ MGD} + \text{Future I\&I problems} = > 97\% \text{ Capacity}}$$

Since removing the covenant on the plant is not a viable strategy for approving this rezoning, the town would need to find other ways of reducing system demand. However, those other improvements have not yet been identified, planned for, budgeted, or discussed in this application or in a broader public forum, which makes approving an application for additional sewer flows impossible to support. Remember the Comprehensive Plan's primary Community Facilities and Services goal is,

"To continue providing a safe, reliable, and cost-efficient . . . sewage treatment . . . services to all Town residents, and water and sewer services within designated areas of the Town of Warrenton -- Fauquier County Master Water and Sewer Agreement."

Not being able to ensure that flows will stay under 2.375 MGD at Town buildout, and then knowingly increasing sewage flows to an even higher level by approving a rezoning, putting us dangerously close to the plant's capacity, is not consistent with this Comprehensive Plan goal.

Calculation of Walker Drive Sewage Flows:

The recalculation of the Walker Drive sewer flows (conducted approx. October 2016) estimate a demand of approximately 45,000 gallons per day of waste beyond the planned for by-right sewage flows. I understand that these recalculations include a 30% "cushion". That cushion is probably about 0.02 MGD, which is still not enough to get the town below the 2.375 MGD threshold.

Also, the Town used a 700 gpd/acre factor to calculate by-right flow from the Walker Drive parcels--resulting in a by-right figure of 22,400 gpd--whereas the consultant's report used a 630 gpd/acre factor. This means the town overestimated how much capacity we have "set aside" for this site by-right, and therefore, *underestimated* the excess amount of sewage that the site would generate if rezoned. Note also that there is a broad range of approved and acceptable flow factors used in state and county assessments. I urge you to use conservative estimates and not best case or even average estimates. The cumulative effect of small margins of error in all the engineering assumption and flow factors can be substantial.

Operating Near the Limit:

Planning to operate so close to plant capacity is a plan that enables sewer overflows. When operating this close to the limit, any errors in assumptions coupled with unaccounted for variations in rain- or snowfall, can cause the discharge of untreated/inadequately treated waste. Capacity figures are expressed over an averaging period, while rain, sewer spikes and discharges happen in real time. Until now, Warrenton has used the 95% VA DEQ limit for its never-to-exceed planning standard. Approving a rezoning that exceeds the DEQ planning limit at town build out, without a clear, cost-effective, publicly vetted plan in place that ensures compliance is not only poor planning, but threatens to harm public health and the environment.

Please take the responsible action and defer any decisions on rezoning land to a more intense sewer use until after you have the results of your current I&I project, and until you have a plan in place to recapture an additional 100,000 gpd of I&I losses. Only then will you know if it is even feasible to find sewer capacity that can support upzonings without costly plant expansions. Please don't be the town council that forced a sewage treatment plant expansion from poor planning.

2. Zoning Applicability Errors

The PUD overlay regulations are very clear that the "primary" component of an I-PUD is supposed to be industrial (Sec 3-5.2.3.2) and that uses within the I-PUD "shall emphasize" industrial uses (Sec 3-5.2.4.1). The applicant's proposal does not meet this test. In fact the proportions of Industrial, Commercial and

Residential uses in this application do not fit within *any* of the PUD overlays in the Warrenton Zoning Ordinances.

At the time the Planning Commission was considering whether to amend the PUD regulations to accommodate this application, they were willing to allow some increase in the amount of residential use in the I-PUD district. However, they were clear that the I-PUD regulations had to *emphasize* industrial uses. Some commissioners interpreted "emphasize" to mean at least half of all uses (50%), while others were willing to interpret it simply as the largest percent of all the uses.¹ They debated creating a new mixed use district, but did not. As it happens, the applicant submitted a proposal that does not emphasize industrial uses according to either a 50% or a "largest percent" interpretation.

The applicant's Land Bay Tabulations on their Master Development Plan show:

Applicant's Stated Use Mix:

Industrial	39%
Commercial	25%
Residential	36%

However, the applicant derived these figures from *arbitrarily* assigning all the proposed restaurant square footage to an industrial use. One could just as easily assign all the restaurants to commercial use. Restaurants, as you know, are allowed by-right in the I-PUD both as a commercial use, which requires a special-use-permit (SUP) for drive thru's, and as an industrial use with no SUP provision. There is no guideline or precedent for how to allocate restaurants among the use categories. Assigning all the restaurant square footage entirely to one use (industrial) versus the other (commercial) in the absence of some guideline or rationale is an arbitrary action.

Nonarbitrary Assignment of Restaurants to Determine Applicability of PUD Overlay Regulations:

To avoid taking an action that is arbitrary and capricious, there must be a rationale or guideline for how to categorize the restaurant uses. In the absence such information, a 50/50 allocation (11,525.5 sq ft to each industrial and commercial use) is reasonable. A 50/50 assignment of restaurants to industrial/commercial uses results in the following mix:

50/50 Allocation of Restaurants in Use Mix:

Industrial	36%
Commercial	28%
Residential	36%

Here it is clear that the proposal does not emphasize industrial uses. It is simply a mixed use proposal without a C, I or R emphasis, and does not fit any ordinance in the town code. The applicant might argue that the Land Use Mix Waiver/modification provisions (sec. 3-5.2.4.3) can change the allowed percentages such that the predominant use for any PUD need not reflect the predominant use in the underlying base zoning. But this is where you start to stray from the Comprehensive Plan.

¹ Recording of March 2016 Planning Commission meeting.

There is no mixed use zoning district in our regulations or in the Comprehensive Plan. For the ordinance to be consistent with the Comprehensive Plan, we rely on an overlay on the base zoning. Applying the Land Use Mix Waiver to change the land use such that it no longer resembles the primary emphasis of the base zoning is inconsistent with the Comprehensive Plan.

Looking to the Base Zoning to Determine Applicability of PUD Overlay Regulations:

There is another way to make the applicability assessment of which PUD regulation applies to a mixed use application and how to assign land uses (i.e., restaurants) in making that decision. Section 3-5.2.4.1 states, "Uses within the C-PUD and I-PUD shall emphasize commercial or industrial uses, depending upon the underlying base zoning district..." [emphasis added]. For purposes of determining how to assign land uses (to C, I or R) an applicant would simply look to the base zoning.

The base zoning has no restaurants in Industrial zoning, only cafeterias. The base zoning categorizes restaurants as Commercial.

For this applicant, this methodology results in the following land use mix:

Base Zoning Use Mix:

Industrial	33%
Commercial	32%
Residential	36% (35.5)

Again, the land use proposal does not emphasize industrial uses.

To ensure conformance with the Comprehensive Plan, the Land Use Mix waiver/modification provisions cannot be used to change the basic applicability criterion that an I-PUD emphasize industrial uses. The Land Use Mix waiver/modification provisions can only be applied *after* applicability of the relevant PUD is properly established. To do so otherwise would allow land uses that are not tied to the base zoning district, do not conform to the Comprehensive Plan, and do not meet the plain language of the PUD District.

In summary, the application does not meet the threshold requirement that the primary component is industrial, nor the threshold requirement that the project emphasize industrial uses. The proposal should not be reviewed as an I-PUD.

3. Procedural Errors

The I-PUD regulations were amended by Town Council on April 12, 2016 to include the following language in the Land Use Mix Waiver provision at §3-5.2.4.3:

"5. The Town Council shall, upon recommendation of the planning commission, have the authority to modify. . . or waive, the criteria established in §3-5.2 . . . " [emphasis added]

Notwithstanding the previous discussion on proper use of the Land Use Mix Waiver/modification, since the land use mix in the application does not come close to meeting the land use mix percentages specified in the I-PUD ordinance, a waiver or modification of the use mix requirements would be necessary for the project to proceed.

The language "upon recommendation of the planning commission" was specifically added at the time that the land use mix provisions were modified in April 2016. Its clear meaning is that the Planning Commission must make a recommendation on the proposed land use mix waiver before the Town Council can issue a waiver or modification.

The packet recommended for denial by the Planning Commission contained no calculated percentages of land use mixes. In fact it could not because the applicant had not yet provided square footages for the residential component. Further, the commercial and industrial land use numbers that were specified in the application reviewed by Planning Commission have changed since the time of the Planning Commission decision,² which affects the land use mix. Therefore, Planning Commission has not had an opportunity to act on the land use mix waiver/modification.

It cannot be assumed that the Planning Commission's general denial of the entire rezoning request carries over to all possible reconfigurations of the land use mix. The question of the mix of commercial, industrial and residential uses that the Commission would find acceptable was not discussed. Perhaps the removal of some retail and restaurants and the addition of 20,000 square feet general office, as was proposed *after* the Planning Commission's review, would have been enough to sway them. In reality we cannot know what the Commission would have recommended about the land use mixes, since the percentages were not presented to them. The Planning Commission simply has not had an opportunity to consider the land use mix waiver/modification that is currently before Council.

In sum, the land use mix being proposed as part of this package must be considered by the Planning Commission before the Town Council can legally issue a waiver/modification. Town Council cannot legally vote to approve the rezoning request as amended by the proffers without the waiver/modification, since the uses proffered do not comply with the Land Use Mix percentages in the chart in §3-5.2.4.1

4. Vague and Insufficient Proffers

Please refer to my attached markup of the proffers. I have inserted "call out boxes" that identify multiple problems with the proffers.

Note that the required language from Sec 11-3.9.17, number 2 "Proffered Conditions" is not included. The applicants have changed and watered down the required "strict accordance" language to one of "substantial conformance." The zoning ordinance requires that the below language be included verbatim. If the proffer is adopted as currently written, Town Council would be approving language that is in violation of Sec 11-3.9.17.

Zoning Ordinance 11-3.9.17 requires any final set of proffers to be annotated with the following statement signed by the owners of the subject properties: "We hereby voluntarily proffer that the development of the subject property of this application shall be in strict accordance with the conditions set forth in this submission unless an amendment thereto is mutually agreed upon by the Town Council, and the undersigned."

² The amount industrial general office has increased by 20,000 square feet; the amount of retail has decreased by 12,000 sq ft; the amount of restaurant has decreased by 8,000 sq ft as a result of a change proposed by the applicants in Land Bay E.

5. Traffic

Mitigation of Traffic Volumes:

Although I support the building of the roundabout at Walker and Lee to provide a gateway to Warrenton, I do not support the notion that 11,750 vehicle trips per day can be mitigated, or that more shopping, generic restaurants, and apartment buildings add any value that will offset the burden of living with so much traffic. These traffic levels will add noise, increase risk of accidents, and make the simple experience of leaving and returning home a frustrating traffic-filled event, even if you *do* keep traffic moving. These volumes are equivalent to $\frac{1}{4}$ of the traffic on the Eastern Bypass -- would you want to navigate that every time you leave your home? I moved to Warrenton in part to escape Northern Virginia traffic. Pretending that traffic is "mitigated" if it is moving through a bigger intersection shows little appreciation for the quality of life in Warrenton that many people, and I in particular, hold dear.

By-right Traffic Analysis:

Thank you for providing a by-right traffic estimate. Unfortunately, and ironically, the numbers over-estimate the traffic from by-right development by including a large fitness club. Not only do we know that the developers have no intention of putting in another fitness club, that particular use is one of the highest intensity uses under the ITE industrial trip generation rates (see attached ITE table). Traffic from fitness clubs are many times greater than all but two other industrial categories -- athletic clubs, and medical offices, the latter of which is already included in the by-right analysis. Correcting this erroneous assumption will result in by-right numbers that are still substantial, but are also significantly lower. ANY reduction in traffic from 11,750 vehicles per day is welcomed because we will have to live with that traffic every day.

Underestimation of Traffic on Falmouth Street and the E. Lee/Falmouth Intersection:

- a. Reduction of Trips on to Falmouth Street using a Road that does not Exist and for which there is no timetable for construction. 50% of the westbound left turn movement on E. Lee to Falmouth is attributed to the Williams Way connector road that would not be built until development of Warrenton Crossing. The residents of Falmouth Street and everyone who uses that intersection will be impacted every day that this phantom trip reduction does not occur. A responsible traffic analysis would evaluate traffic under both scenarios (Williams Way built and not built) since erroneously assuming that 50% of traffic will be diverted has serious ramifications.
- b. Despite the Traffic Report's assumption that background traffic would use Williams Way via Oliver City Road, no traffic from the Walker Drive development is assigned to this route (see Exhibits 14B & 14C of the Applicant's Traffic Impact Analysis). People shopping at Walmart/Home Depot will use Falmouth Street to go to Walker Drive to eat or shop. Likewise, people who live in the 116 new housing units will use Falmouth Street to go to Walmart/Home Depot. And why is it assumed that nobody in Oliver City or Warrenton Crossing will go to the new site? This is a glaring oversight.
- c. Low Traffic distribution from Warrenton Chase in Direction of Old Town. The study assumes only 5% of the Warrenton Crossing traffic will head in the direction to/from Old Town (see p. 24 Traffic Report).

The study assumes Warrenton Crossing residents will not visit the banks, shops, post offices or restaurants in Old Town, nor use Old Town as a cut through to Broadview Avenue, any more frequently than they will drive down Meetze Road past the 29 ramps. This is plainly an incorrect assumption. The analysis should be adjusted to reflect a more realistic traffic distribution towards Old Town.

Other Concerns about Traffic Study Accuracy:

- a. Improper Reduction of Trips from Housing Units in Land Bay E for Internal Trips. Since the developer is not connecting Land Bay E with the rest of the project, internal trips to the retail and entertainment venues are not possible.
- b. Traffic figures do not include Warrenton Chase. This is a major housing development directly across 15/29 from the proposed rezoning that is accessed via Meetze Road near the 29 ramps. I raised this point at the Planning Commission hearing, and it was acknowledged at the hearing to be an error in the report, but I have not seen if or how the traffic study was revised to account for this housing development.
- c. Problems turning left off 29S exit ramp. Since the rotaries would not create a break in traffic, left turns towards Meetze Road from the 29S off ramp could become very difficult. Drivers may instead need to turn right and go into the Walker/Lee rotary to make their left (effectively a U-turn) on to Meetze. Does the traffic model include this increased traffic in the Walker/Lee rotary?

I am happy to discuss any of these comments with you. I may be reached at sallydharmon@hotmail.com.

Thank you.

Attachments:

Mark up of Proffers

ITE Traffic Generation Factor for By-Right Development

INSTITUTE OF TRANSPORTATION ENGINEERS

COMMON TRIP GENERATION RATES (PM Peak Hour)

(Trip Generation Manual, 9th Edition)

Code	Description	Unit of Measure	Trips Per Unit
PORT AND TERMINAL			
30	Truck Terminal	Acres	6.55
90	Park and Ride Lot with Bus Service	Parking Spaces	0.62
INDUSTRIAL			
110	General Light Industrial	1,000 SF	0.97
120	General Heavy Industrial	Acres	2.16
130	Industrial Park	1,000 SF	0.85
140	Manufacturing	1,000 SF	0.73
150	Warehousing	1,000 SF	0.32
151	Mini-Warehouse	1,000 SF	0.26
152	High-Cube Warehouse	1,000 SF	0.12
170	Utilities	1,000 SF	0.76
RESIDENTIAL			
210	Single-Family Detached Housing	Dwelling Units	1.00
220	Apartment	Dwelling Units	0.62
221	Low-Rise Apartment	Dwelling Units	0.58
230	Residential Condominium / Townhouse	Dwelling Units	0.52
240	Mobile Home Park	Dwelling Units	0.59
251	Senior Adult Housing - Detached	Dwelling Units	0.27
252	Senior Adult Housing - Attached	Dwelling Units	0.25
253	Congregate Care Facility	Dwelling Units	0.17
254	Assisted Living	Beds	0.22
255	Continuing Care Retirement Community	Dwelling Units	0.16
LODGING			
310	Hotel	Rooms	0.60
320	Motel	Rooms	0.47
330	Resort Hotel	Rooms	0.42
RECREATIONAL			
411	City Park	Acres	0.19
412	County Park	Acres	0.09
413	State Park	Acres	0.07
415	Beach Park	Acres	1.30
416	Campground / Recreation Vehicle Park	Camp Sites	0.27
417	Regional Park	Acres	0.20
420	Marina	Berths	0.19
430	Golf Course	Acres	0.30
431	Miniature Golf Course	Holes	0.33

Code	Description	Unit of Measure	Trips Per Unit
432	Golf Driving Range	Tees / Driving Positions	1.25
433	Batting Cages	Cages	2.22
435	Multi-Purpose Recreational Facility	Acres	5.77
437	Bowling Alley	1,000 SF	1.71
441	Live Theater	Seats	0.02
443	Movie Theater without Matinee	1,000 SF	6.16
444	Movie Theater with Matinee	1,000 SF	3.80
445	Multiplex Movie Theater	1,000 SF	4.91
452	Horse Race Track	Acres	4.30
454	Dog Race Track	Attendance Capacity	0.15
460	Arena	Acres	3.33
473	Casino / Video Lottery Establishment	1,000 SF	13.43
480	Amusement Park	Acres	3.95
488	Soccer Complex	Fields	17.70
490	Tennis Courts	Courts	3.88
491	Racquet / Tennis Club	Courts	3.35
492	Health / Fitness Club	1,000 SF	3.53
493	Athletic Club	1,000 SF	5.96
495	Recreational Community Center	1,000 SF	1.45
INSTITUTIONAL			
520	Elementary School	1,000 SF	1.21
522	Middle School / Junior High School	1,000 SF	1.19
530	High School	1,000 SF	0.97
536	Private School (K-12)	Students	0.17
540	Junior / Community College	1,000 SF	2.54
560	Church	1,000 SF	0.55
565	Daycare Center	1,000 SF	12.46
566	Cemetery	Acres	0.84
571	Prison	1,000 SF	2.91
580	Museum	1,000 SF	0.18
590	Library	1,000 SF	7.30
591	Lodge / Fraternal Organization	Members	0.03
MEDICAL			
610	Hospital	1,000 SF	0.93
620	Nursing Home	1,000 SF	0.74
630	Clinic	1,000 SF	5.18
640	Animal Hospital / Veterinary Clinic	1,000 SF	4.72

Code	Description	Unit of Measure	Trips Per Unit
OFFICE			
710	General Office Building	1,000 SF	1.49
714	Corporate Headquarters Building	1,000 SF	1.41
715	Single Tenant Office Building	1,000 SF	1.74
720	Medical-Dental Office Building	1,000 SF	3.57
730	Government Office Building	1,000 SF	1.21
732	United States Post Office	1,000 SF	1.22
733	Government Office Complex	1,000 SF	2.85
750	Office Park	1,000 SF	1.48
760	Research and Development Center	1,000 SF	1.07
770	Business Park	1,000 SF	1.29
RETAIL			
812	Building Materials and Lumber Store	1,000 SF	4.49
813	Free-Standing Discount Superstore	1,000 SF	4.35
814	Variety Store	1,000 SF	6.82
815	Free Standing Discount Store	1,000 SF	4.98
816	Hardware / Paint Store	1,000 SF	4.84
817	Nursery (Garden Center)	1,000 SF	6.94
818	Nursery (Wholesale)	1,000 SF	5.17
820	Shopping Center	1,000 SF	3.71
823	Factory Outlet Center	1,000 SF	2.29
826	Specialty Retail Center	1,000 SF	2.71
841	New Car Sales	1,000 SF	2.62
842	Recreational Vehicle Sales	1,000 SF	2.54
843	Automobile Parts Sales	1,000 SF	5.98
848	Tire Store	1,000 SF	4.15
850	Supermarket	1,000 SF	9.48
851	Convenience Market (Open 24 Hours)	1,000 SF	52.41
852	Convenience Market (Open 15-16 Hours)	1,000 SF	34.57
853	Convenience Market with Gasoline Pumps	1,000 SF	50.92
854	Discount Supermarket	1,000 SF	8.34
857	Discount Club	1,000 SF	4.18
860	Wholesale Market	1,000 SF	0.88
861	Sporting Goods Superstore	1,000 SF	1.84
862	Home Improvement Superstore	1,000 SF	2.33
863	Electronics Superstore	1,000 SF	4.50
864	Toy / Children's Superstore	1,000 SF	4.99
866	Pet Supply Superstore	1,000 SF	3.38
867	Office Supply Superstore	1,000 SF	3.40
875	Department Store	1,000 SF	1.87

Code	Description	Unit of Measure	Trips Per Unit
876	Apparel Store	1,000 SF	3.83
879	Arts and Craft Store	1,000 SF	6.21
880	Pharmacy / Drugstore without Drive-Through Window	1,000 SF	8.4
881	Pharmacy / Drugstore with Drive-Through Window	1,000 SF	9.91
890	Furniture Store	1,000 SF	0.45
896	DVD/Video Rental Store	1,000 SF	13.60
SERVICES			
911	Walk-In Bank	1,000 SF	12.13
912	Drive-In Bank	1,000 SF	24.30
918	Hair Salon	1,000 SF	1.93
925	Drinking Place	1,000 SF	11.34
931	Quality Restaurant	1,000 SF	7.49
932	High-Turnover (Sit-Down) Restaurant	1,000 SF	11.15
933	Fast Food Restaurant without Drive-Through Window	1,000 SF	26.15
934	Fast Food Restaurant with Drive-Through Window	1,000 SF	33.84
935	Fast Food Restaurant with Drive-Through Window and No Indoor Seating	1,000 SF	153.85
936	Coffee / Donut Shop without Drive-Through Window	1,000 SF	40.75
937	Coffee / Donut Shop with Drive-Through Window	1,000 SF	42.8
938	Coffee / Donut Shop with Drive-Through Window and No Indoor Seating	1,000 SF	75
940	Bread / Donut / Bagel Shop with Drive-Through Window	1,000 SF	18.99
941	Quick Lubrication Vehicle Shop	Service Bays	5.19
942	Automobile Care Center	1,000 SF	3.11
943	Automobile Parts and Service Center	1,000 SF	4.46
944	Gasoline / Service Station	Fueling Positions	13.87
945	Gasoline / Service Station with Convenience Market	Fueling Positions	13.51
946	Gasoline / Service Station with Convenience Market and Car Wash	Fueling Positions	13.94
947	Self Service Car Wash	Stalls	5.54
948	Automated Car Wash	1,000 SF	14.12
950	Truck Stop	1,000 SF	13.63

Note: All land uses in the 800 and 900 series are entitled to a "passby" trip reduction of 60% if less than 50,000 ft² or a reduction of 40% if equal to or greater than 50,000 ft².

* Approximated by 10% of Weekday average rate.

PROFFER STATEMENT

**ZMA 16-01 - WALKER DRIVE PROPERTIES
ZONING MAP AMENDMENT**

REZONING: Rezoning from I District to the I-PUD District

PROPERTY and RECORD OWNERS:

The Property that is the subject of this rezoning consists of parcels totaling approximately 31.3804 acres and bearing the following Parcel Identification Numbers:

1. 6984-73-6957-101, 6984-73-6957-202, CCMK, LLC¹
2. 6984-73-6957-201, RAM Holdings, LLC
3. 6984-73-6957-203, 6984-73-6957-204,
J. S. Woodside Properties, LLC
4. 6984-74-8242-001, Hirshman Hoover, LLC
5. 6984-74-8242-002, J. L. Woodside Properties, LLC
6. 6984-74-8242-003, 6984-74-8242-006, 6984-74-8242-007,
F&R Development, LLC
7. 6984-74-8242-004, 6984-74-8242-005, CCMK, LLC
8. 6984-74-5565-000, Walker Drive Investment Group, LLC
9. 6984-72-3635-000, The Drew Corporation
10. 6984-73-7494-000, Springfield Properties, LLC

PROJECT NAME: Walker Drive Properties Zoning Map Amendment

ORIGINAL DATE: April 15, 2016

RESUBMITTAL: December 5, 2016

February 1, 2017

March 13, 2017

May 19, 2017

¹ CCMK, LLC, RAM Holdings, J. S. and J. L. Woodside, and Hirshman Hoover have joined as applicants in this rezoning. Their ownership interest in the property, however, is solely as owner of a condominium unit in an existing building on the Property. They have consented to the rezoning of their properties, but shall not be subject to these Proffers except to the extent that the uses of their units must be otherwise authorized by the Town of Warrenton Zoning Ordinance, and these Proffers. The remaining Applicants and their successors and assigns shall be responsible for all Proffer compliance.

! Warrenton Zoning Ordinance 11-3.9.17 requires verbatim language here stating that the development be in "strict accordance" with the conditions.
This was flagged in October 2016 by the planning staff.

The undersigned owners of property bearing the GPINs set forth above, comprising approximately 31.3804 acres (the "Property"), hereby voluntarily proffer that the use and development of the Property **shall be in substantial conformance** with the following conditions and shall supersede all other Proffers with respect to the Property made prior to this submission, if any. In the event this zoning map amendment is not granted as applied for by the Applicant, these Proffers shall be withdrawn and become void.

"Final Rezoning" as the term is used herein shall be defined as that zoning (to include a proffer condition amendment) which is in effect on the day following the last day upon which the Warrenton Town Council's (the "Council") decision granting this rezoning may be contested in the appropriate court or, if contested, the day following the entry of a final court order affirming the decision of the Council which has not been appealed, or, if appealed, the day following which the decision has been affirmed on appeal.

The headings of the Proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the Proffers. The terms "Applicant" and "Developer" shall include all future owners and successors in interest.

References in these Proffers to plans shall include the following:

- A. Land Bay Plan, being sheet 2 of 5 of the plan prepared by Michael Johnson, PE, last revised May 19, 2017, entitled "Walker Drive Properties Master Development Plan" (the "Land Bay Plan");
- B. On-Site Proffer Plan, being sheet 3 of 5 of the plan prepared by Michael Johnson, PE, last revised May 19, 2017, entitled "Walker Drive Properties Master Development Plan" (the "Proffer Plan"); and
- C. Transportation Proffer Plan, being sheet 4 of 5 of the plan prepared by Michael Johnson, PE, last revised May 19, 2017, entitled "Walker Drive Properties Master Development Plan" (the "Transportation Plan").

Land Use

- 1. Land Bay Plan - The development of the Property shall be in substantial conformance with the Land Bay Plan, subject to reasonable adjustments approved by the Town Council of the Town of Warrenton (hereinafter, the "Town") at final engineering.
- 2. Land Bay Tabulations Chart - The Property shall be developed in accordance with the I-PUD Zoning District and all uses permitted in the I-PUD Zoning District

shall be permitted on the Property. The uses within those Land Bays depicted on the Land Bay Plan shall be in substantial conformance with the Land Bay Tabulations chart on the Land Bay Plan. Notwithstanding anything to the contrary in these Proffers or the Land Bay Plan, there shall be no more than 182,875 new gross square feet of non-residential uses. Approval of this rezoning does not eliminate any requirement for a special use permit under the IPUD zoning district, where such permits are required.

How is it an asset to Warrenton to disallow another health and fitness facility? A different facility may offer different services at a different price. Proffers are to justify the propriety of a proposed rezoning, not to quash competition of any related facility for the benefit of the developer.

3. Uses -

- a. **No Health and Fitness Facilities** shall be permitted in Land Bays A, B, C, and/or D unless the presently existing Old Town Athletic Club shall permanently cease operation.
- b. There shall be no service stations permitted.
- c. There shall be no warehouses or wholesale establishments.

This term is defined in the zoning regs - it is broad and includes dance aerobics and "instruction in general health."

4. Non-Residential Uses -

A large grocery store is about 45,000 sq ft. A Petco and a Staples could fit in a 50,000 sq ft building. This size is much larger than the "human scale" "walkable Main Street" that is being advertised.

No promise here to *build* any entertainment - just to not develop a particular space for 7 years unless they fill it with some type of entertainment. In the meantime they can build all the condos and start on the retail. **Further, there is no requirement that the entertainment be a movie theater or a bowling alley.**

- a. Square Feet - **No single non-residential use shall exceed 50,000 gross square feet** without a special use permit approved by the Council.

Entertainment Uses - A location in Land Bays A, B, C or D, as depicted on the Land Bay Plan, that is suitable for the construction of an Entertainment Use(s), shall be **set aside and retained for that use** for a period of seven (7) calendar years from the date of the Final Rezoning of the Property. Entertainment Uses shall consist of a movie theater, bowling alley, dinner theater, performing arts center, and/or roller skating facility, **or other entertainment** use that provides entertainment or amusement inside or outside of normal business hours as approved by the planning Director. The Applicant shall employ **its best efforts** to secure such Entertainment Use(s) as a component of the development of the Property.

Entertainment promise goes away after 7 years

At the end of the said seven (7) years, the Applicant may thereafter construct or authorize construction of an Entertainment Use in those Land Bays and may make use of the site for any commercial or industrial use otherwise permitted in the Land Bay and the I-PUD zoning district.

"best efforts" clauses are notoriously unenforceable unless they are clearly defined with enforceable measures. This type of sentence either spawns litigation or will be ignored.

5. Residential - The maximum number of multi-family dwelling units shall be one hundred sixteen (116). Forty residential units to be constructed in Land Bay E shall be market rate condominiums, which shall be individually metered for public utilities. All mixed use residential buildings shall have non-residential uses on the first floor.

6. Phasing of Residential and Non-residential Construction -

In other words, the 2 condo buildings will be built first. Then they only have 55,000 sq ft of nonresidential to build (because the condos contain 20,000 sq ft of office) before they can get a permit to build the large apartment building (the ground floor of which might also count against the 55,000 threshold). It may take several years for them even to get to the land bay that is reserved for the large entertainment venue.7.

- a. Non-residential Construction - The Applicant shall cause to be constructed/construct and/or otherwise provide not less than 75,000 square feet of new non-residential Gross Floor Area ("GFA") prior to the issuance of the 41st building permit for a residential unit on the Property. "Constructed" as used herein shall be defined to mean that the shell and exterior of the structure(s) shall be finished, and all associated landscaping (subject to seasonal planting) and parking for such structure(s) shall have been provided, but interior tenant/occupant improvements shall not be required.

So the unfinished shell could stand so they could build the apartment building, and stand vacant.

- b. Existing Structures Excluded from Non-residential Calculation - Non-residential GFA shall include all non-residential uses in the Land Bay Tabulations chart on the Land Bay Plan, provided that existing structures in the area labeled as "Existing Land Bay" shall not be counted towards the requirement for new non-residential GFA set forth herein.

Open Space. - There shall be a total of not less than 20% open space as that term is defined in the Zoning Ordinance, provided that Land Bay E shall itself have not less than 20% open space; and provided further that the Applicant may seek a reduction in open space for healthy lifestyle amenities in accordance with the Zoning Ordinance. Open space shall be so designed as to be consistent with the provisions of §3-5.2.10 et seq. of the Zoning Ordinance, or any successor provision. Open space shall not be deemed to include the Central Plaza, and shall be designated on each PZMDP and site plan..

Design

8. Landscaping - Landscaping shall be in substantial conformance with the Proffer Plan. All new landscaping/plantings shall be indigenous, native species or alternative species in accordance with the Zoning Ordinance. At Site Plan submission, the landscaping plan shall provide a 30 foot landscape easement along Walker Drive from East Lee Street to Hidden Creek Lane and along East Lee Street from U.S. 29 to Walker Drive, as shown on the Proffer Plan.

The Design Guidelines consist of photographs of many other properties, which are presented with no dimensions, specifications or material commitments, and are completely unenforceable. The Concept Plan for the Central plaza contains a stage and many tables and chairs that are not proffered - so which of these items in the drawing under a "general conformance" test is actually required?

9. Landscaping Detail - Landscape plantings for the 30 foot landscape easement, referenced in Proffer 6 above, shall be in accordance with the Easement Planting Detail on the Proffer Plan.

10. Design Guidelines - Development on the Property shall be general conformance with the design guidelines entitled "Walker Drive Properties Rezoning – Design Guidelines," dated May 15, 2017 (hereinafter, the "Design Guidelines"), incorporated herein by reference, subject to modifications made in connection with each site/subdivision plan review as may be necessary to accommodate final engineering. Modifications to the Design Guidelines may be approved by the

Planning Director, provided that that the Planning Director determines any such modification to constitute an improvement to the overall quality of the development beyond that depicted in the Design Guidelines.

11. Architecture -

- a. Building Materials - In order to ensure high quality construction of new buildings on the Property, building materials shall include brick, architectural grade stone, wood, and glass, hardiplank, architectural grade block, stucco, or a combination of the foregoing materials, and shall have such materials on all sides of any building constructed within the Property in order to create "360 degree architecture." Other building materials that represent an equally high level of quality shall be approved by the Planning Director if they are of the same or superior quality to those set forth herein.
 - i. Plain or painted concrete masonry unit (CMU) block shall not be used.
 - ii. If any form of siding is used, it shall not be vinyl or metal.
 - iii. No metal buildings shall be permitted.
 - iv. The foregoing shall not preclude use of other materials solely for fascia, trim, and other secondary building elements/details.
 - v. Roofing material visible from ground level shall be standing seam or other material as approved by the Planning Director.
- b. Elevations - Exterior building elevations shall vary in terms of color, materials, heights, front plane, and detail, as depicted in the Design Guidelines. Building(s) containing residential units located in Land Bay "D" shall be designed, and constructed, in a manner that is consistent with materials and architectural features of buildings located in Land Bays "A", "B" and "C".
- c. Placement of Buildings - Front elevations of non-residential buildings constructed within the Project shall be staggered such that there is no uniform front plane, and such that there is a three to six foot difference between the front plane of one structure and the plane of a structure on either side thereof.
- d. Restriction on false fronts - There shall be no "false" second story front facades on any building within the Project.

12. Refuse/Loading

- a. Location - Refuse storage and pick up areas and/or loading areas shall not be visible from Walker Drive or the Eastern Bypass (Route 17/15/29). Refuse storage, pick up areas and/or loading areas shall be screened with building materials that match the front façade of the building, and landscaping, as approved by the Planning Director.
- b. Time - Refuse pick-up and street cleaning (including leaf blowing) shall not occur between the hours of 10 PM and 7 AM. The foregoing shall not preclude snow removal, as necessary.

13. Signage

- a. Project Identification Signage - The Applicant may locate project identification signs, which may include tenant identification panels, at the intersections of Walker Drive and East Lee Street, Walker Drive and Academy Hill Road and at each entrance to the Property. Said signage may be wall or monument style with masonry (brick or architectural grade stone) and may be incorporated into a landscape/entrance feature. All signs shall be consistent with applicable provisions of the Zoning Ordinance at the time of application for approval of signage.
- b. Sign Program - A uniform sign program shall be implemented for the Property, as approved by the Planning Director. Such sign program may include additional façade signage to accommodate two front façades of those buildings in Land Bays A, B, C, D, and E, as depicted on the Land Bay Plan.

14. Central Plaza

- a. Design - The Applicant shall provide a Central Plaza, which shall be a minimum of 20,000 square feet in size contained in Land Bays A through C, and as generally described in the Design Guidelines. The Central Plaza shall contain a human-scaled, pedestrian friendly, Main Street area, with public gathering spaces. The Central Plaza will have an average minimum dimension of 50 feet in length or 50 feet width in order to avoid an overly narrow and/or linear configuration for this area. It shall be constructed in conjunction with any construction in Land Bay B, or sooner, at the discretion of the Applicant.

No promise to use any brick - could be all paved asphalt or concrete

But most of the items in the "concept" drawing in the "Design Guidelines" aren't proffered.

- b. Amenities - The Central Plaza shall include, but shall not be limited to, plantings, landscaping, benches, outdoor seating, streetscaping with provisions for bicycles, lamp posts, play fountain(s) and/or splash pad(s),

Minimum Numbers completely unspecified. This language could be satisfied with 1 bike rack, 2 plantings, 2 benches and 2 lamp posts..

anything following the word "may" is not required

and **may** include public art, and/or other street furniture. Any play fountain(s) and/or splash pad(s) shall be a minimum of 600 square feet. The Applicant shall reasonably incorporate the recommendations of walkability audits in the design and construction of such amenities, and shall show those amenities as part of its Post Zoning Master Development Plan submittals as provided herein.

This is only the size of a large living room

- c. Location - The Central Plaza shall be situated so as to provide maximum benefit to the public, occupants, and residents, and shall be identified during the Post Zoning Master Development Plan process set forth herein. The Central Plaza shall be included on the site plan for the Land Bay in which it is to be situated and constructed prior to the issuance of the first occupancy permit for any structure in that Land Bay.
 - d. Surrounding - The area surrounding the Central Plaza shall be designed with a style consistent with the Central Plaza as provided in §3-5.2.10.4 of the Zoning Ordinance.
15. Lighting - The Applicant shall comply with the Town's photometric standards applicable to a lighting plan for the Project to be submitted with the each site/subdivision plan for the development of the Property. All parking lot lights shall have full cutoff fixtures which direct light downward and inward and all building-mounted lighting, if any, shall be directed or shielded in such a manner to prevent glare from projecting onto adjacent properties or public rights of way.
16. Wetlands Delineation - At the time of the first PZMDP submittal as provided herein, the Applicant shall cause a study to be made to determine if there are jurisdictional wetlands or waters of the United States on the Property, and shall comply with all applicable requirements applicable thereto if such areas are identified. The Applicant shall provide copies of all federal and state applications and permits to the Planning Director.

Transportation Improvements

17. Timing of Traffic and Transportation Improvements, Generally - All transportation improvements that are shown on the Transportation Proffer Plan shall be constructed as provided herein.
18. Construction of a Roundabout at Intersection #1, East Lee and Walker Drive.
- a. Construction and Financing of Signalization/Roundabout at Intersection #1
 - i. The Applicant will not develop its Property in a manner that precludes the construction of a roundabout at Intersection #1.

- ii. The Applicant shall, upon the written request of the Town or VDOT, dedicate right-of-way from the Property reasonably necessary to construct such roundabout at no cost to the Town or VDOT.
- iii. If the Town or VDOT determines to install a roundabout at Intersection #1 prior to a traffic control warrant study demonstrating the need for the installation of a signal at that Intersection, then prior to the issuance of the first non-residential building permit in Land Bays A, B, or C, the Applicant shall contribute \$300,000 to the Town of Warrenton for use in the construction of such a roundabout and shall not be required to install a signal at Intersection #1.

19. Intersection Signalization -

- a. Traffic Control Warrant Studies - The Applicant shall conduct and submit for review a traffic control warrant study for the following intersections in connection with the submission of the first site plan for construction in Land Bays A, B, C, D, or E, unless, or as, otherwise directed by the Planning Director, for the following intersections:

- i. East Lee Street and Walker Drive (hereinafter, "Intersection #1);
- ii. U.S. 29 bypass northbound ramp and Meetze Road (hereinafter, "Intersection #2).

- b. Intersections #1 – If a traffic control warrant study demonstrates that a traffic signal is warranted at Intersection #1, or the Town or VDOT determines to install a roundabout at that Intersection, and upon written request by the Town or VDOT, the Applicant shall contribute the aforesaid sum of \$300,000 toward the said signalization or roundabout. This sum shall be paid if the signalization of Intersection #1, or the installation of a roundabout, has been finally authorized by the appropriate authority within three calendar years from the date of approval of the warrant study for this Intersection showing the need for signalization.

- c. Intersection #2 - If a traffic control warrant study demonstrate that a traffic signal is warranted at Intersection #2, then upon written request by the Town or VDOT, the Applicant shall contribute the sum of \$100,000 toward the said signalization. This sum shall be paid if the signalization of Intersection #2, has been finally authorized by the appropriate authority within three calendar years from the date of approval of the warrant study for this Intersection showing the need for signalization.

Since they are locating at our last gateway, it is reasonable to expect them to pay the pro rata share of a rotary (not a traffic light). At the May 2017 work session the Town estimated \$800K - \$2million for a rotary. The developer's traffic constitutes about a third of what will be going thru the intersection. \$450,000 would be a mid point offer.

Their traffic study shows traffic to their site will constitute **about a quarter** of all the traffic at this intersection (and that's with failing to include Warrenton Chase in the traffic distribution). How much does the traffic signal cost? Are they even paying a pro rata share? At the May 2017 work session the Town estimated \$500K for a bare bones signal not including design costs.

20. Construction of a Roundabout at Site Entrance "A" – The Applicant shall construct at its expense a roundabout on Walker Drive and any associated turn lanes at Site Entrance A as shown on the Transportation Proffer Plan prior to the issuance of the first occupancy permit for a structure on Land Bays A or B.
21. Construction of a Left Turn Lane into, and Construction of, Site Entrance "B" – The Applicant shall construct at its expense a left turn lane on Walker Drive into Site Entrance B and that Site Entrance and associated turn lanes as shown on the Transportation Proffer Plan prior to the issuance of the first occupancy permit for a structure on Land Bay C or D.
22. Construction of a Left Turn Lane into the Existing Land Bay (Site Entrance "C") – The Applicant shall construct at its expense a left turn lane on Walker Drive into the existing entrance at Breezewood Lane into the Existing Land Bay upon the issuance of the first occupancy permit for a structure in Land Bay E.
23. Construction of Entrance "D" into Land Bay E – Site Entrance D and all associated curb, gutter and sidewalk along site frontage along Academy Hill Road Extended will be constructed in connection with any construction in Land Bay E and completed prior to the issuance of the first occupancy permit in Land Bay E.
24. Crosswalks - Pursuant to Town and/or VDOT approvals, the Applicant shall at its expense install pedestrian crosswalks to a design acceptable to the Town and VDOT at those locations identified on the Transportation Plan, and specifically including a crosswalk providing access at Hidden Creek Lane and Walker Drive (Site Entrance "B") and Walker Drive and East Lee (Intersection #1). Subject to obtaining all necessary approvals, such crosswalks shall be shown on the site plan that includes any portion of a roadway where each crosswalk is to be constructed and shall be constructed at the time such improvements are constructed.
25. Opticon – All traffic signalization installed by the Applicant in connection with the development of the Property shall be at its expense and shall be compatible with the Town's Opticon system, or other traffic emergency management program utilized by the Town.

Parks and Recreation

26. Trails/Sidewalk – Subject to the Planning Director's and VDOT's approvals as may be required, the Applicant shall design and install five foot (5') wide concrete sidewalks, as generally depicted on the Transportation Plan. The Applicant shall further design and construct an internal pedestrian/bike trail network within the Property that permits internal access through Land Bays A, B, C and D. The trails and sidewalks shall be constructed in conjunction with any development in a Land Bay adjacent thereto. The Applicant shall further make a

monetary contribution in the amount of \$40,000 to the Town for its use at its discretion in the construction of an interconnecting trail system for the Town in the vicinity of the Property.

27. Bicycle Racks - The Applicant shall provide a minimum of three (3) bicycle racks on the Property. The location and style of the bicycle racks shall be determined by the Applicant, upon consultation with the Planning Director. At least one of the bicycle racks shall be located in the Central Plaza. The bicycle racks shall be constructed by the Applicant in any Land Bay in which they are located in conjunction with any construction in that Land Bay and in any event not later than the issuance of a final certificate of occupancy in that Land Bay.

Storm Water Management

28. The Applicant shall provide stormwater management in accordance with the Town standards and Virginia Storm Water Management Regulations. The location of said facilities shall be determined at site plan review, in connection with final engineering. Stormwater managements facilities shall not be used to calculate open space requirements.

Fire and Rescue

29. The Applicant shall comply with all applicable requirements of the Uniform Statewide Building Codes for building construction and fire suppression.

Contribution to Public Safety

30. Prior to the issuance of the first non-residential occupancy permit for development of the Property, the Applicant shall contribute the sum of \$20,000 to the Town for fire and rescue services, and \$20,000 to the Town for police services, to be expended at the Council's discretion, to offset an anticipated increase in call volume from the project upon completion.

Water and Sewer

31. Water and Sewer - The Property shall be served by public sewer and water provided by the Town.
32. Water Main - The Applicant shall extend at its expense the water main in Walker Drive that currently dead ends at Hidden Creek, through the proposed property to ensure a loop at the water main in East Street and East Lee Street. It shall further assure that the water systems loops with existing or proposed water lines at Meetze/Lee Street in order to secure adequate water flows and ongoing maintenance of the public system.

33. Tap Fees - The Applicant shall individually meter all of the condominiums (not apartments) including those that are being constructed on 321 Walker Drive, and shall pay the fees therefore as customarily required by the Town Department of Public Works.

Creation of Property Owners' Association

34. A property owners' association ("POA") shall be created and shall be made responsible for the maintenance and repair of common areas, including any common open space that may be established in accordance with the requirements of the Town Zoning Ordinance or these Proffers. Any such POA shall be granted such other responsibilities, duties, and powers as are customary for such associations, or as may be required to effect the purposes for which such POA is created. Such POA shall be granted sufficient powers as may be necessary, by regular or special dues or assessments, to raise revenues sufficient to perform the duties assigned hereby, or by the documents creating the POA, and to perform rate studies necessary to determine dues, fees, and assessments as may be required. In addition to any other duties and responsibilities as may be assigned to it, the POA shall further have responsibility for the maintenance of any entrance feature signs, street, alleys and perimeter or road buffers, stormwater management ponds, best management practices facilities, and of private streets and alleyways, if any.

Waivers/Modifications

35. Pursuant to §3-5.2.4.1 of the Zoning Ordinance, the Land Use Mix as it is set forth on the Land Bay Plan **is hereby approved** for the Property.

Establishment of a Post Zoning Master Development Plan Process

36. Requirement for a Post Zoning Master Development Plan

- a. Prior to the approval of any site plan for the Property, the Applicant shall submit to the Planning Director a Post Zoning Master Development Plan ("PZMDP") to assure the orderly development of the Property. The PZMDP is intended to ensure that development occurs in a manner that comports with the approved zoning and these proffers, and that sets forth sufficient additional detail of any proposed development to demonstrate conformance with applicable ordinances or regulations, both in individual Land Bays and throughout the project as approved to permit. A PZMDP is not intended to replace a site plan with its attendant construction details submitted pursuant to applicable Town ordinances and standards, which shall remain in full force and effect.

But the I-PUD regulations specifically require that the Planning Commission (PC) make a recommendation on the waiver. That language was added in 2016 as part of the ZTA. The PC did not opine on the land use mix waiver-- further, the land use mix has changed since the time the PC recommended denial of the entire application. **Town Council cannot approve the waiver without PC having made a recommendation on a waiver. And is it a waiver or a modification? Does the town council even know which it is approving?**

In other words, the Town cannot require anything in the PZMDP beyond that which is already in the regs or in these very nonspecific proffers.

- b. The PZMDP process set out herein is not mandatory upon the Town or Council, and no legal obligation is established for the Town's courtesy review of such a plan. No proffer may create obligations on the locality to which submitted, and this process is established solely to permit detailed review of specific development proposals against applicable requirements prior to site plan submittals.
- c. A PZMDP shall be submitted to the Planning Director for review, and shall thereafter be presented to the Council for its consideration and its non-binding determination that a proposed PZMDP is consistent with applicable proffers, ordinances, and regulations.
- d. Each PZMDP submission except for a submission for Land Bay E, shall include the entirety of the Property regardless whether development is proposed to commence on all or a portion of the Property, in order to permit the Planning Director to assess overall compliance with applicable requirements and consistency with the approved zoning, provided that detailed development information must be submitted for any Land Bay that is the Land Bay in which development is to be commenced. Land Bay E is sufficiently distinct from the remaining Land Bays that it may be submitted separately, provided that tabulations for other Land Bays shall include the data for Land Bay E to permit determination of zoning compliance.
- e. The Applicant may submit one or more PZMDPs during the course of site development. Subsequent submittals, if any, shall show cumulative data demonstrating continuing compliance with the requirements of the Zoning Ordinance and these proffers as further provided herein.

37. Pre-Application Conference

- a. Prior to submission of a PZMDP for review, the Applicant shall schedule a pre-application conference with the Planning Director and such other staff as the Planning Director deems appropriate. The purpose of the conference is to review and discuss a specific development proposal in relation to the requirements of the Town Code, the zoning of the Property, and other lawfully applicable requirements, and to discuss the requirements for the submission of a PZMDP.
- b. If requested by the Planning Director, the Applicant shall provide a draft land use plan in advance of the pre-application conference describing generally:
 - i. The specific location of the site.

- ii. The location of proposed points of access.
- iii. The general location and types of uses, environmental features on the site, open space and other features associated with the approved rezoning of the Property but with such further detail as to permit an understanding and evaluation of actual construction of permitted structures and uses.

38. Submission and contents of PZMDPs

- a. Following the pre-application conference, the Applicant may submit a PZMDP. The following shall be required for a PZMDP and shall be shown clearly on the plan.
 - i. The scale shall be one inch equals 100 feet or larger (the ratio of feet to inches shall be no more than 100 feet to one inch) or at a scale acceptable to the Planning Director. The scale shall be sufficient so that all features are discernible.
 - ii. All PZMDPs shall include a North arrow, a scale and a legend describing all symbols.
 - iii. The PZMDP shall be based on a boundary survey of the entire property related to true meridian and certified by a certified Virginia surveyor, architect or engineer. The total area of the property shall be depicted on the PZMDP.
 - iv. The topography shall be shown at contour intervals acceptable to the Planning Director.
 - v. The title of the proposed project; the date, month, year the plan was prepared or revised; the name of the applicant(s), owner(s) and contract owner(s); and the names of the individuals or firms preparing the plan shall be clearly specified.
 - vi. A plan, showing the location, arrangement and approximate boundaries of all proposed land uses on all or a portion of the Property sufficient to permit a reasonable determination that the requirements of the Land Bay Tabulations chart on the Land Bay Plan are met, and that parking and loading requirements can be satisfied with site or subdivision plans upon full buildout of the Property. The Zoning Administrator may reduce parking requirements by up to 20% if enhanced landscaping is used, to include higher quality plantings, trees of larger caliper, and increased planting units.

- vii. Elevations of all proposed structures demonstrating their conformity with the Design Guidelines for such structures and any other applicable provisions of the zoning or these Proffers.
- viii. The approximate acreage in common open space, each use, if applicable, roads, streets or rights-of-way for the subject property and total development, as applicable.
- ix. The location and extent of proposed buffers and landscaping areas, with statements, profiles, cross sections or examples clearly specifying the screening and types of plantings to be provided.
- x. The location, arrangement, and right-of-way widths of roads and streets, including roads and streets providing access to adjoining parcels within the proposed development.
- xi. The location and arrangement of street entrances, driveways and parking areas.
- xii. A conceptual plan with preliminary computations for stormwater management with the location of stormwater facilities depicted.
- xiii. A history of all land divisions that have occurred in relation to the tract since the adoption of this requirement.
- xiv. The location of sewer and water mains with graphic depictions of the connection with and availability of existing facilities that are proposed to be made.
- xv. A wetlands delineation with the first PZMDP.
- xvi. A comprehensive sign program.
- xvii. Tabulations of parking, open space, gross square footage of structures and identification of uses and use categories, numbers of residential units, specification of transportation improvements as to be constructed in accordance with these Proffers and the Transportation Plan, stormwater management calculations, and other project elements necessary to demonstrate compliance with the requirements of these Proffers and applicable provisions of Town ordinances.
- xviii. A traffic control warrant study if requested by the Planning Director.

- xix. Other information that the Applicant believes demonstrate conformance of a proposed elements of the development with applicable requirements or as are required by the Planning Director.

39. Post Zoning Master Development Plan Submission.

- a. The Applicant shall submit the number of copies of the PZMDP as directed by the Planning Director.
- b. The Planning Director may circulate the PZMDP for review and comment by such staff or agencies deemed appropriate, with reasonable notice that the purpose of the PZMDP is to permit a preliminary determination as to compliance of specific development proposals with the approved rezoning and applicable ordinances and regulations, prior to the submission of site and subdivision plans, if any.
- c. The Planning Director may request, and the Applicant shall provide at its expense, updated traffic counts to be submitted if it is determined by the Planning Director that there have been substantial changes in conditions affecting traffic and transportation.
- d. When the Planning Director is satisfied that the PZMDP conforms to applicable requirements, the PZMDP will be transmitted to the Council, which shall review the PZMDP and provide the Applicant such comment or recommendations as it may, in its discretion, elect to provide.
- e. Site plans and final subdivision plats may be submitted concurrently with a PZMDP for review according to the procedures set forth in Town ordinances applicable thereto.

[Signature Pages to Follow]

Kelly Machen

From: L. Vaughn [ruthonevs16@gmail.com]
Sent: Thursday, July 06, 2017 2:35 PM
To: Planning Department
Subject: July 11 Town Council Meeting: Walker Drive Project

I will be unable to attend the Town Council meeting about the Walker Drive Project as I will be out of town due to a family commitment. I live directly across Walker drive on Hidden Creek Lane. I am strongly opposed to this project and the rezoning of the property. I continue to make Warrenton my home because it has a small town feel. Unfortunately, that is quickly fading away with each new housing development and the new demand for amenities that cities like Gainesville have to offer. It is my opinion that if people want what other cities have to offer such as, more shopping, movie theaters, entertainment, etc., then they should make their homes in those cities and not set out to change the growth plan for our lovely town of Warrenton.

The town would benefit more by focusing on filling the empty storefronts in our already existing shopping plazas. To quote Sunny Reynolds in an interview published by Fauquier Now on February 25, 2014, "Warrenton government should do more to help address vacant storefronts and to foster economic growth." It's 2017 and Warrenton still has too many empty storefronts! Why would the council even consider rezoning a property to create MORE retail space, and to create it in a primarily residential area?

I urge the Town Council to vote AGAINST rezoning the Walker Drive property.

Sincerely,

L. Vaughn

361 Hidden Creek Lane
Warrenton, VA 20186

On Jul 9, 2017, at 4:41 PM, Phoebe Tufts <phoebetuft@gmail.com> wrote:

Dear Ms. Reynolds,

I am writing in support of the Walker Drive Project for many reasons. As a longtime Fauquier County resident, I raised my family here, taught in the public schools and tried to spend money in the town of Warrenton whenever possible. I have been distressed over the years as Warrenton merchants have shared their concern over poor conditions for business including high rents, unreasonable regulations and poor parking availability. Before you lies an opportunity not only for businesses but for families and young people to enjoy a pedestrian friendly place to eat and shop and perhaps bowl or go to the movies. Please do not let a staff member from PEC, who can temporarily gather numbers of people to push PEC's agenda forward, drown out the voices of regular residents.

Years ago, farsighted residents of Culpeper joined together to foster conditions such that now Culpeper enjoys a reputation as business and family friendly. A "yes" vote for the Walker Drive Project could be a major step towards Warrenton building that same reputation.

Thank you for your time and your service to the community,
Phoebe Tufts

To: Town Council of Warrenton
From: Julie Bolthouse, Piedmont Environmental Council
Date: July 2nd, 2017
Subject: Walker Drive Development Proposal

Dear Town Council Members,

Piedmont Environmental Council submits these comments regarding the proposal to rezone 31.3804 acres along Walker Drive from Industrial to Industrial-Planned Unit Development. PEC supports development in our service districts and acknowledge the Town is the appropriate location for high intensity development. However, after reviewing the proposal for Walker Drive, we have significant concerns about the process being proposed, the vagueness of the proposal, inconsistency with the I-PUD zoning requested, confusion about what's being proffered, and the impact it will have on one of the last uncluttered gateways into the historic downtown core.

Project Lacks Clarity - No Master Plan

The nebulous nature of this project and the lack of detail and commitment to specific improvements raise significant concerns. This proposal does not guarantee a movie theater or any entertainment facility. It also fails to proffer a Master Development Plan with the site layout, locations of buildings, types of uses, parking, street sections or connections, elevation of the buildings, or the ultimate architectural design of the buildings. Lacking this, we know very little about how the site will be developed beyond the percentages of land use types within each land bay. However, that is not what is being told to residents in petitions¹ and illustrative images posted on social media². These "empty promises" have unfairly put significant political pressure on the Town Council to approve what many residents incorrectly see as a proposal for a life-style center with a movie theater, bowling alley, skating rink, or other desirable entertainment venue.

Rather than providing a Master Development Plan, as a mixed-use rezoning of this scale would normally include, this proposal uses a new process called a Post Zoning Master Development Plan. This gives the applicant approval for the rezoning and the freedom to lay out the plan however they see fit within the confines of the proffers and I-PUD zoning district. The Post Zoning Master Development Plan is "established solely to permit detailed review of specific development proposals against applicable requirements prior to the site plan submittals."³ The purpose of knowing this information prior to approving the rezoning is to ensure that the site develops as expected.

¹ *Town of Warrenton: Allow Growth and Provide Entertainment!* Petition of support for the Walker Drive project. Posted by Chris F. <http://www.thepetitionsite.com/takeaction/295/467/067/>

² *Walker Drive Project* Facebook page created April 2016. <https://www.facebook.com/Walker-Drive-Project-854392717999904/>

³ Proffer Statement ZMA 16-01 – Walker Drive Properties Zoning Map Amendments. Dated May 19, 2017.

A well thought out Master Development Plan would prevent unexpected impacts such as signs, buildings, and parking lots visible from the Rt. 29/15 Bypass, the site from being disconnected from the downtown core and from the Town in general, and unmitigated impacts.

Inconsistency with I-PUD Zoning

The I-PUD zoning is an overlay district that gives the developer more flexibility to incorporate a mix of commercial and residential with the industrial uses allowed on industrially zoned land. The I-PUD zoning allows a higher FAR than both the Residential and Commercial Planned Unit Development (R-PUD and C-PUD) Districts. It also allows up to 35% residential which is higher than the 15% that is allowed in the C-PUD district. From the prospective of an owner or developer of a property, this higher density and increased residential percentage are attractive and increase the profitability of a property.

The incentives of the overlay district are intended to, “encourage innovations in residential and nonresidential development so that the growing demands of Warrenton may be met by greater variety in type, design and layout of buildings and housing types...”⁴ The higher density and increased residential percentage are meant to provide incentives to achieve this goal. However, as stated in the prior section of these comments, without a Master Development Plan we do not know the layout, type, or design of the buildings being proposed. Lacking this information upfront, there is no way for the Town to know if this proposal will meet the intent of the requested zoning.

The I-PUD zoning requires 25 adjacent and/or contiguous acres within an Industrial District. The existing development had to be included in the proposal to make Land Bay E ‘contiguous’, however, that existing development is not subject to the proffers⁵. This seems like inappropriate contortions that do not follow the intent of the zoning regulations.

The I-PUD zoning requires a Master Plan and is geared towards evaluation of that Master Development Plan,

“A Master Plan shall be required to guide the development. This Plan shall include (i) a general development plan incorporating land bays and land uses as set forth in the Development Standards (§ 3-5.2.4.1) and Use Regulations (§ 3-5.2.6) and (ii) a narrative text that describes phasing, the location of and relationships between all development types, public facilities, roadways, open space and recreation areas, and other proposed major facilities. The Plan shall provide for integrated development of all of the proposed uses and the coordination of infrastructure as a cohesive entity, rather than separate components or independent cells of land use.”

Without a complete Master Plan the community has no way of knowing if the proposal will meet the intended purpose of this flexible zoning which include:

⁴ Town of Warrenton Zoning Ordinance Section 3-5.2.4.3 Other Criteria for Commercial and Industrial Planned Unit Developments. As amended April 12, 2016.

⁵ The existing development site has “consented to the rezoning of their properties, but shall not be subject to these Proffers except to the extent that the uses of their units must be otherwise authorized by the Town of Warrenton Zoning Ordinance, and these Proffers.” Proffer Statement ZMA 16-01 – Walker Drive Properties Zoning Map Amendments. Dated May 19, 2017.

- 1. Increasing economic opportunities through planned communities that include light industrial and/or commercial business parks with on-site residential development conducive to implementing the Goals and Objectives of the Comprehensive Plan.*
- 2. Developing gateway communities to maintain and convey a sense of the Town's unique character by utilizing mixed-use development compatible with Warrenton's historic environment.*
- 3. Discouraging stereotypical "strip development" and encouraging creative urban design through zoning and subdivision regulations that incorporate flexible design standards, incentives and bonuses. Therefore, the PUD process shall permit a freer placement of buildings within the project area than the conventional subdivision system. In consideration of the unified development concept, the total project parcel shall be the unit of regulation and density shall be calculated on a project-wide basis to permit the clustering of buildings to create open space and preserve natural site features.*
- 4. Maintaining and encouraging efficient land use patterns that integrate residential, commercial, public and employment in planned neighborhoods.*
- 5. Targeting and recruiting new private sector employers in specific commercial and industrial uses to maintain and enhance a balanced tax base through the expansion of employment opportunities that complement and support Main Street.*
- 6. Promoting professional offices and their contributions to a balanced mix of employment opportunities.*
- 7. Balancing multi-modal transportation needs including motor vehicles, bicycles and pedestrians.*
- 8. Reducing vehicular traffic by locating employment and housing within one development.*

The applicant also appears to be requesting a waiver from the very zoning they encouraged the Town to adopt. The requested waiver, contained within the Waivers/Modifications section of their proffers, seeks partial exemption from the required land use mixes. The zoning states,

The Town Council shall, upon recommendation of the planning commission, have the authority to modify (making the criteria more, less, or equally restrictive) or waive, the criteria established in the §3-5.2 et seq. for Commercial or Industrial Planned Unit Development, if in the opinion of Town Council it shall determine that such modification or waiver:

- a. Shall advance the legislative intent and general planning considerations underlying the PUD and this Ordinance,*
- b. Shall be in general conformity with the adopted Comprehensive Plan, and*
- c. Shall not create an adverse effect on adjacent land uses.*

None of the Land Bays appear to have the required minimum 50% industrial zoning. The square footage for the residential is slightly higher than the maximum 35%. In addition, the applicant is requesting a 5% waiver to the land use mix without any clear reasoning for waiving the required land use mix. Lastly, the planning commission recommended denial of this proposal and therefore did not give their recommendation of support for the requested waivers.

Impact on East Lee Street Gateway

East Lee Street acts as a gateway into the Town's historic district and Main Street. The Town's Comprehensive Plan calls for, "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."⁶ Land Bay A of this property backs up to East Lee Street and Land Bay A, B, C, and D backs up to Rt. 29/15 Bypass. However, the applicant has given little attention to this gateway and not provided any specific design criteria that would meet this goal.

These proffers do little to provide certainty about what the future gateway into Warrenton will look like and it is very likely the gateway will be degraded as a result. Along the Eastern Rt. 29/15 Bypass and ramp into the Town, only a 10 foot street landscape will be provided with only one tree every 50 feet. As laid out on the non-binding illustrative plans much of the parking in Land Bay A and B will be along East Lee Street and Walker Drive. The applicant has proffered a 30 foot landscape easement along these areas; Walker Drive from East Lee Street to Hidden Creek Lane and along East Lee Street from U.S. 29 to Walker Drive. This easement will be planted with 2 trees every 50 feet and, "area shall us screening measures such as but not limited to, shrubs and earth berming"⁷ (emphasis added). Although reference to fencing has been removed, it seems to still be an option.

If built out as proposed the development will have a significant impact on the intersection of Walker Drive and East Lee Street, necessitating a traffic light or roundabout. The applicant has proffered \$300,000 toward construction and financing of signalization/roundabout at this intersection prior to the issuance of the first non-residential building permit in Land Bays A, B, or C. The sum is to be paid if the signalization/roundabout has been finally authorized by the appropriate authority within three years from the date of approval of a warrant study showing the need for signalization. These conditions would require the Town to have the appropriate funds to pay for the remaining portion of the cost at the time it is needed.

Confusion Regarding Zoning and Proffers

Talking to residents about this proposal I have found there is a lot of confusion about the zoning and the proffers. First, the I-PUD zoning is an overlay district to Industrial zoning and therefore allows most of the uses allowed within Industrial zoning. The difference is it allows a mix of commercial and residential uses along with the industrial, more flexibility, and increased density.

The proffers include many caveats and conditions and a couple inappropriate extractions from the locality (such as not permitting any competing health and fitness facilities unless the Old Town Athletic Club ceases to operate). The 40 residential condominiums in Land Bay E are likely to be the first part of this site to develop based on location of infrastructure and the proffers. With that development only the left turn lane into Land Bay E from Academy Hill and the left turn lane in the existing entrance at Breezewood Lane must be built. The roundabout at site entrance A, sidewalks adjacent to Land Bays A,

⁶ Chapter 4 of the Town of Warrenton Comprehensive Plan 2000 to 2025. Adopted June 11th, 2002.
http://www.warrentonva.gov/document_center/Planning/2002-2025%20Comprehensive%20Plan%20Full%20Comprehensive%20Plan%20PDF.pdf

⁷ Walker Drive Properties Master Development Plan. Engineer: Michael Johnson, PE. May 19th, 2017.

B, C, and D, the central plaza, the crosswalks, internal bike trail and bike racks all are contingent on the rest of the development building-out and are not associated with development of Land Bay E. The \$40,000 in contributions for Town fire and rescue and police services are associated with the first non-residential occupancy permit. There is even an exception for Land Bay E in the Post Master Development Plan Process,

“Each PZMDP submission except for a submission for Land Bay E, shall include the entirety of the Property regardless whether development is proposed to commence on all or a portion of the Property... Land Bay E is considered sufficiently distinct from the remaining Land Bays that it may be submitted separately...”

PEC is supportive of economic growth and increased entertainment opportunities within the Town of Warrenton. In fact, several of our employees live in the Town and approximately 30 of our staff work in Warrenton. We support a downtown with a variety of options for dining out, shopping, socializing, and entertainment. Looking closely at the proffers and associated materials, we do not feel that this application is well thought-out or geared toward bringing a life-style center to the Town. It's focused on development of residential in Land Bay E and making the rest of the property as marketable as possible.

There is no reason to think a movie theater, bowling alley, or other entertainment venue can't come to Warrenton. Market research is not an exact science and I've only seen research into movie theaters specifically. There are many other types of entertainment venues (indoor playhouses, miniature golf, Escape Room Adventures, dinner theaters, agricultural tourism, etc.) which could be sought by the Town's Economic Development team. Broadview just received another \$5.4 million from VDOT for improvements, on top of the \$1.6 million the state had already allocated. With the Town of Warrenton planning to contribute another \$1 million, we have a total of \$8 million for streetscape improvements. This will help create the type of environment that will be appealing for investors interested in redeveloping some of the old strip malls and one-off pad sites along Broadview.

Economic development can come in many forms but not all economic development is equal. If done correctly, it helps build community and a sense of place. I encourage you to follow your comprehensive plan, protect the gateway into downtown Warrenton, and seek something higher than what is before you. Approval of this nebulous proposal can be described as nothing other than an act of desperation. And desperation is not what the Town needs to attract positive economic development.

Thank you for considering our comments and feel free to contact me with any questions or concerns.

Sincerely,

Julie Bolthouse
Fauquier Land Use Representative
Piedmont Environmental Council

From: [KR](#)
To: [Planning Department](#)
Subject: Walker Drive Project
Date: Wednesday, June 28, 2017 3:10:20 PM

Due to ongoing health issues I am unable to attend the meeting regarding the Walker Drive project. I am **emphatically OPPOSED** to this project occurring!!!

I live on Hidden Creek Lane and consider this a nightmare, as well as unnecessary. Why aren't the people who want to develop this property on Walker Drive being encourage to put their dollars into contributing to more parking in Old Town, or renovating empty buildings so they are usable, or advocating to bring in business that can use the already established but empty buildings?????

Sincerely,
K. Rowland
361 Hidden Creek Ln, Warrenton

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From: [SHS](#)
To: [Planning Department](#)
Subject: Walker Drive Rezoning Comments
Date: Monday, February 20, 2017 12:36:17 PM
Attachments: [Walker Drive - Sewer Comments SHS.docx](#)
[Walker Drive - Traffic Comments SHS.docx](#)
[Walker Drive - Zoning Comments SHS.docx](#)

For the Warrenton Planning Commission and Planning Staff -

Attached are my comments on three aspects of the Walker Drive PUD Rezoning - sewer, traffic, and zoning conformance. I respectfully request that you consider these comments, and submit them to be part of the public record. If you would like to discuss any of these comments, feel free to contact me at this email address.

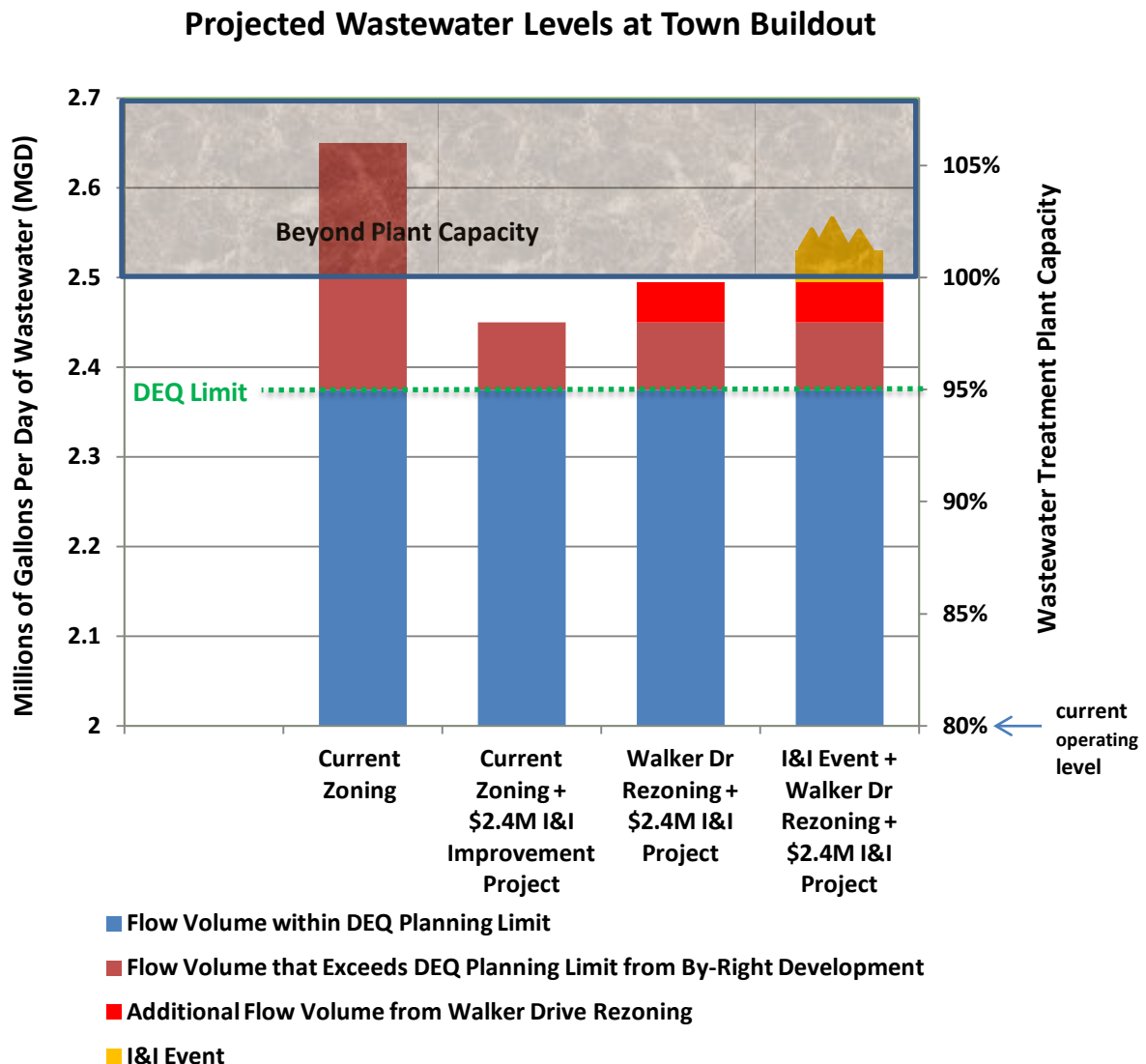
Sincerely,
Sally Harmon Semple
319 Falmouth Street
Warrenton, VA

Walker Drive Development - Sewer Impacts

Public Comments by Sally Harmon Semple - February 20, 2017

Warrenton's wastewater treatment plant has a capacity of 2.5 million gallons per day (MGD). Current operating levels are about 2.0 MGD. The Virginia Department of Environmental Quality (DEQ) imposes a planning trigger on the town when it reaches 95% treatment capacity, which effectively caps operations at 2.375 MGD (see green dotted line on chart).

The chart below, updated and adapted from the chart included in the October 2016 Planning Commission packet, shows how much wastewater treatment is needed when all the available land is developed as zoned (first two stacked bars on the left), and if the Walker Drive rezoning is approved (last two stacked bars on the right).



Issues:

- Even without the Walker Drive upzoning, Warrenton no longer has enough capacity to meet DEQ planning limits. The \$2.4 million 3 year project to reduce 200,000 gallons a day (gpd) of I&I will still leave the Town 3% above the DEQ planning limit (see second stacked bar on chart). The town will need to find at least 75,000 gpd more capacity to come under the limit, if not more, because I&I losses will always be on the rise. Warrenton stated in the 2009 Comprehensive Plan Update:

The Virginia Department of Environmental Quality requires that the processing of effluent in excess of 95% of the plant's capacity mandates expansion to maintain a minimum of 5% reserve. This triggers a series of events that could either strap the Town with significant costs for downstream expansion or make untenable choices regarding which properties receive service and when. (p.31)

- With no plan in place to address the entire sewer capacity deficit, the Town should not approve any project that increases sewer needs. The Walker Drive project is expected to generate 30,000 - 46,300 gpd of wastewater beyond the 22,400 gpd that they are entitled to generate under the current light industrial zoning. This additional sewer capacity simply is not available for the town to grant.
- To partially offset the cost of creating additional treatment capacity for the Walker Drive project, the town intends to use fees generated by the developer's proffer to put individual meters, rather than master meters, on some of their buildings.
 - How much of this money is available and is not needed for installing, monitoring and maintaining the meters?
 - At the currently estimated I&I mitigation rate of \$12 /gpd, would the fees cover the entire cost of treating the waste?
 - Since the current \$12 /gpd project is not in place to provide additional sewer to Walker Drive but simply to start chipping away at our already existing over-commitment in sewer capacity, more projects would be needed to provide capacity for Walker Drive. Do we know how much those would cost? Assuming we are addressing the most affordable fixes first, isn't it reasonable to estimate that the cost of future fixes would exceed \$12 gpd?

Not identifying and not expecting payment for the full cost of providing sewer treatment to the Walker Drive upzoning is in conflict with the Public Utilities Policy as stated in the Comprehensive Plan to:

Ensure that new development pays the full cost of its public sewer & water service. (p. 31)

- The Walker Drive developers are not the only developers who will request Warrenton to provide unplanned sewer capacity. How we treat this request will set a precedent.

- The Town may believe they have time to figure out how to obtain the needed sewer capacity because, based on the 2015 Whitman and Requardt (W&R) study, we have 7 years until we run out of capacity, and more if the \$2.4 million I&I project is successful. However, **the contractor's projections** were based on a 3% per year increase in sewer demand, which **did not include any increases in I&I**. New leaks and line breaks are almost certain to occur in an aging system. Just one modest new I&I event or a wet year would put us well beyond the DEQ limit, and even beyond our plant's capacity earlier than the Town is projecting (see 4th stacked bar on chart).
- Providing sewer to a large scale upzoning such as Walker Drive at this time would be in conflict with the following provisions of the Comprehensive Plan (2009 Update):
 - *The town is to continue providing a safe, reliable, and cost-efficient sewage treatment system (p. 25)*
 - *The utility capacity of [sewer] could accommodate the anticipated Town development, but barely and only assuming that the estimated uses and density would be as currently zoned. (pp. 32-33 -- note this statement was made before the 2015 W&R study that shows >700,000 gpd more in I&I losses than were estimated in the 2008 W&R report.)*
 - *The Town is confronted with three (3) options for additional development of out-of-Town properties or rezoning of in-Town properties to significantly higher densities:*
 - 1. Deny the service for out-of-Town development or a change of density for in Town development unless it can be demonstrated that such development will not require increased utility service or create a demand beyond the capacity of the town systems at build-out, ¹ including the required reserves for the water and sewer treatment plants. ²*
 - 2. Town Council commits to the limited expansion of the existing utility systems to provide for no more than 10-15% of the capacity in place (subject to state regulations and permitting) and include a basis for determination of pro-rata share or impact fees to support the expansion from any out-of-Town or rezoned development. Such expansion can be accommodated through one or more of the following:*

¹ If the Walker Drive rezoning is approved the sewer system will be operating at or above capacity at buildout. Plants should not be run at 100% capacity. Projected operating levels even without including future I&I events with the Walker Drive rezoning is 99.85% (based on numbers generated in 2015).

² The Public Works Dept has already demonstrated that the town will be beyond its required DEQ reserve and permit limits before Town build out, even without the Walker Drive rezoning.

a. I&I Program – Aggressively pursue a sewer remediation program to remove the infiltration of groundwater and seal the system from invasion by storm water.³ The reduction of extraneous water will reduce the actual treatment of effluent and result in increased capability. This was demonstrated in a limited fashion by the Centex studies and suggests that a 5% retrieval of plant capacity (125,000 gpd) might be obtained.

b. Supplemental Treatment Plant Improvements - Some improvements or changes in technology to the sewer treatment plant could be made to provide up to 20% increase in the treatment capability, absent the deed restriction. The cost would be significant and must be borne by those needing supplemental capacity for development, thereby protecting the development potential of in-Town properties that have already invested in the plant through taxes and assessment fees.

c. Water Supply Improvements . . .

. . . 3. The Town pursues the expansion of the sanitary treatment system outside of Warrenton in concert with the Fauquier County Water and Sanitation Authority. . . (p. 35)

- Operating a sewage treatment plant at or near its capacity especially during rain storms can mean:
 - overflowing manholes
 - sewer backups into low lying homes
 - higher treatment costs (to the taxpayers), and
 - discharge of untreated or inadequately treated wastewater.

One home on Falmouth Street has already been flooded with sewage.

Please do not promise more sewer capacity than we have a dedicated, funded plan to obtain.

³ Town Council just initiated a project to address a portion of I&I in the 2016 CIP. However, the I&I abatement is only projected to address one fifth of our I&I problem - equivalent to 8% of our capacity. This is not yet sufficient to address the 10-15% capacity identified in Option 2. Plus I&I is taking away much more of our capacity than we expected it would in 2009. Our I&I program is not timely or aggressive enough to warrant upzonings at this time.

Walker Drive Development - Traffic Issues for Falmouth Street

Public Comments by Sally Harmon Semple - February 20, 2017

1. The following are the traffic backups on the exit ramp from 29S that our residents would face during the evening peak hours.

- The Walker Drive development will triple traffic backups on the ramp as compared to by-right development.
- Instead of the average 2 - 3 car backup at rush hour, residents turning right on to E. Lee St from the 29 off ramp from 4 - 7 PM will have to routinely face 9 - 12 car backups that could extend to well over 20 cars long.
- The backup on the ramp for drivers turning left or going straight could be so long that it will block access to the right turn lane on the off ramp.

	Existing Zoning				Walker Drive Rezoning			
	Average Length Backup (feet)	95 th percentile volume Backup (feet)	Max Backup (feet)	# Cars in Backup*	Average Length Backup (feet)	95 th percentile volume Backup (feet)	Max Backup (feet)	# Cars in Backup*
Current	58	94	118	2 - 5				
2018	71	121	146	3 - 6	116	210	267	5 - 12
2018 with traffic lights					126	227	296	5 - 13
2019	72	117	143	3 - 6	228	462	464	10 - 21
							505 [†]	10 - 23
2019 with traffic lights					212	405	445	9 - 20
							450 [†]	9 - 20
2025	79	134	177	3 - 8	248	476	480	11 - 21
						494 [†]	504 [†]	11 - 22
2025 plus traffic lights					274	518	507	12 - 23
						581 [†]	597 [†]	12 - 27

Backups on 29S off ramp at E. Lee St for Right Turns towards Old Town (4:00 - 7:00 PM Weekdays)

Queuing distances in feet are from the applicant's traffic study - *Walker Drive Properties Warrenton, Virginia Traffic Impact Analyses*, by The Traffic Group, April 6, 2016, p. 60 and pdf pages 272, 278, 281, 285, 296, 299, 302, 306, 310, 314.

*Typical car lengths used in traffic queue analyses are 20 - 25'. I used 22' and rounded down. The range depicts the average number of cars to the highest number of cars.

[†]In these cases the traffic queues in the left turn/straight lane are so long that they block access to the right turn lane, which has 315' of storage. I do not know if the queueing distances presented in the traffic report already factor in this effect, so I have provided this adjusted calculation (R queue + LT queue - 315, when LT queue > 315) in case this stacking effect is not reflected in the right turn queue lengths in the traffic study. A traffic engineer could easily identify whether this cell or the cell immediately above reflects the appropriate back up length.

2. For Falmouth Street residents and adjacent neighborhoods, the development will also substantially change and complicate our driving experience whenever we need to head East/North out of Warrenton. Instead of an unimpeded trip to Route 29 along the short stretch of East Lee Street, the rezoning would require two traffic lights to get to the bypass.
3. Citizens need to know what the traffic difference will be from by-right development vs rezoning. Although much of the data is available in the traffic studies, it is difficult and time consuming for citizens to extract that data from the report and put it in terms that are meaningful to them. For example - how much more traffic will there be on East Lee Street because of the rezoning than there is right now? How does that compare to the traffic levels that would result from by-right development of the parcels? I understand the need for including future changes in background traffic in the traffic analysis. But please also simply tell us what the results from the rezoning, by itself, and the by-right development, by itself, would be if overlaid on today's traffic levels.

It appears that the Walker Drive rezoning would increase average daily traffic by about 18% on East Lee Street between Falmouth and Oliver City/Walker Drive, and about 64% on East Lee Street between the bypass and Oliver City/Walker Drive; whereas the by-right development would increase levels about 2% and 6% on the same stretches. Are these numbers in the right ballpark? If so, this is not an acceptable tradeoff in my daily life for the chance of having a movie theatre closer by that I might go to a few times a year.

4. There is currently a substantial backup of traffic on the Eastern ByPass, South-Bound, at the light near the landfill. This backup will continue to grow and increase pressure on the Lee St/Meetze Road interchange, resulting in a greater percentage of people using Lee St and Falmouth/Williams Way as a cut thru to the south end of town. This diverted traffic should be accounted for in the study.
5. With visible backups to get off of 29S both at Lee Street and near the landfill, why would shoppers north of Warrenton even bother to drive to Warrenton to shop at our HomeDepot and WalMart or Walker Drive complex? Our traffic will become a problem for more than just the residents in the vicinity of the project.
6. The traffic study only assigns 5% of the Warrenton Crossing traffic to/from Old Town. This is quite low - it is the same figure that is applied to the Meetze Road direction. Even if the new Warrenton Crossing residents decide not to frequent the banks, shops, post offices or restaurants in Old Town with more than 5% of their trips, the best route to some businesses along Shirley and Broadview is to cut thru Old Town. The Warrenton Crossing analysis should be adjusted to reflect a greater number of trips towards Old Town. (see p. 24 Traffic Report)
7. The study needs to include the impacts of Warrenton Chase. This development is well within the timeframe of the study, will be located right near the Walker Drive project on the other side of 15/29. These new residents would frequent the 29/Meetze Road interchange.

Conclusion:

Please do not approve the Walker Drive rezoning. This is an intensive commercial and residential use whose traffic impacts will detract from daily life. Compare the increase in traffic impact from the rezoning to the goal in the Comprehensive Plan for the current zoning of this property:

"By creating and expanding these [light industry] sites, it will reduce the amount of persons commuting towards Northern Virginia, and thereby reducing travel time and congestion. . ." [emphasis added]

Comprehensive Plan, p. 3-64

Increased traffic levels do have a major impact on quality of life. There is only one Warrenton - please do not follow the model of intensive Northern Virginia development.

If the development is approved despite the impact on neighbors, please put a traffic circle at the E. Lee St/Walker Drive intersection to ameliorate some of the traffic impact. A traffic circle would also provide a gateway to Old Town to convey a feeling that we are leaving the intensive traffic light dependent development of Northern Virginia and entering a different space.

Walker Drive Development - Zoning Conformance

Public Comments by Sally Harmon Semple - February 20, 2017

Implicit in the premise of an I-PUD is not only that the original zoning was Industrial, but that the main land use of the new I-PUD *would continue to be* industrial. This is reflected in the I-PUD land use mix development standards:

- Industrial -Minimum 50%
- Commercial -Maximum 30%
- Residential - Maximum 20%¹

Compare this to the Walker Drive proposal:²

- Office Industrial - 15%
- Commercial - 46%
- Restaurants (Commercial, but using some surprisingly broad language in the regulations can also be considered Industrial) - 14%
- Residential - 25%

Even if one adds in the existing Health Club and categorizes all of its uses as Industrial (note, however, that the non-office portion of the club could qualify as Commercial), the industrial usage of the entire site would still be well below 50%.³ Only by calling all the restaurants "industrial" and adding in existing property does the land use mix get to 45.5% Industrial. In any event, using the existing Health Club to bolster the percentage of industrial land fails to give us an understanding of how the land use is actually changing, and what the impact to the community of the rezoning might be.

To classify the Walker Drive development as an I-PUD, a zoning text amendment (ZTA) was created, which increased the amount of residential use permitted, and allows the land use mixes cited above to be overridden. Nonetheless, if one reviews the various land use mixes specified in the Warrenton Zoning Ordinance, it is clear that the proposed Walker Drive development is more closely aligned with a C-PUD:

- Industrial -Maximum 35%
- Commercial -Minimum 30%
- Residential - Maximum 15%

However, the Town is not reviewing this project as a C-PUD simply because the land is currently zoned Industrial. The impact to the community of classifying this development as an I-PUD, instead of the C-PUD which it more closely resembles, means that we are not evaluating basic important questions that are asked when we rezone land from predominantly industrial to commercial uses, such as:

- The inventory of vacant commercial properties;
- The need for additional commercial land;
- Undue impacts of commercial growth on surrounding residential areas (3-4.10.1);
- An economic assessment of the job wage difference between industrial and commercial jobs;
- The opportunity for advancement and long term employment of industry vs commercial;
- The diversity of employment types available within Warrenton.

Further, there are several important distinctions between the C-PUD and the I-PUD:

- The C-PUD requires a lower maximum density (0.50 vs 0.60 FAR)
- The C-PUD requires a lower proportion of housing
(15% vs 20%, and for mixed use residential, 15% vs 35%)⁴
- The C-PUD requires 5% more open space.⁵

So, what we are getting from this proposed development is all the commercial growth and loss of industrial uses that are associated with a C-PUD, but with all the intense land uses allowed by an I-PUD, without the impact analysis that would accompany a rezoning from industrial to commercial.

In Summary,

1. Uses in the proposed development do not "...emphasize...industrial uses" as stated in the General Criteria in reference to I-PUDs (sec. 3-5.2.4.1). The project should be put forth as a C-PUD and the impacts of changing the zoning from Industrial to Commercial should be evaluated.

2. A number of zoning text amendments were approved so that the Walker Drive development could fit within the parameters of an I-PUD. Yet the development still does not meet the base land use mix requirements and will need to seek an exemption. This process of trying to fit a round peg into a square hole by:

- tailoring amendments to the zoning rules in anticipation of the application;
- allowing the applicant to include land that is already developed into their acreage so that they can meet PUD minimum acreage requirements;
- adding exemptions to the rules in case the applicant still does not meet PUD goals/requirements,

is not in the best interest of the community, and is resulting in:

- more intense land use
- a preponderance of commercial uses, the need for which has not been evaluated
- a decrease in our inventory of industrial land, the impact of which has not been evaluated
- greater traffic impacts
- sewer needs that exceed planning targets and could easily exceed the maximum capacity of our treatment plant

4. I request that the project as currently proposed be denied.

¹ Increased from 15% by ZTA at the request of Walker Drive

² For a quick comparison I based this on square footage since I am not familiar with the FAR calculation methodologies: Office Industrial 37,356 sq ft; Commercial 111,968 sq ft; Restaurants 33,551 sq ft; Dwellings 60,000 sq ft; Total 242,875 new sq ft.

³ Health Club is listed as 73,139 sq ft, bringing total site square footage of existing and new development to 316,014 sq ft. If all 73,139 sq ft is classified as industrial, the percent industrial usage on a square foot basis would be 35%.

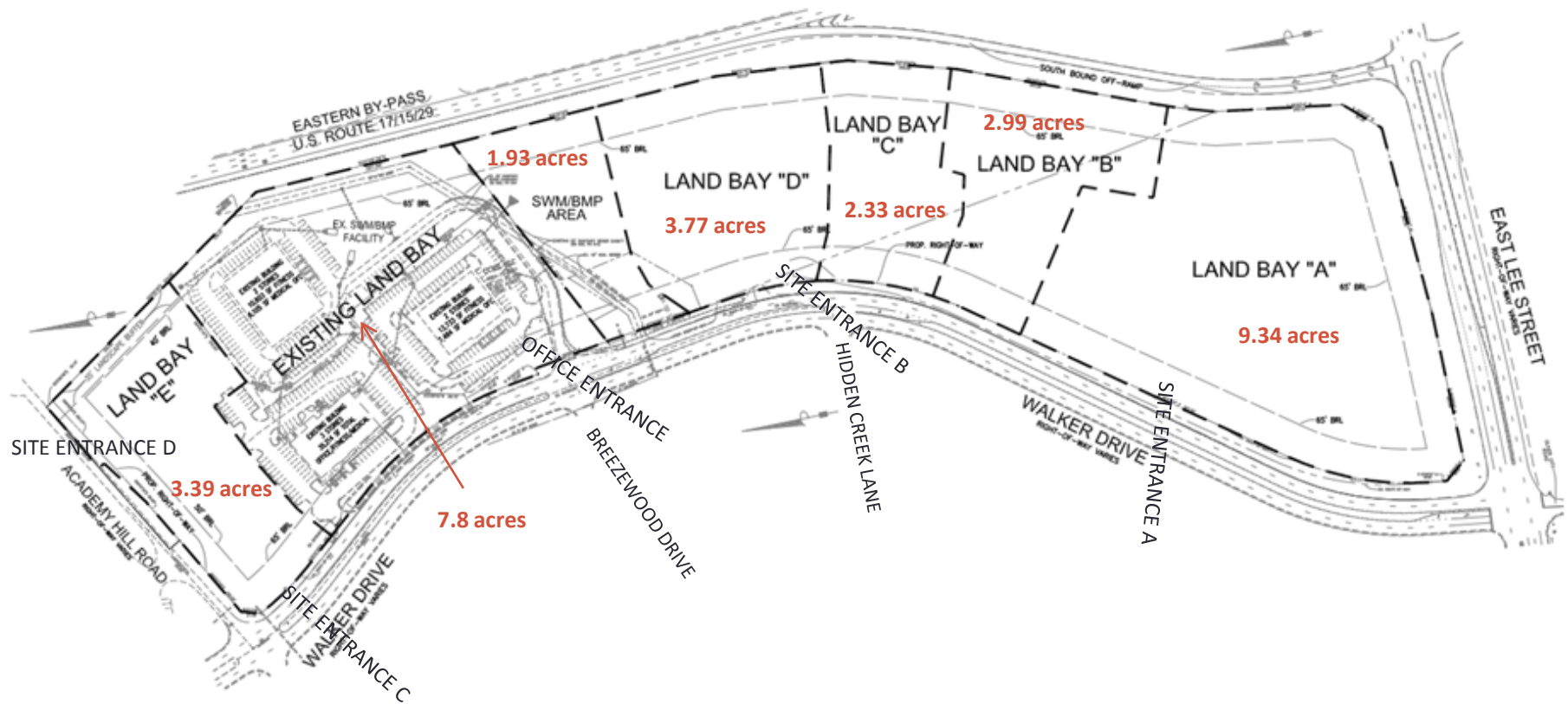
⁴ The housing percentages used to be the same for I-PUDs & C-PUDs but were increased in I-PUDs at Walker Drive's request.

⁵ The open space requirements used to be the same for I-PUDs & C-PUDs, but the amount of open space was reduced at Walker Drive's request.

Walker Drive Project Basics

- 31.5 acre site, 16 parcels
- Proposed Rezoning from:
“Industrial” with a development density of 0.35 Floor Area Ratio (FAR)
to: “Industrial Planned Unit Development (I-PUD)” with a **higher density of 0.60 FAR**
- Project would need a waiver from the I-PUD land use mix requirements because the proposal contains more residential space and less general office industrial space than required in the I-PUD regulations.
- Full build out is anticipated to take a number of years.
- **7.8 acres of the 31.5 acre site are already developed** under Industrial zoning
 - 3 buildings (OTAC I & II existing; OTAC III under construction) = 73,139 sq ft total
 - The existing buildings are included in the rezoning to meet PUD minimum acreage and adjacency requirements (25 acres are required to have a PUD)

Project Basics - Walker Drive Site



Project Basics - Regulatory History

- Developers secured an I-PUD text amendment in April 2016 providing greater flexibility for the land use mix
 - Reduced open space
 - Increased Intensity of Residential Component:
 - Amount Residential use allowed increased by 5%
 - Amount Residential Mixed Use increased by 20%
 - Multifamily dwellings allowed without a Special Use Permit
- Feb 2017 Planning Commission recommended denial, 6-1 vote
 - Lack of specificity
 - Sewer concerns
 - No clear need to change zoning

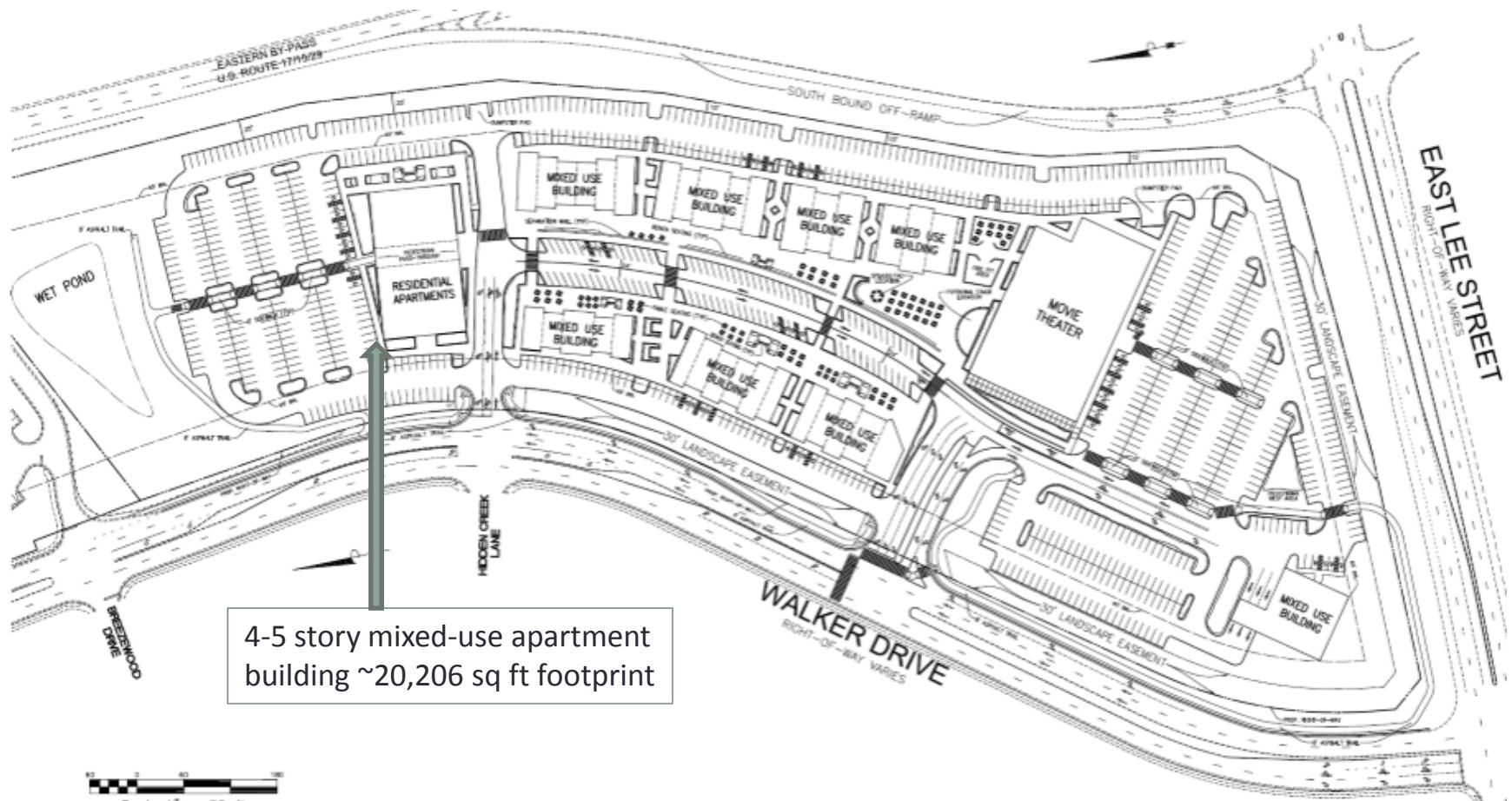
Project Basics - Proposed New Building Uses

Use	Regulatory Category	Area (square feet)
General Office	Industrial	37,356
Restaurants	Commercial or Industrial	33,551
Entertainment	Commercial	56,000
Retail	Commercial	55,968
Multifamily Residential – 40 Condos	Mixed Use Residential	60,000?
Multifamily Residential – 76 Apartments	Mixed Use Residential	60,618?*

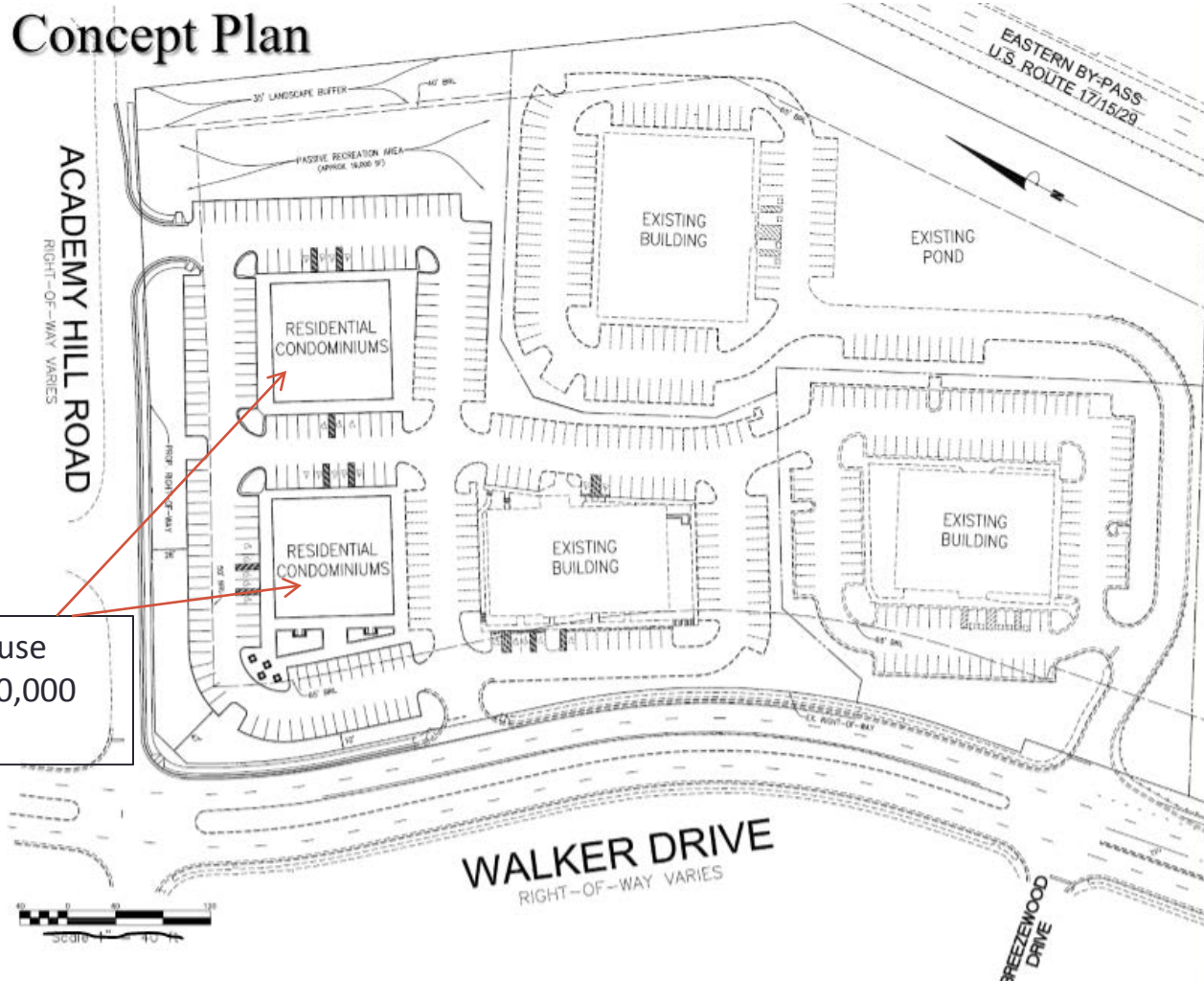
Total Floor Space New Buildings - ~ 303,493* square feet

* Might be 20,206 (?) sq ft more with the granting of a 5th floor thru a Special Use Permit

Project Basics - Development Plan – South End

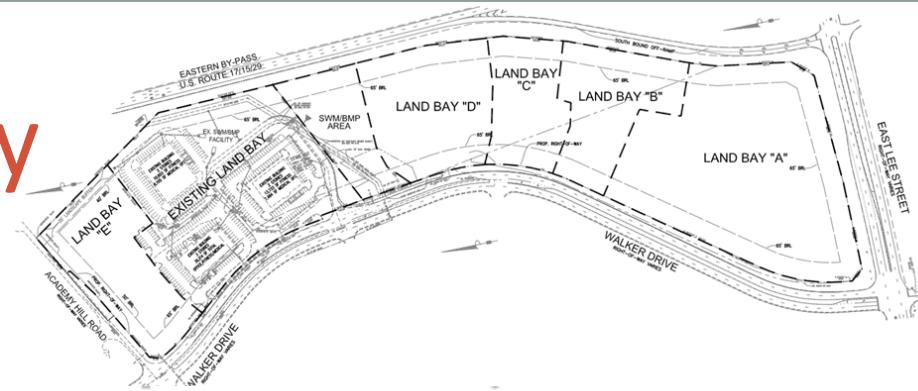


Project Basics - Development Plan – North End



Two 4 story mixed-use
condo buildings ~10,000
sq ft footprint

Uses in Each Land Bay



SITE – SOUTHERN PORTION (LAND BAYS A-D) NORTHERN PORTION (LAND BAY E & EXISTING LAND BAY)			
LAND AREA	USE	USE CATEGORY	MAXIMUM USE AREA (GSF)
LAND BAY "A"	GENERAL OFFICE	INDUSTRIAL	20,550
	RETAIL	COMMERCIAL	6,288
	RESTAURANT	INDUSTRIAL	6,288
	ENTERTAINMENT	COMMERCIAL	35,000
LAND BAY "B"	ENTERTAINMENT	COMMERCIAL	21,000
	RETAIL	COMMERCIAL	14,263
	RESTAURANT	INDUSTRIAL	14,263
LAND BAY "C"	GENERAL OFFICE	INDUSTRIAL	6,703
	RETAIL	COMMERCIAL	15,814
	RESTAURANT	INDUSTRIAL	2,500
LAND BAY "D"	GENERAL OFFICE	INDUSTRIAL	10,103
	RETAIL	COMMERCIAL	7,603
	RESTAURANT	INDUSTRIAL	2,500
	MULTIFAMILY RESIDENTIAL	RESIDENTIAL	76 UNITS
LAND BAY "E"	RETAIL	COMMERCIAL	12,000
	RESTAURANT	INDUSTRIAL	8,000
	MULTIFAMILY RESIDENTIAL	RESIDENTIAL	40 UNITS
EXISTING LAND BAY	OFFICE/HEALTH CLUB	INDUSTRIAL	73,139

Issues

1. **Zoning Conformance – Land Use Mix**
2. Sewer
3. Traffic
4. Movie theater and Recreation – What is Walker Drive?
5. Taxes/Jobs
6. Design
7. Comprehensive Plan Conformance
8. Transparency

Zoning Conformance - Land Use Mix

I-PUD Land Use Mix Requirements

Industrial	Commercial	Residential	Mixed Use Residential
$\geq 50\%$	$\leq 30\%$	$\leq 20\%$	5 – 35%

§3-5.2.4.3 The Town Council shall, **upon recommendation of the planning commission**, have the authority to modify (making the criteria more, less or equally restrictive) or waive, the [above] criteria, if in the opinion of Town Council it shall determine that such modification or waiver:

- Shall advance the legislative intent and general planning considerations underlying the PUD and this Ordinance,
- Shall be in general conformity with the adopted Comprehensive Plan, and
- Shall not create an adverse effect on adjacent land uses.

- Restaurants may be categorized as Commercial or Industrial.
- Are Existing Buildings included in the calculation?
- Are the office and commercial areas of residential buildings counted in Industrial/Commercial or in Mixed Use Residential?

Land Use Mix

Proposed Uses Compared to I-PUD Requirements – Applicant's View

Category	Proposed Use	Area (square feet)		Percent Total New Buildings	Percent Total New + Existing Buildings	I-PUD Requirement
Industrial	General Office Existing Office Restaurant	27,253 73,139 23,051		16.6%	32.8%	≥ 50%
Commercial	Entertainment Retail	56,000 36,365		30.4%	24.5%	≤ 30%
Residential	none	0		0	0	≤ 20%
Mixed Use Residential	40 Condos 76 Apartments General Office Restaurant Retail	60,000? 60,618?*	160,824	53.0%	42.7%	5 – 35%
		10,103 10,500 19,603				

* Might be 20,206 (?) sq ft more with the granting of a 5th floor thru a Special Use Permit

Land Use Mix

Proposed Uses Compared to I-PUD Requirements

– Citizen's View *

Use	Area (square feet)	Percent Total New Buildings	I-PUD Requirement
Industrial	37,356	12.3%	$\geq 50\%$
Restaurants	33,551	11.1%	$\leq 30\%$
Commercial	111,968	36.9%	
MultiFamily Residential	116 units 120,618 sq ft?	39.7%	$\leq 20\%$ or 5 – 35%

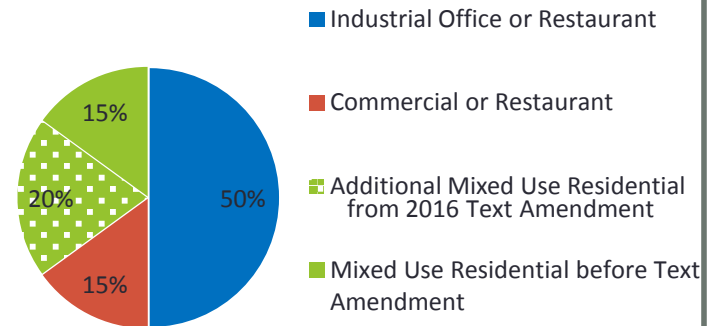
*To a citizen, a restaurant is a commercial use. Also this view reflects the total amount of space dedicated to industrial, commercial, and residential uses. This view does not discount area devoted to commercial and industrial uses that are colocated with residential uses.

Land Use Mix

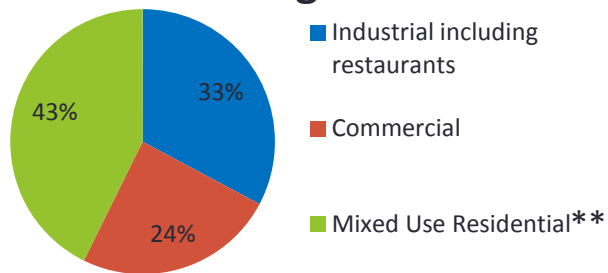
Current Zoning



I-PUD Zoning showing Max Residential Option

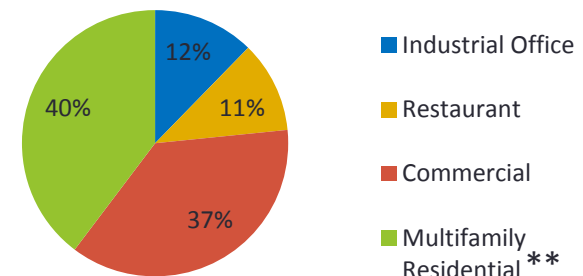


Walker Drive Proposed Land Use Mix – One Calculation Using New + Existing Buildings*



*If Town excludes Existing Buildings from calculation, Residential portion would go up to 53%, Industrial would go down to 17%

Walker Drive Proposed Land Use Mix – Citizen's View



**Assumes 120,618 sq ft Residential Space – actual amount may be 20,206 sq ft more.

Zoning Conformance

Ignoring the 2016 Text Amendment

- Industrial portion of proposal is a well below 50% even if add in existing industrial office buildings and count restaurants as industrial.
- Only 1/8 of new space would be true Industrial Office use.
- Residential is the largest single use.
- Commercial use exceeds 30% of new space.

Vague on Heights

- Current Industrial zoning restricts buildings to 35' in height.
- I-PUD allows 45' in height, but can be increased for mixed use residences may be increased to 65' (5 stories) thru a Special Use Permit (SUP).
- Applicant has been vague on dimensions of residential buildings.
- Drawings note 5 stories on apartment building, but SUP has not been requested.

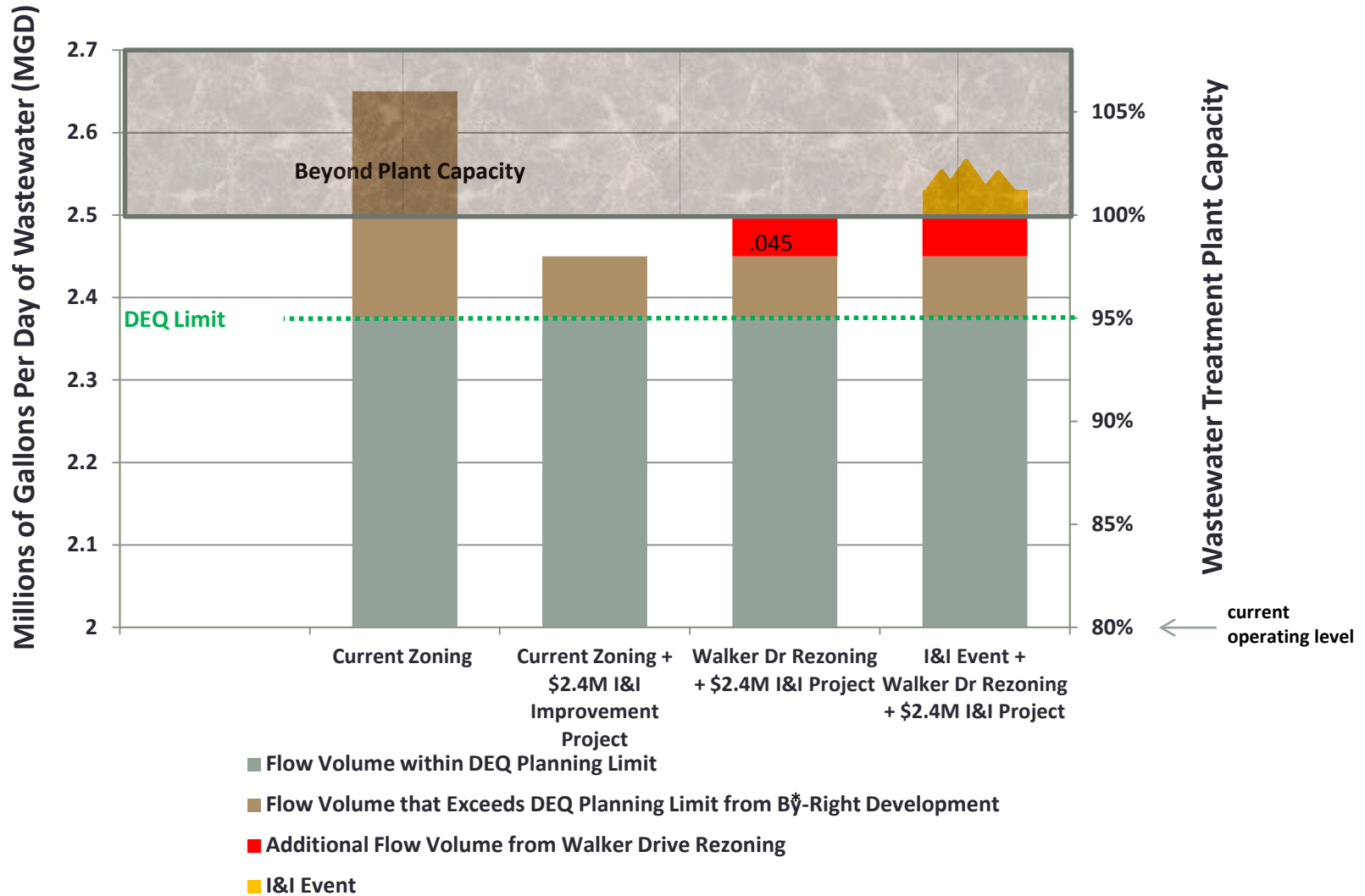
Issues

1. Zoning Conformance – Land Use Mix
2. **Sewer**
3. Traffic
4. Movie theater and Recreation – What is Walker Drive?
5. Taxes/Jobs
6. Design
7. Comprehensive Plan Conformance
8. Transparency

Sewer - Town Wastewater Treatment Plant

- Plant Capacity Limit – 2.5 million gallons per day (MGD)
- VA DEQ Limit – 2.375 MGD
- Projected Flow at Town Buildout – 2.65 MGD
- Current Planning Flow – 2.11 MGD
 - Base Flow - 1.06 MGD
 - Inflow & Infiltration (I&I) - 1.05 MGD
- Under Current Zoning Will Reach DEQ Limit in 7 years assuming
 - ☐ No upzonings granted
 - ☐ No additional commitments extended outside town
 - ☐ 3% growth rate
 - ☐ Average rainfall
 - ☐ No increase in I&Iat which point we will still have an additional 275,000 gallon per day of commitments ahead of us.
- Town implementing I&I project to regain 0.2 MGD – may buy us about 2 additional years before we exceed DEQ limit.

Projected Wastewater Levels at Town Buildout



*Town indicates Walker Drive sewer flows might be 30% less, which would lower the red bar by 0.02 MGD.

Also, Town might decide to use 42,100 gpd reserved for Redevelopment Potential (see p. 12 April 2015 Whitman & Requardt report) for Walker Drive, in which case the overage from Walker Drive would be absorbed into the flow that exceeds the DEQ limit (the brown bar). In any of these scenarios the town is still adding to our capacity deficit by upzoning the Walker Drive parcel and would be over its DEQ limit.

Sewer - Walker Drive Wastewater Volume Estimates

Date Analysis	Source		Flow Factors	By-Right (gpd)	Rezoning (gpd)	Demand above By-Right (gpd)
7/28/2016	Town Public Works	Written Comments	700 gpd/acre	22,400	105,757	83,357
10/25/2016	Applicant	Audio Recording Work Session	State, PW County, existing entertainment site, and extrapolate from OTAC actual	103,859	105,757	1,898
10/25/2016	Town Public Works	Audio Recording Work Session	Actual consumption/sq ft + applicant's entertainment # + 30% cushion	22,400	68,700	46,000 46,300
Spring 2017	Town official	Personal Conversation	Remove 30% cushion		46,029	23,629

*Lighter numbers is data that are not readily available and are my estimates.

Sewer Issues

- The Town is already committed to provide sewer to all in-town properties, and to certain out-of-town properties, so long as these properties are developed consistent with their current zoning.
- Even without the Walker Drive upzoning, Warrenton no longer has enough capacity to meet the DEQ limit for all those properties.
- The Town's new \$2.4 million 3 year project to reduce 200,000 gallons a day (gpd) of I&I will still leave the Town more than 3% above the DEQ limit.
- The Town will need to find at least 75,000 gpd more capacity to be in compliance, and more, because I&I losses will always be on the rise.
- If the Town approves the Walker Drive project we would exacerbate our capacity problem, be operating right at or very close to plant capacity, and be 3 - 5% above our DEQ limit at town build out. What happens if we have a rainy year?

Sewer and the 2009 Comprehensive Plan

The Town has been aware since at least 2009 that we must stop upzoning properties:

- The Town stated that our ability to accommodate additional growth was “*marginal and tenuous at best*” and noted,
- “*The Virginia Department of Environmental Quality requires that the processing of effluent in excess of 95% of the plant’s capacity mandates expansion to maintain a minimum of 5% reserve. This triggers a series of events that could either strap the Town with significant costs for downstream expansion or make untenable choices regarding which properties receive service and when.*” (p.33)
- “*The utility capacity of [sewer] could accommodate the anticipated Town development, but barely and only assuming that the estimated uses and density would be as currently zoned.* (pp. 32-33)
- “*Any increase in density or use has the potential to exceed the existing utility capacity and create significant challenges for future service.*” (p.30)

These warnings were made in 2009 when I&I was “only” 470,000 gpd. In 2015 the Town’s consultant identified an escalation in I&I that places an additional 580,000 gpd demand on the sewage treatment plant.

Sewer and the 2009 Comprehensive Plan

The 2009 Comp Plan Update lays out three alternatives:

- *deny changes in density unless it can be demonstrated that such development will not require increased utility service or create a demand beyond the capacity of the town systems at build-out, including the required reserves for the water and sewer treatment plants*
- *increase plant capacity by 10-15% and have rezoned/out of Town developers pay their pro rata share*
- *pursue an aggressive I&I program*

Denial is our only viable option:

- we are not on target to meet the DEQ limits as it is
- expanding the sewer treatment is a major expenditure that is not on the table, and calls into question our ability to meet Chesapeake Bay limits
- a focused I&I program has only just begun and is not an aggressive enough program to get us in compliance with a margin for upzonings

Sewer Issues

- Why are we allowing any additional sewer burden when:
 - our own studies show that we have already overcommitted our sewer capacity?
 - we don't have a long term plan to keep us in compliance with DEQ limits?
- Why are we assuming that I&I will not continue to increase?
- Why are we assuming that I&I will not become harder and more expensive to fix over time?
- Our actions here will set a precedent –other properties will be coming in with requests for rezoning/additional sewer.

Decreasing Sewer Proffer Expectations

- August 2016 - Based on cost of Town I&I project (\$2.4 million for 200,000 gallons) Public Works recommended \$12/gpd to offset the additional 83,357 gallon sewer burden -- a figure of \$1,000,284.
- October 2016 – Wastewater levels were recalculated. The revised excess 46,000 gpd demand would equate to \$552,000.
- January 2017 – Town willing to accept meter fees on individual meters (instead of master meters) at 40 units to provide predictability.
 - How much money this will bring in, and how does this compares to the development's additional strain on the system?
 - Heard one estimate that individual meter fees would generate about \$450,000.
 - Not clear how much of these meter fees are needed for equipment and maintenance.

Issues

1. Zoning Conformance – Land Use Mix
2. Sewer
3. **Traffic**
4. Movie theater and Recreation – What is Walker Drive?
5. Taxes/Jobs
6. Design
7. Comprehensive Plan Conformance
8. Transparency

Traffic - 11,751 new trips per day

As a matter of comparison, current traffic counts on the Eastern Bypass are 43,500 per day. So think about how **more than ¼ of the traffic levels on the bypass** would feel in your neighborhood.

How much more traffic is this than the current zoning would create?

- The traffic analysis did not look at traffic from by-right build out of the entire site. Using the standard trip generation rates from general office we can estimate that by-right levels would be less than half, but need an engineering assessment to determine how much under half.

Traffic -Comparing Walker Drive traffic to current traffic levels:

- Biggest projected increase in number of cars at an intersection is at Site Entrance A/Walker Drive (over 850 more cars per weekday evening peak hour) and at the **E. Lee/Walker/OliverCity** intersection with about 800 more vehicles per hour in the evening rush because of the rezoning. This is equivalent to **an extra car every 4 ½ seconds** during evening rush.
- Greatest percentage increase in traffic will be at the Site Entrance A/Walker Drive, seeing more than a 170% increase in peak hour traffic, and **Hidden Creek/Walker/Site Entrance B** that will also see **more than a doubling of peak hour trips over current levels** based on Walker Drive trips alone.
- **Walker Drive between Hidden Creek and Breezewood** will see 3,453 trips a day on average from the Walker Drive site alone. Compare this to current (2015) levels of 4,480 trips a day (a 77% increase).
- **Academy Hill** at Site Entrance D will experience an additional 1103 cars per day as a result of the rezoning . Academy Hill at its intersection with Walker Drive would see nearly a 50% increase in vehicles over current levels.

Traffic – Intersection Improvements

- Walker/Lee/Oliver City – The necessary 2 lane Roundabout costs between \$800,000 - \$2Million depending on pedestrian access/landscaping/size.
 - Cost contribution proffer from Walker Drive development is only \$200,000.
 - Their pro rata share of a \$1M roundabout would be about \$325,000.
- Walker/Site Entrance A – The developer will pay for a single lane roundabout.
- Meetze/US 29 Northbound ramps – The developer will install signalization, with reimbursement of costs in excess of pro rata share.
 - Timing is unclear – might be triggered when site plan is submitted for Land Bay A.
- Left turn lane into site on Walker Drive at Hidden Creek and Breezewood will be constructed by the developer when the Hidden Creek entrance becomes functional.

None of these improvements will reduce the volume of traffic, they will simply stop the intersections from failing.

The developer may construct buildings in Land Bay E or residences in D without making the \$200,000 contribution for the Lee St roundabout.

Traffic – 11,751 trips a day

Even with improvements at the intersections (signals/roundabouts):

- Rush hour backups on the Exit Ramp from south-bound Rt 29 will approximately triple as a result of the Walker Drive proposal.
- By 2025 we may experience **more than 20 car backups** instead of 6 - 8 car backups.
- The backup on the US 29 southbound exit ramp for drivers turning left or going straight could be so long (even after intersection improvements) that it might block access to the right turn lane on the off ramp

Traffic – Accuracy of Estimates

A traffic study is only as good as its assumptions.

Study omits the new Warrenton Chase housing development

- 58 – 150 single family homes
- Located directly across Eastern US 29 bypass from the Walker Drive site
- Access to Warrenton Chase is Meetze Road – will add substantial traffic to 29 ramps/Lee St/Meetze intersection
- Town found out that this traffic was omitted thru public comment – Town's response was that the Traffic Study double-counted some by-right traffic, so the errors offset each other. Is that proper engineering?
 - By-right industrial traffic has different trip generation rates than residential traffic
 - By-right industrial traffic has different peak levels throughout the day
 - By-right building area differs from an entire housing development
 - The traffic is coming from different sites, and will have different distributions

Study relies on reduced traffic towards Falmouth Street from Warrenton Crossing

- It is uncertain if or when Warrenton Crossing and Williams Way will be built. The study diverts 50% of the westbound left turn movements on E. Lee Street to Falmouth Street to the proposed Williams Way. A delay in the construction of Williams Way has serious ramifications for traffic on Falmouth Street that have not been evaluated.
- The Study lowballs the traffic levels heading in the direction of Old Town from Warrenton Crossing, assigning it only 5% of the trips.

Study does not appear to have anyone from Oliver City/Warrenton Crossing/Williams Way access to WalMart/Brumfield going to the Walker Drive development. Is that right? See p. 48 Traffic report.

Issues

1. Zoning Conformance – Land Use Mix
2. Sewer
3. Traffic
4. **Movie theater and Recreation – What is Walker Drive?**
5. Taxes/Jobs
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Movie Theater and Entertainment

- There is no requirement that the development include a movie theater, a bowling alley, or any other recreation.
- Despite trying for over a year to attract a movie theater, there is no prospective tenant - Warrenton does not have the demographics that today's movie theaters require.
- Developer has proffered to hold “a location” available for construction of entertainment use (not necessarily a movie theater) for 7 years, after which that location could revert to any commercial or industrial use.
 - If the town is serious about the movie theater, why not restrict building of the apartments to the 15% in the original regulations until a theater is built?
 - If the town is serious about attracting business to the site, why not have the entertainment location convert to General Office after 7 years?

Movie Theater & Entertainment

Recreation for bored teens

The issue is not a lack of activities. What kids may be missing is a place to “hang out.” This problem can be solved with a lot less sewer and traffic.

- Movie theaters today are struggling. To be economically viable they are multiscreen complexes. They are surrounded by a sea of parking spaces, and are not pedestrian friendly unless you live in a major metropolitan area.
- A good location for a theater would be in the Commercial District.
- There are some trade offs for living in a smaller community with beautiful rural areas to the North, West and South – one is that it might take less than half an hour to drive East to a multiscreen theater, as in our case.

What is Walker Drive?

By reading the proffers we can see what the Walker Drive project may legally be when built:

- The entertainment component disappears over time.
- There is no guarantee of the higher end stores or pretty brick streets shown in the photos.
- The condos may be built immediately, without meeting the design standards of the rest of the site.
- The condo buildings could be built alone, adding 1839 cars per day** to our roads without making any intersection improvements, and the project abandoned - leaving us another upzoned property .

Based on March 13, 2017 proffer statement.

**Academy Hill Road (1103) and Walker Drive (736)

What is Walker Drive?

Walker Drive is:

- a multifamily dwelling housing and commercial project with a hardscaped plaza, variable roof lines, and limited office space with brick, stucco or fiber cement board exteriors.
- 116 housing units consolidated into 3 buildings – 1 large building which may be 65' high, and 2 medium/large buildings which are not well integrated into the rest of the site. The first floor of these buildings would include offices, restaurants, and/or retail. No park or large green spaces are available for residents and visitors.
- not a site that will bring a large industrial employer. Only 12% of the new buildings will be devoted to industry instead of the 50% envisioned in the I-PUD program.
- acres of typical large parking lots prominently located along the E. Lee Street gateway to Warrenton, and in the very center of the site.

What is Walker Drive?

Walker drive is described as a Mixed Use development. Isn't that good and consistent with Smart Growth?

Mixed use is considered Smart Growth when it:

- provides a live/work environment that reduces dependence on cars. Walker Drive's proposal provides 36% less space for diverse industrial jobs than was envisioned by the I-PUD overlay – the proposal is deficient in the “work” component.
- incorporates environmental sustainability principles such as impervious surfaces and green open spaces. Other than the storm water drainage pond, open spaces are paved and most open spaces are parking lots.
- is designed on a human pedestrian scale with smaller streets that can accommodate a variety of activities. This is not a small street sidewalk lined community. The roads are actually long parking lots that are not bicycle safe. Location of a separate bike path has not been determined.
- minimizes the use of cars. The addition of 11,751 vehicle trips says it all. This is a heavily car dependent proposal.

Issues

1. Zoning Conformance – Land Use Mix
2. Sewer
3. Traffic
4. Movie theater and Recreation – What is Walker Drive?
5. **Taxes/Jobs**
6. Design
7. Comprehensive Plan Conformance
8. Transparency

Taxes/Jobs

Instead of a market analysis the applicant provided a generic 2006 report paid for by the International Council of Shopping Centers.

Ironically that study shows that about 85% of sales potential is not realized if there is market competition. This does not bode well for tax revenue from other chain restaurants and similar retail offerings in town.

Issues

1. Zoning Conformance – Land Use Mix
2. Sewer
3. Traffic
4. Movie theater and Recreation – What is Walker Drive?
5. Taxes/Jobs
6. **Design**
7. Comprehensive Plan Conformance
8. Transparency

Design - Pedestrian Access

- Pedestrian access between the site and Main Street is poor. The high traffic volumes that this intense development brings will dissuade foot traffic.
- Lee Street will have over 1000 cars at peak hour more on it than it does now. Pedestrians would have to cross busy Lee Street twice and Walker Drive once to access the site up/down a large hill.
- A circuitous route from the center of the site places pedestrians shy of the Central Business District on Main Street.

Design - Warrenton Gateway

- The gateway to Warrenton and entrance to the Historic District from Meetze road and the Eastern Bypass will be flanked with a vast parking lot, and 1 drive thru facility pad site. This does not convey the character and scale of Warrenton as emphasized in the Comprehensive Plan.
- Lack of green spaces, lack of commitment on types of materials to be used in the central plaza and for hardscaping, 3 large rectangular asphalt parking lots, and over 10 acres of pavement for parking in Pods A - D (total acreage in A-D is 18.43).

Issues

1. Zoning Conformance – Land Use Mix
2. Sewer
3. Traffic
4. Movie theater and Recreation – What is Walker Drive?
5. Taxes/Jobs
6. Design
7. **Comprehensive Plan Conformance**
8. Transparency

Comprehensive Plan Conformance

- No Evaluation of Impact of losing Industrial land
- No Evaluation of Impact of adding 145,519 square feet of Commercial space on existing businesses or need for more new Commercial
- Limited sewer availability issue not mentioned
- What other provisions are omitted or have been determined to be unimportant on balance?

Issues

1. Zoning Conformance – Land Use Mix
2. Sewer
3. Traffic
4. Movie theater and Recreation – What is Walker Drive?
5. Taxes/Jobs
6. Design
7. Comprehensive Plan Conformance
8. **Transparency**

Lack of Transparency

- Traffic information needs to be put in terms that are meaningful to citizens. None of the comparisons of traffic volumes and backups presented in this document were provided by the town or the applicant.
- Floor areas of residences are not clearly presented, nor are the heights of the buildings, or the materials to be used in hardscaping.
- The nonconformance of the land use mix to the original zoning regulations is not clearly stated or widely understood.
- Unclear which land bays would be developed first, how that affects the payment of proffers for transportation improvements, and what would happen if portions of the project were abandoned.
- Unclear how much money the individual water meters will bring in or what precedent this sets for future developers.

Lack of Transparency

- The applicant has been given unusual latitude –
 - Allowed to bring already developed land into the 25 acres minimum
 - Granted a zoning text amendment that loosened the land use mix in the regulations
 - Encouraged to proceed without meeting those revised land use mix regulations
 - Not being requested to perform a market analysis when changing industrial land to commercial/residential
 - Not being required to submit a traffic analysis that factors in all adjacent traffic

February 16th, 2017

Warrenton Planning Commission and Staff
Warrenton Town Hall
18 Court Street
Warrenton, VA 20186

Re: Walker Drive Properties Zoning Map Amendment

Dear Chairman Helander and Members of the Warrenton Planning Commission,

A fundamental part of PEC's mission, is to support the development of high quality communities with smart transportation networks where people want to work and live. The Town of Warrenton is the core of Fauquier County and is the ideal location for retail, entertainment, offices, and high density housing described in the Walker Drive Project. This is one of the largest proposals the Town of Warrenton has seen, containing many desirable aspects such as a movie theater, a bowling alley, and a mix of retail like many of the mixed-use developments that have recently been built in Prince William, Fairfax, and Stafford. However, what is actually being offered to the Town lacks needed detail, commitment, and innovation to bring this to fruition.

A successful mixed use development with a theater at the core called The Garrison at Stafford (formerly known as Stafford Village) was brought up in earlier discussions between the Planning Commission and the applicant. This is a similar application and a good project to look at for comparison sake. The Pence Group that marketed that site described it as,

"the best remaining undeveloped property on Garrisonville Road (the main commercial corridor in Northern Stafford). The Pence Group obtained a re-zoning of the Property on October 20, 2015 to a P-TND designation permitting a mixed-used development. The P-TND reclassification allows construction of up to 500,000 square feet of commercial space (retail and office) and 453 multi-family residential units."

For reference I have attached the proffers, regulating plan, and generalized development plan associated with that development. The proffers for The Garrison at Stafford development committed to being designed in substantial accord with the Regulating Plan and Generalized Development Plan which includes primary roads, commercial frontage, and location of vista termination feature. This level of detail and commitment is not available in the Walker Drive development. The other important difference to note is the phasing which requires the construction of at least 200,000 square feet of non-residential before any occupancy permits for residential are permitted (with the exception of units constructed above retail).

The establishment of a Post Zoning Master Development Plan Process described in the proffers is very worrisome as it puts approval of the development before complete understanding of what is proposed and evaluation of the impacts. Section 26.b states that,

"a PZMDP shall be submitted to the Planning Director for review, and shall thereafter be presented to the Council for its final approval when the PZMDP is found to be consistent with applicable Proffers, ordinances, and regulations. This process shall be deemed ministerial and not legislative in nature."

This takes away the Council's ability to evaluate the aspects of a conceptual development plan that are not being proffered such as location, arrangement, and approximate boundaries of proposed land uses, parking and loading, elevations of buildings, roads, common open space, landscaping areas, conceptual stormwater management, location of sewer and water mains, etc. This puts a totally different type of scrutiny on the Council's decision if the post zoning master development plan is denied. Legislative acts are granted more discretion and deference, while ministerial action is reviewed based on if procedure was followed.

For these reasons, PEC recommends that the planning commission require more detail and commitment from the applicant before recommending approval. This is one of the largest undeveloped tracts left in the Town of Warrenton, we hope to see a stronger application developed that will add to and enhance the amenities and quality of life in Warrenton. Thank you for considering our comments and please feel free to contact me with any additional questions.

Sincerely,

Julie Bolthouse
Fauquier Field Officer, Piedmont Environmental Council

**GARRISONVILLE MAGISTERIAL DISTRICT
STAFFORD COUNTY, VIRGINIA**

GENERAL NOTES

1. THE SUBJECT PROPERTY IS LOCATED ON THE WEST 20TH STREET, ON THE EASTING COUNTY IN KENTON COUNTY.
2. BROADWAY DATA SYSTEMS HAS BEEN REVIEWED AND ALL DATA HAS BEEN REVIEWED BY BROADWAY DATA IN JUNE 2014.
3. THE SUBJECT OF THIS PROPERTY IS FIELD SURVEY BY BROADWAY DATA IN JUNE 2014. ALL DATA HAS BEEN REVIEWED BY BROADWAY DATA IN JUNE 2014.
4. ALL DATA HAS BEEN REVIEWED AND ALL DATA HAS BEEN REVIEWED BY BROADWAY DATA IN JUNE 2014.



VICINITY MAP

APPLICANT

THE PENCE GROUP, INC.
11708 BOWMAN GREEN DRIVE
RESTON, VA 20190
PH: 703-827-8300
CONTACT: GEOFF PENCE

WETLAND CONSULTANT

THE ENVIRONMENTAL
LIBRARY PROJECT, SUITE 100
COLUMBIA, VA 22024
PH: 703-466-5223
CONTRACT: A4133878, PWD

CIVIL ENGINEER

URBAN, LTD.
4200 D TECHNOLOGY COURT
CHANTILLY, VA 20151
PH: 703-642-2306
CONTACT: ROBERT W. BROWN, P.E.

LAND USE ATTORNEY

LENTING & HEATY, P.C.
233 GAINESVILLE ROAD, SUITE
STAFFORD, VA 22654
PH: 540-659-5155
CONTACT: CLARK LENTING

ARCHITECT/PLANNER

POLLEO GROUP
12700 SUNRISE VALLEY DRIVE, SUITE 105
RESTON, VA 20191
PH: 703-461-6677
CONTACT: THOMAS L. DINWIDDY

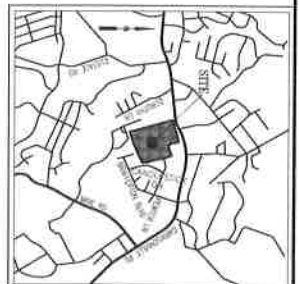
OWNER

EREN ERK LIMITED METHODIST CHURCH
161 EMBURY MILL ROAD
STAFFORD, VA 22554
PH: 540-653-1349

TRAFFIC ENGINEER

WETTRIA COMPANY
11555 GUNNER COURT
WOODBRIDGE, VA 22191
PH: 703-530-4932
CONTACT: VERN TORRES

SHEET INDEX	
SHEET NUMBER	SHEET NAME
1	COVER SHEET
2	TRANSECT ZONES
3	PEDESTRIAN SHEDS
4	PRIMARY ROAD PLAN AND VISTA TERMINATIONS



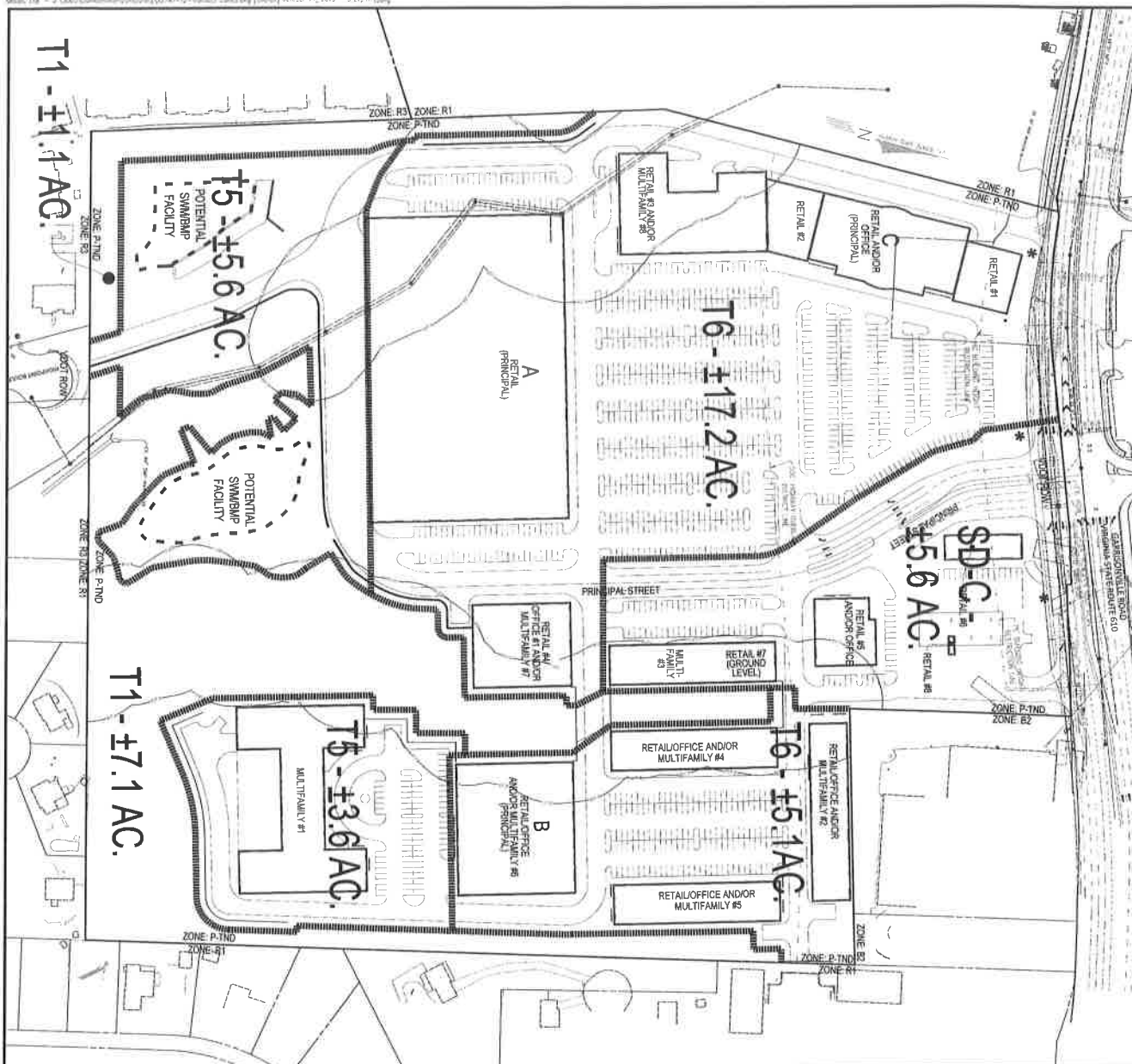
DEVELOPMENT SUMMARY:

AREA SUBJECT TO ZONING: 45.346 ACRES (T1, T5-T6)
 MAX. REQUESTED AREA: 40 ACRES
 EX. ZONING DESIGNATION: R-1
 PROPOSED ZONING DESIGNATION: P-TND
 GROSS SITE AREA: 63.346 ACRES
 MAX. ALLOCATED DENSITY: 10.00 DU/ACRE (45.346 UNITS)
 DENSITY SHOWN: 10.00 DU/ACRE (45.346 UNITS)
 OPEN SPACE REQUESTED: 25% (11.337 ACRES)
 OPEN SPACE PROVIDED: 25% (11.337 ACRES)

PROPOSED SUBJECT ZONE	ALLOCATION OF TRACT ZONE	PROPOSED SUBJECT ZONE	MAXIMUM DENSITY	APPROX. MAX. DU/ACRE
T1 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T5 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T6 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T1 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T5 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T6 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T1 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T5 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T6 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%
T1 - URBAN ZONE	0% - 50%	0% - 50%	10.00	0%

*NOTE: NON-CONFORMING ZONING AND REQUIREMENTS ARE APPLICABLE AND ARE SUBJECT TO MINOR CHANGE IN THE EVENT OF ENGINEERING OR ENVIRONMENTAL CONCERNS. SEE TO CORRECT WITH CORRECTIONS TO STATE OF VIRGINIA, LAND AND LOCAL ORDINANCE.



[illegible]

* NOTE: NON-RESIDENTIAL FLOOR AREA PERCENTAGES ARE APPROXIMATE, AND ARE SUBJECT TO MINOR CHANGE IN THE EVENT OF ENGINEERING OR ENVIRONMENTAL CONSTRAINTS, OR TO COMPLY WITH CHANGES IN STATE OR FEDERAL LAW AND LOCAL ORDINANCE.

DEVELOPMENT SUMMARY

AREA SUBJECT TO REDZONING 45.31496 ADRES (TM 20-130)
MIN REQUIRED AREA 40 ADRES

MIN REQUIRED AREA 40 ADRE

EX. ZONING DESIGNATION _____ R-
PROPOSED ZONING DESIGNATION _____ P-

PROPOSED ZONING DESIGNATION P-

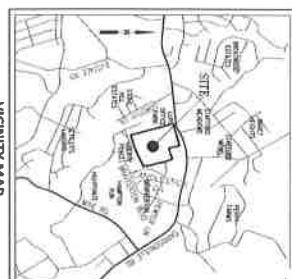
CROSS SITE ACREAGE 45.31496 ACRE
MAX ALLOCATED DENSITY 10 DU/ACRE

GROSS SITE ACREAGE 49.21498 ACRES
MAX ALLOCATED DENSITY 10 DU/ACRE

OPEN SPACE REQUIRED 25% (11,378.74 ACRES)

OPEN SPACE REQUIRED 25% (11.32874 ACRES)

OPEN SPACE PROVIDED: 25% MIN.



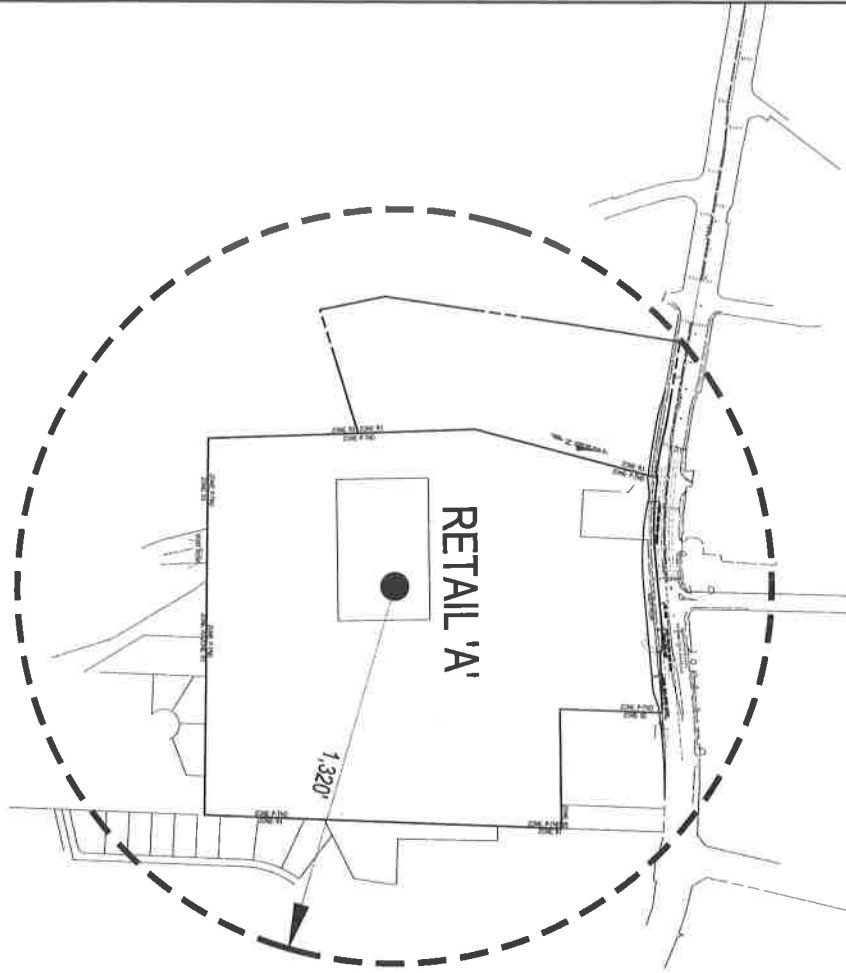
VICINITY MAP
1" = 2000'

PLAN DATE			
01-14-15			
04-28-15			
06-06-15			
08-07-15			
08-25-15			
09-08-15			
09-22-15			
10-13-15			
	1	08-07-15	UPDATED LAYOUT
	NO.	DATE	DESCRIPTION
			REVISIONS

<p>TRANSECT ZONES</p> <p>STAFFORD VILLAGE CENTER</p> <p>REZONING PLAN</p> <p>GARRISONVILLE MAGISTERIAL DISTRICT</p> <p>STAFFORD COUNTY, VIRGINIA</p>		
SCALE: 1"=80'	CL: N/A	DATE: DEC, 2014



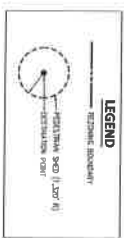
Wilson, Ltd.
6000 B STREET NW, SUITE C
FARMINGTON, VA 20725
TEL 703 642 2306
FAX 703 378 7622
www.wilson-hd.com



APPROXIMATE OPEN SPACE TABULATION:

PEDESTRIAN SHED	DESTINATION POINT
A	RETAIL

- NOTE:
1. ACCORDING TO THE STAFFORD COUNTY ZONING ORDINANCES, ALL PEDESTRIAN SHEDS MUST BE AT LEAST 5% OF THE TOTAL AREA OF THE DEVELOPMENT.
 2. DEVELOPMENT TO CONTAIN AT LEAST ONE DESTINATION POINT FOR EACH PEDESTRIAN SHED. DESTINATION POINTS CAN BE EITHER A TRAVEL HUB, CIVIC USE, OR COMMERCIAL USE.



PEDESTRIAN SHEDS
STAFFORD VILLAGE CENTER
REGULATING PLAN
GARRISONVILLE MAGISTERIAL DISTRICT
STAFFORD COUNTY, VIRGINIA

SCALE: 1"=200' C1= N/A DATE: DEC, 2014



urban
Planner. Designer. Landscape Architect. Land Services

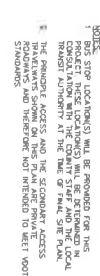
Urban, Ltd.
4300 D THEODORE COTY CT.
CHANTILLY, VA 20151
TEL: 703.642.1800
FAX: 703.776.7888
www.urban-ltd.com

PLAN DATE
01-14-15
04-24-15
06-08-15
06-24-15
08-07-15
08-27-15

NO.	DATE	UPDATED LAYOUT	DESCRIPTION
1	08-07-15		

REVISIONS

SHEET
03
OF
04
FILE NO.
SP-12767



From: [Laura's LMWriter](#)
To: [Planning Department](#)
Subject: Walker Drive rezoning
Date: Wednesday, February 15, 2017 8:53:06 AM

Dear Planning Commission,

I am unable to attend the Public Hearing on February 21 about Walker Drive rezoning but I want to express my opposition to the rezoning as proposed. The burden on the sewer system has not been accounted for, and the increased traffic accessing our neighborhood would have a significant and negative effect. Please vote no on the rezoning.

Sincerely,
Laura Lyster-Mensh
337 Falmouth Street
Warrenton VA 20186
540 905 9132
Laura@LMWriter.com

From: [Justin Bresson](#)
To: [Planning Department](#)
Subject: Walker Drive Proposal
Date: Friday, February 10, 2017 2:15:05 PM

Hello,

As a lifelong resident of Fauquier County, it has been very interesting to follow the development of the Walker Drive proposal. I myself am going to be leaving this community as I go off to college next year, but I am concerned about the lack of development within the county and Warrenton. As a young person one of the most common things to hear is that there is nothing to do other than eat around here. In most cases people tend to go outside of the county, which not only causes people to have to go farther, but revenue is lost for the county. I was wondering what is being done about the general lack of development around Warrenton and in Fauquier County, because I oftentimes see outright opposition to any sort of development even if it would benefit the vast majority of people within our community. Also, is there anything that young people in particular can do to help?

Sincerely,
Justin Bresson

From: [Craig Updyke](#)
To: [Planning Department](#)
Subject: Walker Drive Project
Date: Tuesday, January 24, 2017 2:49:25 PM

Dear Warrenton Town Planning Commission and Planning Department,

I am writing, as a concerned resident of the Town and a neighborhood adjacent to the site, regarding the proposed Walker Drive project for which you are considering a zoning change. I will try to be brief.

I do not doubt that Mr. Forsten and his partners have good intentions. But this is the wrong project in the wrong place at the wrong time.

Does this project address identified and unmet needs of the town for infrastructure? No. It appears the project would create more unmet needs. It does not represent good development.

In fact, it will create more demands on the Town's strained infrastructure. Do not succumb to the lure of more development solving problems created by development. Our Town's water quality, air quality and quality of life will be degraded.

The Commission has defined areas of the town for the kind of development proposed by the petitioners. If there is demand for the services the developers seek to attract, such as entertainment and retail, then those services should be developed in other areas of the Town or the County that are zoned for them.

If the petitioners insist on developing these parcels, they should find a project or business that fits within the current zoning, such as all of the other businesses along the east side of Walker Drive.

The Commission should stick to the plan and refuse to rezone this parcel of land. It is not suitable for the businesses proposed by the applicants.

Thank you for your service and attention to these concerns.

Respectfully,

Craig Updyke

WARRENTON TOWN COUNCIL

WALKER DRIVE PROJECT



365 (94%)

Number of people who responded and opted for dining, shopping and retail for the Walker Drive project in an online survey.



815

Number of signatures in support of the Walker Drive Project.



246

Number of "Likes" received on one Facebook post spotlighting the project.



94

Number of times one Facebook post featuring the project was shared.



372

Number of digital letters and comments received advocating for the project.

WALKER DRIVE PROJECT PETITION SIGNATURES

First Name	Last Name	City	Why is this important to you?
Lindsay	Peyton	Amissville	Born & raised into Fauquier County although I currently reside in Culpeper County. We didn't have much as teenagers outside of field parties in the 90s/00s. I think this growth is important for the teens in our county, and sanity of their parents to know that they have a safe place to find entertainment, as well as the economic growth of the county. Fauquier residents spend money outside of Fauquier for these very same things. Why not bring the money home where it belongs?
Caitlin	Scott	Amissville	I want to see my town grow into a place where my children will want to stay to be entertained. I want them to make memories here, not just in other towns in Northern Virginia. I also desperately want to see better food options and interesting businesses flourish.
Allison	Pleasant	Amissville	I would like to have more shopping and dining options.
Maddie	Burwitz	Amissville	I would like to have more things to do in the town of warrenton.
Casie	Carros	Amissville	Warrenton is such a great small country town with a lot of historical features and has always been very family friendly. It would be great for warrenton to welcome in some new changes. Fun places for families and children.
Dillan	Osborne	Amissville	Warrenton needs more activities, especially a movie theater.
Jessica	Greene	Amissville	we would love more things to do in our small town rather than having to travel to larger cities for entertainment
Mark	Ott	Amissville	
Lauren	Helkowski	Amissville	
Nick	Sisk	Amissville	
Ellen	Carros	Amissville	
Sharon	Mellon	Amissville	
Mark	Rodier	Amissville	
Ashlyn	Paul	Amissville	
Elizabeth	Black	Arlington	I grew up in Warrenton - sounds perfect!
Bailie	Mcdougall	Bealeton	A nice pub or brewery, theatre, more shopping such as boutiques and coffee shops with more food options!!!
Camillia	Lykins	Bealeton	I have 3 children and it is such a hike to take them to Gainesville, Manassas or Culpeper.

WALKER DRIVE PROJECT PETITION SIGNATURES

I think it would be a smart investment for both those that live in the community and those looking to invest money into improving our community. I would also like to be able to go out with friends and family without having to drive through traffic to culpeper or Gainesville.

Hunter Wotton Bealeton

It important to me to spend money in the county I live in and not giving my money to other surrounding counties. Kids in Fauquier need more options. I don't like my teenage son having to drive so far away to go to movies or go bowling or shopping.

Cindy Lantz Bealeton

Lottice Keller Bealeton

It would bring more life to Warrenton

Brenda Tyler Bealeton

Keeps crime rate down and kids entertained

Daniel Lykins Bealeton

Local entertainment and shopping options

My husband and I are met and grew up in Warrenton, and we frequently come back for holidays. We are tired of driving combating traffic and a long commute to spend money in Mannassas and Culpepper which have high crime rates as it is so safety is also an issue when finding entertainment.

Alison Graziano Bealeton

Nothing for anyone to do you have to drive at least 25 minutes to do anything just to even watch a movie this is why the drug problem has gotten out of hand

Zachary Armstrong Bealeton

Our childten need safe places to keep them entertained. This could cut down on our herion problem in this county. There is nothing constructive for our children to do in this area.

Tim Imlay Bealeton

Dawn Wotton Bealeton

Our county needs this. Warrenton needs this.

Puhleeeeeease bring more shopping options to Warrenton!!! Dining too! I just drove 1.5hrs each way yesterday for better shopping options. Too far!!!

Liz Yuen Bealeton

Hannah Borja Bealeton

This would help us out in Bealeton as well.

Tim Houston Bealeton

We need more options in Warrenton!!!

We need more options on things to do, helps bring some jobs for our youth and give them somewhere to go that is easy access , also would be a great location to walk from old town, have more community events in a new location.

Todd Scarborough Bealeton

Jennifer Kopp Bealeton

We need more stufig with all the new houses going up

Charlene Nester Bealeton

We need to keep our Money in our county. Plus the kids need something to do!

WALKER DRIVE PROJECT PETITION SIGNATURES

Bianca	Ramirez	Bealeton	
Breanna	Hill	Bealeton	
Hannah	Mahieu	Bealeton	
Courtney	Cash	Bealeton	
Russell	Hill	Bealeton	
Mariah	Borja	Bealeton	
olivia	ryan	Bealeton	
Ashley	Dempsey	Bealeton	
Emmaline	Peck	Bealeton	
Tomi	Ritchie	Bealeton	
Donna	Miller	Bealeton	
Madison	Jeckell	Bealeton	
Jordan	Florence	Bealeton	
Jordan	Dillon	Bealeton	
Shelia	Surges	Bealeton	
Taylor	Williams	Bealeton	
Robert	Miller	Bealeton	
Brittaney	Miller	Bealeton	
Vicki	Chesley	Bealeton	
Nhung	Hoang	Bealeton	
Jennie	Smith	Bealeton	
Mylinh	Nguyen	Bealeton	
Margaret	Adams	Bealeton	
Sarah	Chapman	Bealeton	
Michael	Kilgore	Bealeton	
Dawn	Jeckell	Bealeton	
Brent	Ratliff	Brandy Station	Having a town center in Warrenton would make this quaint town even more inviting.
Lisa	Mancari	Bristow	Looking to move to Warrenton and would love to see some local entertainment!
Susan	Quinn	Bristow	Looking to move to Warrenton but would like more shopping and dining options.
April	Kimble	Bristow	Warrenton is a great town but definitely needs some more entertainment!
Taylor	Nordike	Bristow	
Daryl	Seenath	Bristow	
Norma	Burton	Broad Run	I would love to see more shopping,more entertainment so we can keep our money in our own county.
ANGELA	M	Broad Run	Keep the money in this town while showing children small towns are fun!

WALKER DRIVE PROJECT PETITION SIGNATURES

Christie	Sharpe	broad run	My family would like something like this close and i wpu'd like to keep my money in Fauquier. I currently spend 97% of my money in Gainesville/Haymarket=Prince William co
			My life is in Warrenton. Athletics, school, and friends are centered within a small area; yet, without proper activities in Warrenton, kids are forced to travel at least 15 minutes. For new drivers, parents would appreciate smaller distances of travel. With a movie theater or an arcade nearby, I truly belive business would prosper.
Morgan	M	Broad Run	
Kris	Clark	Broad run	To have more options for our younger generation!
Mary	Abshire	Broad run	Warrenton needs something for the kids!
Erika	Passmore	Broad Run	we need a cookout along with this
melissa	abshire	Broad Run	we need more entertainment
Nicky	Wilson	Broad run	
Emmalee	Stokes	Broad Run	
Landis	Baumgardner	Broad Run	
C	C	Broad Run	
Vanessa	Kenyon	Casanova	To have something close to home that is family friendly.
Arleena	Allen	Casanova	
Sabine	Wende	Castleton	Need more entertainment for our youth.
			Building this new entertainment center is important to me because the young people and families living in this county do not have a central shopping/entertainment area to convene around. I'm speaking for most of the people I know here, but we all go to Gainesville or Manassas or possibly even farther away to see movies, go to dinner, or just hang out. Warrenton is seen as more of a "Let's go since its close" kind of place not a "Let's go because it's fun" kind of place. Bringing this new area to Warrenton will attract immense amounts of young people and families and will ultimately bring business back into Warrenton. It might even start bringing people from other area to come and visit what this beautiful county has to offer.
Jacob	Todd	Catlett	
Nicole	Stell	Catlett	Growth in fauquier county is important for jobs and our future.

WALKER DRIVE PROJECT PETITION SIGNATURES

Jolene	Burton	Catlett	I have a family and would love for our family to be able to go out and have family outings locally and keep our money in our county! Our kids needs jobs to work in high school and places to go and fun things local.
Holly	Smith	Catlett	I want to spend my money within my county and community, but not for fast food joints!! Bring back a bowling alley or theatre! Ice or roller rink, something!!!
Brittany	Cable	Catlett	I would like to drive 14 minutes to go do things
Emily	Davidson	Catlett	I would love to spend money in Warrenton. It is a shame that we have to travel to other counties and spend our money.
Daren	Meadows	Catlett	Idek
Lyndsey	Fisher	Catlett	this is important to me because our town has no entertainment. we have to go to other surrounding cities to basically do anything fun. this expansion would also allow our town to earn more money and grow as a community.
Brooke	M	Catlett	
Jessica	McFarland	Catlett	
Scott	Fisher	Catlett	
Andrew	Hernandez	Catlett	
Savannah	Lawrence	Catlett	
Katie	Yeager	Catlett	
Alan	Day	Catlett	
Jack	Linton	Catlett	
Danielle	Eckard	Catlett	
Hunter	Carson	Catlett	
Sidney	Lewis	Catlett	
Rosemary	Saunders	Catlett	
Michelle	Meyer	Catlett	
Brian	D	Clifton	
Vassi	Griffis	Culpeper	Living in Culpeper there is not much to do - it would be nice to have things to do only 30 mins away than 45-1 hr to C'vill or F'burg.
Courtney	Mills	Culpeper	Local spending
jenny	Timberlake	Culpeper	
Galen	McMahan	Culpeper	
Shavon	Gee	Culpeper	
Anne	Ingersoll	Delaplane	
Faizan	Ahmad	Delay lane	

WALKER DRIVE PROJECT PETITION SIGNATURES

Vance	Gibbs	Fredericksburg	Give families a place to go and come together as one Because Warrenton needs it
Chase	Heatwole	Gainesville	
Janice	Singh	Gainesville	Gainesville is in close proximity and I would love to come to Warrenton more often!
Abby	Soltys	Gainesville	Not enough places to eat or things to do in Warrenton, do the same thing over and over again.
Megan	Webb	Gainesville	
Lynnette	Collins	Gainesville	
Ashli	Timmons	Gainesville	
Andrew	Lunsford	Gainesville	
Angela	Dunlap	Goldvein	
leah	lewis	Haymarket	every time i've been to warrenton i got bored and left more things to do
Troy	Smith	Hume	
Leann	Brown	Hume	
Dylan	Crane	Hume	
Blake	Bogin	Jeffersonton	
Diana	Cummings	Jeffersonton	
Kathryn	Berry	Jeffersonton	
Todd	Dearborn	Jeffersonton	
D	Ware	Linden	
Grace	Radigan	Manassas	Grew up and now work in Warrenton. This is very necessary!
Savarna	Pahari	Manassas	
Thelma	Rector	Marshall	Bcuz Warrenton Va needs more entertainment n less fast food and banks bcuz that's all u see!!! Family entertainment first.. less fast foods!!! What is there for our kids to do?????!!!!
Liz	Wines	Marshall	I have lived in the county my whole life. There was nothing to do for entertainment when i was growing up, and, sadly, that hasn't changed.
Tammy	McMillan	Marshall	It's important to me because there's very little for my family, teen son and his friends to do in Fauquier county.
Lane	Pearson	Marshall	Nothing to do
Amberly	Reid	Marshall	Our kids deserve to have activities to keep them entertained near where they live, and why not keep the tax revenue here in Fauquier??

WALKER DRIVE PROJECT PETITION SIGNATURES

			So we can have something to do in warrenton I love to go bowling and go to movies and something for little kids to do to say out of trouble
Thomas	Reynolds	Marshall	
Brock	Wallace	Marshall	
Mary	Camarca	Marshall	
Yvie	Frazier	Marshall	
Danielle	McCauley	Marshall	
Jason	Klopp	Marshall	
Josie	Brown	Marshall	
Stephen	Potucek	Marshall	
Stephanie	Lett	Marshall	
savannah	paap	Marshall	
			Cause i lived in warrenton all my life an there wasnt much to do
Aaron	McCray	Middleburg	
Caitlyn	Smoot	Midland	Closest to me
			I have 2 teenagers that have nothing for them to do in warrenton. As a parent i worry about my kids driving to Gainesville or manassas alot. Jusy so tbeey can swim or movies and the mall.
Sherrie	Pingley	Midland	
			I have to drive half an hour in order to do anything because while Warrenton is closer than anywhere else, there's nothing fun to do there.
Paul	Seddon	Midland	
			I would love to spend muy money here instead of Gainesville.
Kambra	Russell	Midland	
			It would be nice to not drive 45 minutes for more shopping options and entertainment. Let's keep the money in our county!
Melissa	Ryan	Midland	
			This would be so much easier for me to go to if I want to hangout with friends.
Casey	May	Midland	
			Tired of my tax dollars going to other counties b.c. there is little to do in Warrenton.
C	C	Midland	
Sheila	G	Midland	
Kimberly	Finn	Midland	
Josiah	Willey	Midland	
chester	goldizen	midland	
Dreamer	Palmer	Midland	
Donna	May	Midland	
Christina	May	Midland	
Ariel	Miner	Midland	
James	Wood	Midland	

WALKER DRIVE PROJECT PETITION SIGNATURES

Sharon	Willemssen	Midland	
Molly	Brooks	Midland	
Stephen	Rhodes	New Baltimore	
Donna	Whetzel	Nokesville	I believe the county needs something like this because when need to keep the revenue in our county and there is nothing for our youth to do for recreation.
			I spend plenty of my time in warrenton, as does most of my friends and family, but recently we have been going towards gainesville as they have more to offer. Our family would love to have a breath of fresh air in warrenton with a place like this all while keeping the small town feel of old town warrenton intact just down the street!
Kenneth	May	Nokesville	
Madeline	McCombe	Nokesville	There is nothing fun to do in warrenton, and I'd really like for there to be something, especially with the influx of population.
Javon	Hill	Nokesville	warrenton is boringggggg
Katie	Mayhugh	Nokesville	
Mason	Baughan	Nokesville	
Peighton	MacIntosh	Nokesville	
Jakob	Krasny	Nokesville	
Marilyn	M	Nokesville	
Brittany	Moore	Nokesville	
Susan	Gassman	Oakton	As a Realtor this will surely help to raise home values!
Nikia	Sandwell	Portsmouth	
K	Slaughter	Remington	I could go on and on for days why this is so important to me. And at the same time a lot of people have expressed the same feelings that I have as to why this is a Great idea for the town and county!
Brittany	Schultz	Remington	I would love to have the option to go out and spend time with my friends and family without having to drive 45 minutes away to do so.
Laura	De La Cruz	Remington	It gives Fauquier County residents a chance to not have to travel as far to go out and have fun.
Kristi	House	Remington	Warrenton needs more activities and less fast food and gas options! Keep the community dollars spent here in our community, not other communities!!
Rachael	Bussing	Remington	
Kelli	Macdonald	Remington	
Stephanie	Prince	Remington	

WALKER DRIVE PROJECT PETITION SIGNATURES

Austin	King	Remington	
Amanda	Phillips	Remington	
Joshua	Sandwell	Remington	
Jason	Stern	Remington	
N	Shaw	Remington	
Jordan	Edmonson	Remington	
Patricia	Flores	Reston	
Dylan	Tinsdale	Rileyville	Warrenton is my hometown.
			I would like to see my town I grew up in do some growing as well. A mall is excessive but more entertainment options like top golf, bowling, bars or a few clubs, etc.
Aubrey	Munoz	Rixeyville	
Rhonda	Bennett	Rixeyville	
Tristan	Shields	Rixeyville	
Tiffany	Hayes	Sumerduck	Entertainment would make an awesome addition to our town- would love to see some of the things come back!
Hunter	Anderson	Sumerduck	This is my county and I want entertainment!
			We are tired of driving to other counties for entertainment. We should certainly be able to do that in our own communities. We have nothing in the southern end except businesses in Stafford and Fredericksburg.
Valerie	Anderson	Sumerduck	
Kamryn	Mullins	Sumerduck	Would love to have something like Gainesville around here!
Ashley	Corvin	Sumerduck	
Katie	Miller	Sumerduck	
			Have lived and worked in warrenton for 35 years. We need more upscale dining, more "Main street" shops and I love the idea of a Town Center which we don't have.
Lori	Blevins	The plains	
Anna	Lee	The Plains	I am very close to Warrenton and I agree that the town needs to improve
			I hate having to drive to Gainesville or further for decent restaurants and entertainment. Warrenton needs this!
Kinsey	Confer	The Plains	
Bailey	Burke	Warrenton	Have to drive out of town to do anything with friends
Vicki	Johnston	Warrenton	
Glennis	Shirlee	Warren	I want to bring revenue and fun to my own city.
Brittany	Crist	Warrenton	Need more stuff to do in Warrenton, tired of driving everywhere else to do something!

WALKER DRIVE PROJECT PETITION SIGNATURES

Jessica	Vaughan	Warrenron	So my family and I have somewhere close by to go hang out that is fun and safe! Don't want to have to drive to Gainesville to go to the movies.
Colin	Gilchrist	Warrenron	We need more things to do in Warrenton
Marjie	Primrose	Warrenton	The young people have nothing to do in town! Our money always goes to other counties. I'd like to keep it local.
Taylor	Welch	Warrenton	
Nancy	Holt	Warrenton	Movie theater, restaurants and bowling alley. Don't always feel like driving to Gainesville or Manassas. I know elderly people who don't drive in all that traffic.
Rachelle	Mitchell	Warrenton	I RECENTLY MOVED HERE AND THIS SOUNDS AMAZING. I LIVED IN NOVA FOR 16 YEARS...LETS GIVE THEM SOMETHING TO TALK ABOUT! THEY ALWAYS GET THE GOOD STUFF!
Yvonne	Tapscott	Warrenton	
Steve	Atkins	Warrenton	A perfect reason to keep the Warrenton money, in Warrenton. Better/more job opportunities and growth.
			All comments have the same theme. Nothing to do, keep our dollars here. How about supporting the business that have kept Warrenton alive for the past twenty five years. What consideration is being given to traffic and lack of parking for those businesses, banks, post office and present restaurants and shops. A town center is not the answer. No space for a roller rink or multiplex movie center, Wall Mart, or fast food. Who is behind this push for change? Work with current merchants, improve traffic flow and parking. Small towns dry up because of large thinking. Bigger is not always better.
Timothy	Brown	Warrenton	All there is around here is places to eat. Please give us something fun to do! Warrenton NEEDS it!!! wouldn't the town want us spending money on entertainment locally?!
Amber	Gates	Warrenton	
Conner	McGraw	Warrenton	Allows for greater roles of small entertainment businesses in Warrenton and keeps Warrenton on the map. Also means that people don't have to go 20+ minutes away for fun
roberto	vasquez	Warrenton	always wanted a cinema in town
Anna	Petty	Warrenton	As a high school student I am always looking for something to do and unfortunately it always sends me out of town to do anything.

WALKER DRIVE PROJECT PETITION SIGNATURES

Alan	Harris	Warrenton	As others have stated, not having to go into another town for activities would be great! Having the quietness and solitude that Warrenton brings, along with some activities would be very welcome. And im sure would add to home value as well.
Shenna	Hess	Warrenton	Because as a young mom of two preteens it's important to give them things that are accessible closer to home.
Zach	Howser	Warrenton	Because everyone needs a little fun
Oksanna	Hooper	Warrenton	Because I travel 1 1/2 hours every day of the week for work and I'd like these kinds of options for my family on a weekend WITHOUT spending more time in the car.
rylee	davidson	Warrenton	because i want to have a good time in my own town and for everyone else to have a good time too!
Ryan	S	Warrenton	Because I would love to be able to go to local places and businesses instead of those located in other towns, and it would increase the cash flow through Warrenton? Economics. But actually though, I sincerely believe that this is a good cause.
Delilah	S	Warrenton	Because I'm tired of spending my money outside of the county I live in. I am tired of having to drive 30 minutes or more to go out to dinner.
John	Adams	Warrenton	Because there is nothing to do here!
Candice	Edwards	Warrenton	BECAUSE THERES NOTHING TO DO IN FAUQUIER COUNTY!
Serena	Durant	Warrenton	Because Warrenton is boring
madyson	western	Warrenton	Because warrenton is boring
Madison	Orme	Warrenton	Because Warrenton is boring as eff and I dont want my kid to do drugs for entertainment.
Stephen	Horvath	Warrenton	Because Warrenton needs some amenities other than barber shops, nail salons and auto part stores!!!!
Casie	Emmer	Warrenton	Because we are tired of driving 30 minutes for any entertainment it would keep the money local and it's just ridiculous that people keep shutting this down! We need more to do in our small town and then it will make it the perfect small town!
Cheryl	Foddrell	Warrenton	Because we need growth in this county and things for families and kids to do! Fauquier is boring that's why people go elsewhere. I'd rather spend my money here!

WALKER DRIVE PROJECT PETITION SIGNATURES

Marissa	Pickel	Warrenton	Being a teenager myself it would be so nice not to have to drive to Gainesville, manassas or further to find things to do. Bowling alley, shopping outlet, movie theatre? Please? Something anything? Warrenton has NOTHING
Regina	Porter	Warrenton	Being able to take my children close for family activities would mean spending more quality time together
Sherrie	Dennee	Warrenton	Bowling alley!
Daniel	Reckley	Warrenton	Bringing opportunities, attractions, and yes tax dollars to our town.
Katie	Blankenship	Warrenton	Cause
Robert	Martin	Warrenton	Cause im bored and tired of driving 30 mins
Stephanie	Rothgeb	Warrenton	Children
Denise	Earley	Warrenton	Decent clothing store; such as Dillard's. Movie theater, something or somewhere to relax and enjoy family & friends. I'm tired of traveling 15+ miles out of town,
Chad	Howland	Warrenton	Entertainment
Tiffany	Jenkins	Warrenton	Family friendly options close to home. Entertainment is a huge issue in Warrenton. Have to drive to Manassas or Gainesville to do anything.
Clifton	Cunningham	Warrenton	For us, for our kids...get it done!
Jenna	Mac	Warrenton	get the teens something to do
Kenneth	Palmer	Warrenton	Gives everyone an opportunity to have fun or relax, would be a great gathering place for people all around town to see each other.
Theresa	Cowne	Warrenton	Giving the Warrenton people opportunities to stay in town for entertainment and activities.
Brie-Anna	Cunningham	Warrenton	Good clean fun for our children, plus it helps lower taxes for the community by bringing in business. It will allow us to stop giving businesses outside Fauquier county additional revenue that could help the community here.
Lake	Lester	Warrenton	Growth helps the tax base.
Robert	Adams	Warrenton	Growth with in the town. Property values will go up
Christopher	Hardy	Warrenton	Hate daring to Manassas anymore, too much traffic.
Kelly	Hagarty	Warrenton	Hate driving far to do anything

WALKER DRIVE PROJECT PETITION SIGNATURES

Joseph	Rawson	Warrenton	Having moved to Warrenton with school aged children, we were disappointed with the lack of entertainment option, and things for them to do. I believe this is an outstanding opportunity to bring more to Warrenton and make it a better place to live.
Tanya	Schubert	Warrenton	Having something local and fun to do with the kids.
Axel	Dominguez	Warrenton	Hey guys what's up it's scarce here I agree that warrenton should add more upscale shops, entertainment, and restaurants for people to enjoy.
Melanie	Turner	Warrenton	
Laura	Butler	Warrenton	I am a resident within walking distance of this location. I am in support of bringing options for our families to have a local family-fun atmosphere. I would like our children to have a local place to go with their friends instead of taking them out of Fauquier county for pleasure. This would be a great opportunity to bring more jobs to our county for teens and adults.
Bryan	Blaxk	Warrenton	I am raising two children in this community and also own a business in the community. It is time for Warrenton to "grow up" a little!
Richard	Deary	Warrenton	I believe we need to create more entry level jobs for the youth of Warrenton and provide more local venues of value for our youth to enjoy.
Margaret	Bzdak	Warrenton	I can't wait for this to come! It's right at the end of our street. Entertainment for our three children, and hopefully first jobs for them as teens.
Kim	Owens	Warrenton	I definitely agree we need more entertainment and shopping but i DO NOT think we need more restaurants. Bowling alley, movies, roller skating (since bealeton closed), lazer tag, arcade etc.
First name	Last name	Warrenton	I do no like warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

I don't like shopping in Gainesville, because it's so over crowded, but I also don't want to bring that attention and traffic to Warrenton. We don't need department stores, but prehaps local businesses and activities for youth would be beneficial to the town without attracting large amounts of out of towners. When I was a kid, we had a theater, bowling alley, and roller rink. I wish the kids still had those recreational opportunities today. Please do not build condominiums or apartments in this town center. Keep Fauquier an agricultural county.

Nicole Karageorges Warrenton

I dont understand any of the choices warrenton commerce makes. I like old town like it is, why do we get marshalls and self store lots but nothing that people actually want? Why does the county allow 100 k hov houses to be built on an overcrowded road with the only entrance directly in front of an elementary school? Does anyone in the planning dept have a brain? Its clear that the only thing that matters is who is getting paid off. How many starbucks and auto parts stores do we need?

No Name Warrenton

I dont want them to build it in bealeton. But it would be cool to have it so close.

Jade Amber Warrenton

I drive to D.C. for work every day. I don't want to drive another 20 minutes to Gainesville to see a movie, shop, eat, etc. My thoughts if it gets too crowded? People! Our house values will go up and we can sell and buy better houses further out :)

Rachel Cook Warrenton

I feel as if Warrenton is becoming more populated and a ton of the population is family's with children. It would be a great way to give Warrenton and neighboring towns/cities to have fun with others without having to go to Gainesville.

Rachel DeRosa Warrenton

I feel we need to give our young people inticements to stay; my daughters have enjoyed growing up here, but say there is nothing for them here as young adults, and I have to agree.

Kelly Gilliam Warrenton

I hate going to gainsville to do anything fun! We need a movie theater and some other resturants like red robin/ a sonic/ maybe even a fun center

William Edwards Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

I hate how little there is to do in Warrenton. It drives most people in my age group (FHS grad of 2014) away. But I also want to point out that towns with a more inviting entertainment sphere tend to have lower rates of harmful habits in teens. Giving them something to do that's safe and local and fun could seriously reduce accidents related to vehicles, alcohol, and drugs. Just saying. Invest in them, or they won't continue to invest in the town when they're older. Growth requires change.

Kestrel Aceto Warrenton

I have 3 children. They love going to the movies. As they grow older, I would like for them to have a place in Warrenton that provides age appropriate entertainment (movies, bowling, hanging with friends and shopping) that does not require me to drive them to Gainesville.

Kyna Lunglhofer Warrenton

Takisha Foddrell Warrenton

I have a child that wants things that are fun to do and I don't have to travel so far.

catherine riley Warrenton

I have a large family and we enjoy doing things together.

I have a young family and I want to be able to have more activities and things to do. It will be so beneficial for my children to have somewhere to go rather than being bored which leads to trouble. This also helps promote growth and property values

Courtney Brown Warrenton

I have four children and they have to travel to Manassas, Culpeper and further for movies or bowling. I would rather have my children closer to home and be able to have them enjoy our wonderful community.

Beth Maybac Warrenton

I have teenage and preteen age children and I feel that balanced growth can enhance the community, giving families like mine positive activities. In addition the monetary resources we put other places, such as Gainesville, can then come to Warrenton.

Jo Keith Warrenton

I have teenagers with nothing to do in Warrenton

Madonna Whiting Warrenton

I live along Walker drive and would welcome the growth and change new businesses and development would bring to Warrenton.

Amanda Mallory Warrenton

I live here

Jason Alvarez Warrenton

I live in the community and think we need more entertainment and restaurants to keep people spending local.

Michelle Ball Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Caroline	Cherney	Warrenton	I live in Warrenton
Laura	O'Toole	Warrenton	I live in warrenton and I completely agree we need a village center.
			I live in warrenton and I'm sick and tired of having to leave the county to go and have fun or shop. Whenever my out-of-town boyfriend visits me (he lives in Leesburg) I almost always take him to Gainesville or Manassas because they have more things to do. It's almost embarrassing because warrenton is so boring and where he lives offers so much more to do! I love warrenton, but when you're surrounded by other places such as manassas and gainesville, it's hard to match them. Its time for warrenton to get the upgrade it deserves.
Megan	Cameron	Warrenton	I live in warrenton and there is nothing for my kids to do.
Sherelle	Smith	Warrenton	I live in warrenton and we have to drive so far to have fun, I would love to have a center closer to home.
emma	brown	warrenton	I live inWarrenton and would love to have more things to do! Better food and more entertainment
Susan	McGrath	Warrenton	I live right off walker drive and am so desperate for things to do here that this doesn't bother me in the least.... Even knowing that walker's traffic will increase. I have three young boys and we are so limited here. Our money goes to other communities! Also, I'm a teacher and I would love some community support through revenue getting back into our education system. We want to be competitive with prince William and fairfax but we're just not and no one wants to increase education funding...at some point the shoe will drop.
Jessie	Hinnefeld	Warrenton	I live right where this would go up! This would be amazing!!
Amber	Stiles	Warrenton	I live there
Zach	Alvarez	Warrenton	I lived in warrenton my entire life and this town is notorious for having nothing to do for the kids and young adults. You have to travel out of the town in order to find something to do and having this would be so convenient for everyone.
Morgan	Pletch	Warrenton	

WALKER DRIVE PROJECT PETITION SIGNATURES

Rachel	Schwind	Warrenton	I love to go out with friends, but I can't drive. It would be amazing to have a place close enough to us that parents wouldn't have to drive 30 minutes each way for a fun day.
Bethany	Brower	Warrenton	I love Warrenton, and all of it's charm, but there is absolutely nothing to do. I would love to see a Trader Joe's come to Fauquier and some other dining options besides your standard American chain restaurants. If upscale shopping is too much to ask for, then a movie theater and town council being open to more commerce/expansion opportunities be good for all. Oh - and internet! We need more access to internet in Fauquier!
Melanee	Montalvo	Warrenton	I own a business in the old town area. I find positive growth benefits all residents
Bill	Little	Warrenton	I prefer yo spend my money where i live.
Richard	Mancari	Warrenton	I signed it haha
Arthur	Anderson	Warrenton	I support this project and want it here!!! Thank you
Adriana	Grant	Warrenton	I think the town could use more entertainment.
Leah	Butts	Warrenton	I want fun places to go with friends!!
Claire	Ligon	Warrenton	I want my future kids to have activities close to home.
Kristina	Price	Warrenton	I want somehing to do in town
Tyler	Vitayanuvatti	Warrenton	I want to see Warrenton progress and grow as a community
Nicole	Leon guerrero	Warrenton	I want to shop and dine local. I want entertainment options for my family without having to leave the county.
Cristie	Intrabartolo	Warrenton	I want to spend the money I earn in Warrenton in the same town I live, Warrenton.
Emily	Hogge	Warrenton	I was born and raised here in Warrenton and would love some rejuvenation in this town. Would love some liveliness to come home to during the summers. & Would love not being so eager to leave every fall! I want to spend my money here in town rather than continuing to boost other economies.
Darren	Jolley	Warrenton	I was born and raised in Warrenton and as i like the idea that we can have such things here that will keep my disposable income here in Warrenton is a nice thought.
Jen	Albrycht	Warrenton	I would like more options for dining/entertainment/shopping closer to home

WALKER DRIVE PROJECT PETITION SIGNATURES

Jeannette	Fuchs	Warrenton	I would like to have things around for my daughter to enjoy
conrad	rossi	warrenton	I would like to see this happen But with some armed security to keep it safe and fun for all
Natalie	Lemon	Warrenton	I would like to spend money in my own community. Also the kids need places to go close to home!!
Adel	Masten	Warrenton	I would love to spend my money in Warrenton! Right now we drive to Gainesville for most of our shopping and entertainment.
Alexis	Schmidt	Warrenton	I would rather spend my time and money in Warrenton. I am tired of traveling to other towns/counties to have fun with my children.
Catherine	Schefer	Warrenton	I'd like to have a place to spend time with friends that's closer to home.
John	Bisek	Warrenton	I'd like to spend most of my entertainment money in my own community. This can be done right.
nicole	piercy	warrenton	i'm just starting to drive and having a fun area in warrenton would be awesome
Hazel	McCulla	Warrenton	I'm sick and tires of having to drive to Gainesville or manassas to do anything. After school and homework when I want to just chill out around town, there's nothing to do. Help!!!
Gena	Chirillo	Warrenton	I'm tired of driving 25+ minutes to see people because there's nothing to do in Warrenton. It will create business too which will help the town of Warrenton.
Joy	Harris	Warrenton	I'm tired of driving to Gainesville for everything. Bring upscale stores to vint hill!!!!
Ivan	Herrera	Warrenton	I'm tired of driving to Manassas, Gainsville and other places for entertainment and fun
Kristen	Kelly	Warrenton	I'm tired of feeling like warrenton is behind the times and has nothing to do.
Corrie	Cunningham	Warrenton	I'm tired of giving my money to other counties.
Danielle	Miller	Warrenton	I'm tired of going to ganiesville I'm tired of having nothing to do over the weekends and the long drive to places makes plans harder to make
Matthew	Taylor	Warrenton	

WALKER DRIVE PROJECT PETITION SIGNATURES

Jeremy	Alexander	Warrenton	I'm tired of having to go all the way to Prince William or Fairfax to go see a movie. This would also provide great support to the town's revenue, and entertainment for people of all ages.
Jacque	Alongi	Warrenton	I'm tired of not doing anything and use it so much gas in able to have a good night!
Benjamin	Mason	Warrenton	I've lived in warrenton my entire life and over the past 20 years there has been little to increase the social aspect of the community trough entertainment.
Monica	Freidline	Warrenton	I've lived in warrenton my whole life (38 years) I'm tired of spending my entertainment money outside of my community
Arnell	Burke	Warrenton	If my family and I are to stay in Warrenton for our future, then we need more options for our children to allow them to grow and prosper.
David	Parry	Warrenton	If the town doesn't grow and cater for young people then it will surely become a ghost town like the others who refused to change with the times.
Mark	FitzGerald	Warrenton	In lieu of the new Library on Chestnut/Waterloo, of which Warrenton already has, I propose a smaller town center that mimics wht Fairfax County did in Merrifield where the old Mulpex was located. We need a mixed use retail envirnment with upscale shopping, water feature and park area, as well as better dining options. Money better spent! We do NOT need a fancy new library!
Nick	Inniss	Warrenton	It allows a continuous flow of revenue into the community. It also encourage the younger generations to stay around which helps to keep a healthy balance of people in the population.
Mary	Andrzejewski	Warrenton	It has been proven that If kids have something to do, they may not get into drugs.
Genifer	Anderson	Warrenton	It is important to me because I have children. It would be nice to not have to drive 30 or even 60 mins to have. Enjoy a nice day out with my family.
Garrett	Ward	Warrenton	It is important to me because our town needs to have more to do i grew up in warrenton and i remember the old movie theater and bowling alley it was nice to be able to hangout with friends in town but now thats all gone and you have to drive 20 plus minutes just to go see a movie amd even further to go to a mall

WALKER DRIVE PROJECT PETITION SIGNATURES

Mitchell	Jancse	Warrenton	It just is
Daniel	Faloon	Warrenton	It would awesome to have things to do within walking distance.
			It would be fantastic to have something to do locally, instead of having to drive to Gainesville or Culpeper to spend money. This development would bring more jobs to Warrenton, too. I love the idea of a movie theater and bowling alley in close proximity to spend a couple of hours without having to spend a bunch of time in a car. This development is long overdue!! People are afraid this will take away from Warrenton's "small, country town" feel - do you really think it's going to bring people here from outside of Warrenton/Fauquier County? If it does, trust and believe it won't be in the masses... this will give the folks IN Warrenton/Fauquier something to do in OUR town!!
Tanya	Burke	Warrenton	
Jessie	Keeney	Warrenton	It would be nice to have more fun places to go out to eat.
Lesley	Lowery	Warrenton	It would be nice to have something fun to do closer to home!
			It would be so nice to spend money on entertainment locally, instead of traveling to Manassas/Centreville/Fairfax. Building this town center in Warrenton seems like a win/win situation to me.
John	Flood	Warrenton	
			It would be wonderful for Warrenton to have its own town center similar to Gainesville and Fairfax. We deserve to have some form of entertainment besides driving !!!
Stephen	Lawless	Warrenton	
			It would bring revenue into the county. Would not have to drive as far to see a movie or bowl. Clothing stores in Warrenton do not have a good selection of clothing. So hopefully it will bring more upscale stores in.
Carla	Carter	Warrenton	
			It would help tremendously with all of our Town of Warrenton businesses- not just our business WALK BY FAITH, CHRISTIAN BOOKSTORE but all.
Barbara	Minor	Warrenton	
Caitlyn	Hewitt	Warrenton	It would make life much easier to have fun places to go out to close to home.
Bryanna	Perkins	Warrenton	It's boring here, I want a rainbows.

WALKER DRIVE PROJECT PETITION SIGNATURES

Alaycia	Smith	Warrenton	It's so hard trying to find something you can do with your friends that is local and you dot have to drive 20 minutes to go get a burger or see a movie. This town could be a flourishing place if there was a place where kids and families could go to have fun.
Blake	Doens	Warrenton	It's time for Warrenton to bring in more businesses and offer us residents more to do. Please make this happen
Denise	Bumbrey	Warrenton	Its boring in Warrenton especially people with children. Nothing for the kids to do. We need a movie theater,more restaurants, maybe a little shopping mall would be nice.
Matthew	Christianson	Warrenton	Keep Fauquier tax dollars in Fauquier!
Henry	Lawrence	Warrenton	Keep money in the county
Bobby	Kerns	Warrenton	Keep our money in our town
Liz	Heflin	Warrenton	Keep the kids off drugs have something to do
Robbie	Dudley	Warrenton	Keep the money at home give the kids something to do and families
David	Engan	Warrenton	Let's have some hometown entertainment and shopping, on a reasonable scale. It can be a big boost to the Old Town area as well.
Bob	Stickmaster	Warrenton	Let's keep our entertainment \$ in our county
Gen	M	Warrenton	Let's provide our children a safe place with fun activities to spend time with their family and friends, while providing job opportunities to the community and producing revenue for the town.
Jenna	Mcdonald	Warrenton	Let's us have fun
William	Tietsworth	Warrenton	Like having options, provides job growth and revenue to Warrenton.
Luke	DeAtley	Warrenton	Like to see a shopping center I can use, rather than houses.
EJ	White	Warrenton	Live, Work, Play
Chantelle	Dembowski	Warrenton	Local growth is imperative for the towns continued existence.
David	Henrickson	WARRENTON	Love to be able to stay in the county for entertainment and dining that we currently have to leave Fauquier to find.
Brent	McNey	Warrenton	Make it Happen!!
Tim	Burch	WARRENTON	Makes economic sense

WALKER DRIVE PROJECT PETITION SIGNATURES

Patricia	Hendrix	Warrenton	More family friendly activities locally in Warrenton. Why give our tax dollars to prince William???? We need to keep the good teachers here.
Jason	Welsh	Warrenton	More jobs. More things to do in town. Keep tax dollars in town
Michael	Holloran	Warrenton	More to do in warrenton
Mike	Steele	Warrenton	Movies, better selection of eateries
Debbie	Smoot	Warrenton	My kids are 10, 13 and 15. I'm tired of having to drive to other counties so they may have stuff to do. They are always bored and says there's nothing to do in Warrenton.
Loreal	Farewell	Warrenton	My kids need something to do
Phil	Clark	Warrenton	need more choices in Warrenton, reduce driving time, more jobs
Doug	North	Warrenton	Need more entertainment options.
Catina	Fitts	Warrenton	Need more options for families/kids
Brieanne	Murphy	Warrenton	Need things for families to do.
Gina	Renfro-Smith	Warrenton	Nothing for the teenagers to do that is safe.
Paige	Sandler	Warrenton	Nothing to do in town.
Albert	Young	Warrenton	Opportunity for my children to work and have entertainment they can walk to.
Rebecca	Smith	Warrenton	Our community continually claims to be looking for a way to help our youth from turning to opiod abuse, but we provide NOTHING for them to do. Fast food restaurants and a Walmart aren't enough. There seems to be no issue closing attractions at the fair, and adding more and more housing, why not keep our residents and their money in Fauquier county while giving our youth places to go?
Kimberly	Forsten	Warrenton	Our community needs this - we need to encourage other counties to visit US instead of always visiting them! This is a great opportunity for all of us: jobs, revenue, positive growth....
Jennifer	Piercy	Warrenton	Our kids need something to do other than leaving our county! No more Walgreens, CVS or grocery stores!!!!
Maggie	Thorp	Warrenton	Our teens need more to do to stay off drugs!
Megan	Howland	Warrenton	Our young adults and teens need something to keep them in Warrenton!

WALKER DRIVE PROJECT PETITION SIGNATURES

Michael	Atkins	Warrenton	Planned commercial growth to sustain the beautiful culture and services of oor community. 30 year resident!
Karen	Halsall	Warrenton	Really tires of giving money to other counties. Please give us the opportunity to spend out money in our county!
Hannah	Preston	Warrenton	Seems fun
Holly	Tedeschi	Warrenton	So I don't have to leave town
Lori	Chisarik	Warrenton	So our kids don't have to drive to Gainesville or Manassas.
A	Jones	Warrenton	So tired of having to travel distances to do simple things like eat HEALTHY and go to a movie. The restaurants that come here are all the same... fast food or Southern BBQ. Ugh! Something healthy like a Soup and Salad place... Souplantation is one option. A movie theatre would be nice!!!
Emily	Chisarik	Warrenton	So we don't have to drive 20 minutes out of our way just to go to nicer restaurants and go shopping
Marie	Nichols	Warrenton	Something for the teens to do. Something attractive for all cultures and ethnicities!!!!!! Movie, bowling, arcade, live music all genres!!!!
Will	Fincham	Warrenton	Something to do in this town instead of going out towards a different county for entertainment.
Molly	Fraser	Warrenton	Stop forcing us to spend money out of county. Keep the revenue local.
Keith	Kraus	Warrenton	Stop sending everyone out of warrenton to spend there money. Make those tax dollars ours!!
Tyler	R	Warrenton	The "by-right" use of this property is industrial (storage, warehouses, etc)...I'd much prefer the gateway of Warrenton be a thoughtfully designed town center than metal buildings and storage yards. Being a "homer" I'd love to see more opportunities for jobs, goods and entertainment too...to improve our commercial tax base...I know there are two sides to a coin, but I'd think Old Town Warrenton would benefit from more non-Warrenton residents finding Warrenton as a destination and spending some dollars here. Culpeper seems like a good example...all the development along the strip in Culpeper in the past years and Old Town Culpeper is as vibrant as ever!

WALKER DRIVE PROJECT PETITION SIGNATURES

Joe	Schumacher	Warrenton	The community needs entertainment options besides going to Gainesville or Manassas. We also need more shopping and restaurant options.
			There is a profoundly stagnant business atmosphere in Warrenton and most local business owners that I have spoken with, view the town as unfriendly to business and generally anti-growth. Approving this project would go a long way in dispelling this belief. Warrenton needs this project from an entertainment perspective but also from a jobs and tax base perspective.
Greg	Craddock	WARRENTON	
Daphne	Borda	Warrenton	There is nothing for young people to do but hangout.
			There needs to be more to do for young people and there needs to be more economic growth that is not another grocery store!
Carhy	Benner	Warrenton	
			There's nothing for the kids so do. And people wonder why kids get in to trouble. Give the kids something to do!!!!
Quantia	Poles	Warrenton	
			There's nothing to do in this small town and people shouldn't have to travel 25-30 min for entertainment. It also helps to have our children close when they want to go places with friends.
Amina	Tafrawe	Warrenton	
Pam	Burch	Warrenton	These spaces will be filled one way or another. It will be better if planned and done correctly.
Alaina	Groat	Warrenton	This is a long time coming
			This is a really boring place for the younger generations. Growth and havung entertainment will really help the town aswell especially job availability
Jared	Hall	Warrenton	
Maddie	Basye	Warrenton	This is important to me cause growing up there was nothing fun to do close by.
			This is such a wonderful project for families to enjoy a local spot for quality time together!
Lindsey	F	Warrenton	
Anonymous	Anonymous	Warrenton	This site seems rigged, are these comments fake?
Nick	Van Wert	Warrenton	This town absolutely needs a new theater.
			This town has run everything for families to do out. We don't need anymore houses built. We need things for people to do and businesses that pay enough for people to pay the ridiculously high taxes. That don't seem to be put to very good use.
Richard	Macwelch	Warrenton	
			This town is seriously lacking entertainment for ALL citizens.
Gerard	van der Rest	Warrenton	

WALKER DRIVE PROJECT PETITION SIGNATURES

Marvin	Rothgeb	Warrenton	This would be great because there isnt anything for families to do in our area. My family and I live in Whites Mill off of Academy Hill Extended. To have activities like this within walking distance would be ideal. Not concerned about traffic. Warrenton NEEDS GROWTH
Anna	Keeler	Warrenton	This would be great so we don't have to drive to other counties for fun stuff for our kids and teens. I would love not to have to go to Gainesville or Manassas for everything! We need to slowly develop. This county will still have its southern charm and rural nature but with some modern things too! Keep local businesses and keep our money in our own county!
JR	Kerns	Warrenton	This would help the development of my home town and bring back some of the recreation that used to be here.
Lucinda	Brooke	Warrenton	Tired of driving 20 + minutes to do something!
Mildred	Adams	Warrenton	Tired of driving far to have something to do
Michael	Zdunski	Warrenton	Tired of driving to Gainesville Would actually like to spend money in my own town and support my county
Chris	Bowles	Warrenton	Tired of having no selection in new Baltimore and will take it anywhere I can get it in the county
Chris	Allen	Warrenton	Tired of having to drive out all the time
Erin	Black	Warrenton	To have local things to do with my children.
Sheri	Downs	Warrenton	To have something to do in this town would be amazing! Maybe it would stop all the drug activity!!!!
Ali	Andino	Warrenton	To have things close to home to do without driving to Gainesville or farther.
Michael	Logan	Warrenton	To See More Activities For The Youth and Young Adults
Kimberlin	Ardon-Amaya	Warrenton	To see new stuff
Leslie	Ricci	Warrenton	Very important for people like me who have come from larger suburbia and are bored here.
Alexis	Tafrawe	Warrenton	Want more stuff to do
garret	heiston	warrenton	warrenton could be so dope but it's not to its superb potential and i gotta have some good times with the homies and stay local if u know what i'm sayin boi

WALKER DRIVE PROJECT PETITION SIGNATURES

Sara	Massei	Warrenton	Warrenton has always been such a beautiful town, but it lacks hugely in one area; recreation. To see a movie, we have to go to Gainesville, to go bowling, Manassas, and even roller skating, Bealton. While I understand the counter argument that people don't want more traffic in warrenton, I believe that it truly would not be as bad as people believe, since the amount of people that drive through warrenton to get somewhere else would decrease, as many would simply be driving to warrenton.
Julie	LaLama	Warrenton	Warrenton has grown so much over the last 15 years. We have so many more families now. I would love to see this go up and keep our money here instead of Gainesville!
Christina	Neece	Warrenton	Warrenton has needed this for way too long. The demographics are changing daily and the younger generations are moving away. We can keep warrentons charm and still add a little much needed culture.
Destiny	K	Warrenton	WARRENTON IN DEAD ! Warrenton has nothing fun for kids to do , it's an older town with stuff mainly for older people . Building this with help with kids !
Todd	Karminski	Warrenton	Warrenton is a great little town, but can lack options for fun family friendly entertainment - at least on a non-event basis. Main street is great fun, especially when there's a festival or special event going on, but what about the rest of the time. I understand that folks don't want more strip malls or more big-box stores and risk turning our nice small town into another crowded Gainesville or God forbid - Manassas, but a classy little town center with some nice new restaurants and new entertainment options like a movie house and bowling would be a real treat. We should keep our Warrenton dollars in our great little town and I am in support a new town center as long as it had some new cool places to eat and maybe some great outdoor space to hang out in. As much as I hate Reston (I work there and it drives me nuts) their Town Center with the Skating Rink and big fountain are really kinda nice to visit. It sure would be nice if I had access to something like that (on a smaller scale of course) close to home.

WALKER DRIVE PROJECT PETITION SIGNATURES

Warrenton is a great town but lacks entertainment options. Especially for kids and teens. A place like this would offer options locally vs driving to Gainesville, Manassas, Loudoun or Fairfax. It will be a good economic boost to the town and county as it would attract customers from other areas to spend their money here instead of always going to one of the aforementioned locations.

David Tincer Warrenton

Warrenton is a really boring place and really needs entertainment

Kenzie Primrose Warrenton

Warrenton is attracting younger families and we need stuff to do that is close!! We can have stuff like this without losing the small town feel!

Jordan Zarwel Warrenton

Warrenton is boring. Also Convenience, entertainment, and property value goes up.

Maria Guzman Warrenton

Warrenton needs a family friendly environment other than horses. Only makes sense to spend money where you live instead of other surrounding counties. The older kids need a place to socialize with their friends such as movies or bowling. If it's built well in a nice development and operated as a family destination it will stay well maintained.

Donna Burnell Warrenton

warrenton needs a place for people to convene, and not drive all the way to gainesville

Evan Crowne Warrenton

Warrenton needs more!!!! With lots of young families in the town there simply isn't enough to do.... all we do is leave and give all of our money to Gainesville and culpepper.... we want to keep it in the place we live!!!! We need more!!!!

Jane Moore Warrenton

Warrenton needs things for families to do together

Ladonna Branham Warrenton

Warrenton needs to get with the times. It's the 21st century and we have absolutely nothing for the children/teens/adults in our town.

Kimberly Garlem Warrenton

We absolutely need more entertainment and shopping options in Warrenton and Fauquier - too many of our dollars are flowing to Gainesville and beyond! Let's keep it closer to home!

Jeff Lunglhofer Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

We actively support local businesses but there is still a lack of night life in Warrenton! Movie theater, billiards, better shopping, and a way to build/ grow local restaurants NOT chains!

Esther Letsche Warrenton

We agree with the need for local entertainment for our family. Also we need the tax dollars here -- why give them to other counties if we don't have to? We do not want rampant commercial growth -- for the record. What about the spaces that could use redevelopment?

K Phillips Warrenton

We always go to Gainesville Manassas or Haymarket. It would be nice if there is something more to do in warrenton.

Elizabeth Ellis Warrenton

We are tired of having to drive to Prince William County to spend our money on entertainment. Providing the residents of Fauquier County with something to do does not turn us into Fairfax County. We have quite a ways to go before we are even close to that.

David Kelly Warrenton

We are tired of traveling outside of our county for entertainment opportunities like these. This would be a great addition to our community on so many levels.

Angela Smoot Warrenton

We could stay in our town for entertainment and spend our money in our town.

Thelma Key Warrenton

We have to travel far to go and see a movie because there isn't anything nearby.

Mirita Dymczynski Warrenton

We have very limited sources of recreation. Our parks are too small, we got rid of the bowling alley, all there is to do is pretty much food. The Wharf is very restrictive of their fields. The closest movie theatre is in Manassas and Gainesville. These are fun things that people are begging for here.

Nicholas Pepin Warrenton

We moved to warrenton because of peace and quiet. At the same time there needs to be a place people especially children can go and have fun. My son is young and outgoing. It would be nice to have activities for him around here instead of going to other places. My philosophy is if houses can be built left and right then something like this can be done.

Henry A Warrenton

We need a tax base, things to do, and places to shop

Courtney Pomietto Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Tracey	Kendrick	Warrenton	We need activities in town here for the public to enjoy, not just first Fridays of the month, Spring festival, Farmers Mkt....nothing else!
Susan	Stuart	Warrenton	We need activities in Warrenton. Crazy to have to drive to manassas or Gainesville for activities.
Shaun	Ahmad	Warrenton	We need better commercial options. Need restaurants, shopping, and entertainment. County spending needs help.
Carrie	Rodgers	Warrenton	We need entertainment for the kids so they don't have to travel
Judy	Dodson	Warrenton	We need family friendly activities in Warrenton! Plus, this will bring in some important commercial revenue
Lynn	Morrow	Warrenton	We need more entertainment in warrenton
Sabrina	Brooke	Warrenton	We need more fun closer. Plus it would make Warrenton more known and out there.
Brian	Moore	Warrenton	We need more to do in our own town!!!! Families are tired of having no where to go and always having to leave warrenton!!! Please bring more to our own community!!!
Kathy	Grammo	Warrenton	We need our monies to STAY and be spent in our community...as it is, we go outside of Warrenton to get the needed entertainment and restaurants. This project would also make many jobs for our local economy!
Stephanie	Moore	Warrenton	We need places for our families to go.
E	Reese	Warrenton	We need something for people to do in this county
Ziryan	Jaff	Warrenton	We need somewhere to go in warrenton with the family at times seems like we have to drive to Gainesville, manassas, or fair Oaks. Would be nice to have somewhere close by :)
Erin	DiVello	Warrenton	We need things for our children and young adults in this county. Tired of driving to Gainesville and Culpeper and spending money there.
Cole	Forsten	Warrenton	We need things to do in our community. Places for our youth to go. New places for families to attend and enjoy. Bring new job opportunities to our community. Provide tax revenue to assist in raises for our teachers, firefighters/EMTs and police officers. There are so many positives in this development and growth for Warrenton.

WALKER DRIVE PROJECT PETITION SIGNATURES

Donna	DeRosa	Warrenton	We need things to do in this town and I'd much rather keep the money here in our county than go to Gainesville to the movies. Yes the quiet quaintness of Warrenton is great, but I think this will really benefit the area too.
Dara	Scott	Warrenton	We need things to do in Warrenton to keep out young people safe.
Chris	Forsten	Warrenton	We need this! This will help boost our economy, provide new jobs, and have an enjoyable place to spend time with friends and family. It's about time.
Tom	Halley	Warrenton	We need to keep our money in our county
Caden	Lody	Warrenton	We needs the stuffs
Virginia	Palmer-Fuechsel	Warrenton	We shouldn't have to drive to manassass and beyond for entertainment and many retailers. The Warrenton area has a market that is underserved. This would also keep our teenagers from having to drive so far from home just to see a movie.
Silvia	Fuechsel	Warrenton	We used to have a small movie theater and two decent bowling alleys, as well as a good bookstore. Back then there were things to do as youths and together with your family. Why keep forcing everyone to drive out of town for good entertainment and fun?
Johnny	D.	warrenton	We wanna be as cool as gainesville
Corinne	Thomas	Warrenton	We've lived here nearly 7 years now, thankful for the VA Gateway for our teen who goes to the movies, hangs with his friends, eats at one of the many restaurants. However, that Prince William County. Wake up and smell the roses Fauquier County! There has to be a way to bring in more restaurants, more development without disrupting the vision in place, but yet modernizing!

WALKER DRIVE PROJECT PETITION SIGNATURES

who want to keep traveling out of our county to go to a movie or shop?? It makes no sense to live in a rich county and not have entertainment except for all the lil pubs and bars u allow in... there older people here in this county I'm sure would love to see a movie and don't want to travel out of the county... u no catch the lil transportation we have here..it makes no sense not to have entertainment for our youth.. this county makes no sense not to have no entertainment for us tax payer period!! It makes sense to keep allowing houses to be built and people move in this county.. but it makes sense not to have some kind of entertainment.. come on Fauquier County get with it... bring money to the county...

Sheila Martin Warrenton

With having to young children this is a necessity. Keep our money in fauquier.

Kelly Snider Warrenton

With urban sprawl making traffic unbearable along Rte. 29 and Rte. 66, it would be nice to have more entertainment options closer to home.

Kim Calvert Warrenton

Would like to spend money locally

Rodney Leon guerrero Warrenton

Would love for more things for our young kids to do in our area. We always need to drive them to other counties for activities and dining options. Our town is not very supportive of smart growth to support our kids and families. A movie theater would be wonderful!

Alison Seaborn Warrenton

Would love more to do here in Warrenton!!!

Michaela Mummert Warrenton

Would love to have entertainment in Warrenton, always driving to Gainesville and helping their economy!

Mary Kelly Warrenton

Would love to have some local options so my teenagers aren't driving all over just to have somewhere to go.

Henry Stafford Warrenton

Would love to have things to do closer to home!

Cheryl Adams Warrenton

Would love to have this option locally

Brittany O'Bannon Warrenton

Would welcome a movie theater and more restaurants for Warrenton residents.

Doug Turner Warrenton

Yes this is needed!

Tricia Goodwin Warrenton

Hailey Johnson Warrenton

Belle Keiser Warrenton

brooke r Warrenton

Corey Brocke Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

alina	heron	warrenton
Brenda	Hottle	Warrenton
Jasmine	Wilson	Warrenton
Harris	Young	Warrenton
quinn	hardy	Warrenton
Grace	Small	Warrenton
Maria	Sturges	Warrenton
Grant	Schaner	Warrenton
Madison	Fitzpatrick	Warrenton
m	o	warrenton
Anna	Wood	Warrenton
Savana	S	Warrenton
Aaliyah	Craig	Warrenton
Willim	Ayala	Warrenton
Grace	Stone	Warrenton
Max	McManus	Warrenton
Nick	Tully	Warrenton
Jason	Means	Warrenton
Natali	Munoz	Warrenton
Angie	Holland	Warrenton
Garrett	Moore	Warrenton
Jonae	Dixon	Warrenton
Benjamin	Fancher	Warrenton
gordon	leary	warrenton
Rachel	S	Warrenton
Kristie	Delaguila	Warrenton
Susan	Eaves	Warrenton
Jessica	Goodwin	Warrenton
Presley	Harris	Warrenton
Gillian	Hansel	Warrenton
Grace	Seaborn	Warrenton
Justin	Magill	Warrenton
Catherine	Boyce	Warrenton
Andrea	Wright	Warrenton
Nick	Fallows	Warrenton
Ryan	Schwind	Warrenton
Andrew	Pickett	Warrenton
John	Sweet	Warrenton
Jenna	Hamilton	Warrenton
Kimberly	Farmer	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Ben	Heflin	Warrenton
Shelby	Bush	Warrenton
Rhiann	Caswell	warrenton
Kaitlyn	Chisarik	Warrenton
Jessica	Walters	Warrenton
Tony	Rocca	Warrenton
Grayson	Reigel	Warrenton
Phillip	Brown	Warrenton
Whitney	Pezza	Warrenton
Sydney	Chakalos	Warrenton
Jessie	Tressler	Warrenton
Triston	Crayton	Warrenton
Jackie	Hackman	Warrenton
Rebecca	Lloyd	Warrenton
Leslie	Wise	Warrenton
Jason	Woodside	Warrenton
Todd	West	Warrenton
Natalie	Glenn	Warrenton
Etta	Cantrell	Warrenton
Amanda	Van Wert	Warrenton
Dennis	Croson	Warrenton
Catherine	Swanwick	Warrenton
Grant	Miclat	Warrenton
Elizabeth	Ahlberg	Warrenton
Cameron	Stallworth	Warrenton
Alyssa	Carter	Warrenton
Heather	Rice	Warrenton
Kyle	Selby	Warrenton
Angela	Lody	Warrenton
Sarah	Talomie	Warrenton
Emily	Pura	Warrenton
Carrie	Wilvert	Warrenton
Erica	Zurlo	Warrenton
Jake	Hamilton	Warrenton
Amanda	Jens	Warrenton
Robert	Rust	Warrenton
Michelle	Maley	Warrenton
Nick	Buck	Warrenton
Sierra	Davis	Warrenton
Sarah	Bauer	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Stacie	Shifflett	Warrenton
Doug	Fenimore	Warrenton
Scott	Bauer	Warrenton
Debra	Stuart	warrenton
Courtney	Brooks	Warrenton
Cynthia	Cannizzo	warrenton
Tami	Miller	Warrenton
Sarah	Carrico	Warrenton
Tress	Cochran	Warrenton
Kirsten	Price	Warrenton
Connor	Michaels	Warrenton
Nichol	Dudley	Warrenton
Gabriella	Smith	Warrenton
Emma	Delany	Warrenton
Mary	Beving	Warrenton
claire	adams	warrenton
Lacey	Adams	Warrenton
Mary	Yates	Warrenton
Kimberly	Curtis	Warrenton
sara	nahidian	warrenton
Maddie	Green	Warrenton
Max	Bean	WARRENTON
Elizabeth	Morris	Warrenton
Robert	Stanziano	Warrenton
Sean	Cantley	Warrenton
Joey	Campeol	Warrenton
Kiley	Whetzel	Warrenton
Marissa	Croson	warrenton
Daniel	Succop	warrenton
McKayla	Holmes	Warrenton
Jackie	Nungesser	Warrenton
Kaylee	Janickey	Warrenton
Tatiana	Jenkins	Warrenton
Sean	Savraejae	Warrenton
Carly	Porter	Warrenton
Kim	Borg	Warrenton
Jared	Batten	Warrenton
Roxanne	Baughman	Warrenton
Mia	Rector	Warrenton
Heather	Ball	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

jack	kroll	warrenton
Benjamin	Nesbit	Warrenton
Donna	Von Herbulis	Warrenton
Robin	Mason	Warrenton
kaylee	melendez	warrenton
Olivia	Castaldy	Warrenton
Liana	Kopp	Warrenton
Kelly	Fanning	Warrenton
Emma	Gray	Warrenton
Claudia	Schreiber	Warrenton
Connor	Sienkiewicz	Warrenton
TAmi	Moore	Warrenton
Emily	Newbern	Warrenton
nate	shaffer	warrenton
Jac	Chipman	Warrenton
TIm	Lowery	Warrenton
Tyler	Hetherington	Warrenton
Megan	Magalhaes	Warrenton
Nick	Sicina	Warrenton
Callie	Redmond	Warrenton
Abigail	Bishop	Warrenton
Lori	Brooks	Warrenton
Madison	Fedora	Warrenton
Rj	Lewis	Warrenton
Sarah	Atkins	Warrenton
Jackie	Fletcher	Warrenton
Pam	Proctor	Warrenton
Aiden	Finn	Warrenton
Hannah	Cockerill	Warrenton
Wendy	Johnson	Warrenton
Erin	Finney	Warrenton
Daniel	Tilford	Warrenton
Lori	Keen	Warrenton
Kenzie	Fitzpatrick	Warrenton
Steve	Whetzel	Warrenton
Drew	Tapscott	Warrenton
Jessica	Mikulas	Warrenton
Madison	Albrycht	Warrenton
Sarah	Cain	Warrenton
Alec	Tilford	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Diann	Tobias	Warrenton
BethLee	Puckett	Warrenton
BREEZE	P	WARRENTON
Christina	Shaffer	Warrenton
Liam	Whitted	Warrenton
Nichole	Latiolais	Warrenton
Anne	Clark	Warrenton
Mark	LaBranche	Warrenton
Austin	Parker	Warrenton
Mark	Latiolais	Warrenton
Kyle	Cherry	Warrenton
Lisa	Sutton	Warrenton
Alexandra	Roelofs	Warrenton
Aimee	Cubbage	Warrenton
Michael	Eckert	Warrenton
Brian	Stiles	Warrenton
Kimberly	Papandrea	Warrenton
Nichole	Brown	Warrenton
Dawn	Mulliss	Warrenton
Kenneth	Mulliss	Warrenton
Jean	Barber	Warrenton
Tammy	So.	Warrenton
Francis	Finn	Warrenton
Lily	Kase	Warrenton
Jasmine	Brookins	Warrenton
Heather	Ramser	Warrenton
Donna	Mitchell	Warrenton
Daniel	Heller	Warrenton
Gale	Serene	Warrenton
Peter	Jolley	Warrenton
Kelsey	Garonzik	Warrenton
Quinten	Shibusawa	Warrenton
Patricia	Dixon	Warrenton
Jessica	Scully	Warrenton
Jennifer	Reed	Warrenton
Jacob	Mozingo	Warrenton
Micah	Higgins	Warrenton
Lindsey	Lowery	Warrenton
John	Sapp	Warrenton
Natasha	Eitzman	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Erin	H	Warrenton
Kevin	Compton	Warrenton
Brynne	Trible	Warrenton
Dean	Dodson	Warrenton
Brian	Caccamise	Warrenton
Michael	Fox	Warrenton
Steven	Sands	Warrenton
Melissa	Walker	Warrenton
Sara	Hume	Warrenton
Gabriela	Oporto	Warrenton
Victoria	White	Warrenton
Ted	Greener	Warrenton
Bill	Greener	Warrenton
Amanda	Sprague	Warrenton
Elizabeth	Greener	Warrenton
Helen	Vannoy	Warrenton
Katelyn	Pearson	Warrenton
Holly	Smith	Warrenton
Jennifer	Puffenbarger	Warrenton
Daniel	Bordner	Warrenton
Alayna	Moore	Warrenton
Morgan	Geisler	Warrenton
Emily	Geisler	Warrenton
Christopher	Smith	Warrenton
Justine	Landess	Warrenton
Stanley	Stevens	Warrenton
Anthony	Tobias	Warrenton
Crystal	Anzalone	Warrenton
Melinda	Miller	Warrenton
Chris	Allen	Warrenton
Alicia	Mcney	Warrenton
Jenny	Knox	Warrenton
Josh	Gould	Warrenton
Antonia	Peach	Warrenton
Rich	Whitney	Warrenton
Jason	Carter	Warrenton
Kristine	Mcdonald	Warrenton
Brianna	Mcdonald	Warrenton
Jackie	Lewis	Warrenton
Chris	Sauder	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Jamey	Collins	Warrenton
Makenzie	Hulverson	Warrenton
Misty	Dean	Warrenton
Marc	Van der rest	Warrenton
Omar	Mendez	Warrenton
Lauren	Dufo	Warrenton
Gavin	Huttner	Warrenton
Lindsey	Finks	Warrenton
ryan	schaefter	warrenton
Mary	Gemmel	Warrenton
Joanna	Morisi	Warrenton
Brad	Thiesing	Warrenton
Kelsey	Sullivan	Warrenton
virginia	king	warrenton
Bobby	Belton	Warrenton
Chase	Dickins	Warrenton
Patti	Koglin	Warrenton
Maty	Lovell	Warrenton
Elizabeth	O'Meara	Warrenton
Alexsus	Banks	Warrenton
Robert	Woods	Warrenton
Samantha	Anderson	Warrenton
Matthew	Bacan	Warrenton
C	Hutchison	warrenton
Natalie	Kauffman	Warrenton
Jennifer	Jennifer	Warrenton
Jim	Lavin	Warrenton
Kaitlin	Bramble	Warrenton
Allen	Stevenson	Warrenton
Carla	Taylor	Warrenton
Karen	Gray	Warrenton
Brandy	Glascock	Warrenton
Lisa	Bland	Warrenton
Michelle	Gurko	Warrenton
Kim	Dellinger	Warrenton
Candice	Ayers	Warrenton
Victoria	Sands	Warrenton
Ana	Buchanan	Warrenton
Diane	Kallighan	Warrenton
Cassidy	Leonard	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Sylvia	Garrison	Warrenton
MaryBeth	Wilkinson	Warrenton
Kailey	Morris	Warrenton
Morganne	Pierce	Warrenton
Kristin	Vercammen	Warrenton
Alexandra	Smith	Warrenton
Ashley	Lehman	Warrenton
Sharone	Smith	Warrenton
Laurie	Graham	Warrenton
Dale	Jeffries	Warrenton
Katie	Hanson	Warrenton
Jonah	Finkel	Warrenton
Christopher	Ayers	WARRENTON
Sarah	K	Warrenton
Monica	Sharpe	Warrenton
Elizabeth	Kelly	Warrenton
Cynthia	Still	Warrenton
Juliana	Magalhaes	Warrenton
Lynne	Bisek	Warrenton
Thomas	Terral	Warrenton
John	Rethman	Warrenton
Kathryn	Pearson	Warrenton
George	Knauf	Warrenton
Abigail	Findley	Warrenton
Caitlin	Cunningham	Warrenton
Megan	Laures	Warrenton
Donald W.	Cook	Warrenton
Sara	MacWelch	Warrenton
Darcie	Hartman	Warrenton
Karen	Nalls	Warrenton
karina	mccloud	Warrenton
Clark	Gagnon	Warrenton
Barry	Kramer	Warrenton
Lindsey	Conrad	Warrenton
Alesia	Budd	Warrenton
Amanda	Jeffries	Warrenton
Heather	Weir	Warrenton
Carmela	DiVello	Warrenton
Curtis	Hendrix	Warrenton
Lauren	Perez	Warrenton

WALKER DRIVE PROJECT PETITION SIGNATURES

Tracey	Agee	Warrenton VA
Eva	Parios	Warrenton Va

As a parent of 2 young children I think it's important for them to have a safe place to do activities as children growing into teenage years. For my family to have opportunities to do these activities within our local community is very important to me to build strong local ties. This can also offer more job opportunities for people of the area. Jobs for highschool and college students to teach them work ethic and responsibility at a time when they can be most vulnerable with idle time on their hands. I believe this could be wonderful for the local Warrenton area as well as the greater Fauquier County.

Brittany	Gerring	Warrwnton
David	Doheny	Wartenton

Donna	Henrickson	Washington
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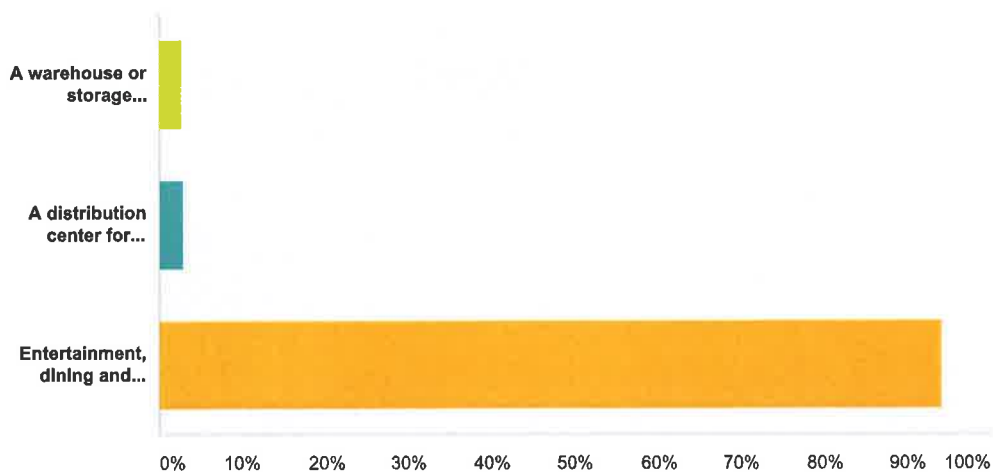
Warrenton is our closest town but we have to keep going to get to a lot of things we need.

I was born and raised in Warrenton, and plan on moving back when I'm done with graduate school. Not having things for young people to do IN Warrenton is a large deterrent for my husband and I to move back. That and the lack of affordable housing options. This shopping center would allow the residents of Warrenton to shop and dine locally. I am tired of living my life in a car having to not only commute to work, but also to doing something fun on weekends and evenings. Some high end stores, movie theater (Alamo!), bowling ally, and some high end restraunts, as well as some eateries like Cava and Mod Pizza would be excellent additions to Warrenton. Fauquier county undoubtedly has the people and economic status to support such a project. If we can get this off the ground hopefully we can also get a costco as well. I love my little town of Warrenton, but it's hard to justify living there with the few options we currently have for shopping, dining, and entertainment. Please continue moving forward with the Walker Drive Project.

Kayla	Ferrell	Winchester
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Q1 What would you like to have developed on Walker Drive in Warrenton, VA?

Answered: 397 Skipped: 0



Answer Choices	Responses	
A warehouse or storage facility	2.77%	11
A distribution center for major wholesalers	3.02%	12
Entertainment, dining and retail	94.21%	374
Total		397

From: SHS [mailto:sallydharmon@hotmail.com]

Sent: Monday, July 10, 2017 5:07 PM

To: Brannon Godfrey; Powell Duggan; Sunny Reynolds; Sean Polster; Jerry Wood; aburnett; Brett Hamby; Robert Kravetz; kcarter; Planning Department

Cc: Kelly Machen

Subject: Correction: Public Comment on ZMA 16-01 Walker Drive

I have just noticed a word use error in my Traffic comments that I would like to clarify.

On the bottom of page 7: "c. Low Traffic distribution from Warrenton Chase in Direction of Old Town." should read

c. Low Traffic distribution from Warrenton Crossing in Direction of Old Town."

I apologize for any confusion this may have caused.

Thank you-
Sally Semple

From: SHS <sallydharmon@hotmail.com>

Sent: Monday, July 10, 2017 10:03 AM

To: bgodfrey@warrentonva.gov; pduggan@warrentonva.gov; sreynolds@warrentonva.gov; spolster@warrentonva.gov; jwood@warrentonva.gov; aburnett@warrentonva.gov; bhamby@warrentonva.gov; rkravetz@warrentonva.gov; kcarter@warrentonva.gov; Planning@warrentonva.gov

Cc: Kelly Machen

Subject: Public Comment on ZMA 16-01 Walker Drive

Attached are my written comments on the Walker Drive proposed conditional rezoning.

I am submitting these for your review, and very much appreciate your time and your careful consideration of these important points.

Thank you for your service to our town.

Sincerely,
Sally Harmon Semple

From: "George Hill" <strasbourggeo@gmail.com>

Date: Sun, Jul 9, 2017 at 3:12 PM -0400

Subject: Walker Drive Project

To: "aburnett" <aburnett@warrentonva.gov>, "Sean Polster" <spolster@warrentonva.gov>

Cc: "Debbie Hill" <strasbourgdeb@yahoo.com>

Hello Alec and Sean,

I live in Ward 2, and was at the town council working session on Thursday. (I spoke briefly with you, Alec.)

On the Walker Drive project, I was very surprised that there was no discussion at all of whether this project makes economic sense for Warrenton. I assumed this would be a matter for the town council to consider. If that is not true, can you please direct me to what authority would cover the economic impact?

To be upfront, my original concern with the project was the impact on local traffic, since I live on Amber Circle off of Academy Hill Road. I would find a way to live with that if needed, but more analysis raised for me much more concern over whether the project would improve or hurt the Warrenton business economy. Following are a number of my specific concerns, which I will raise on Tuesday evening if no one else does:

1. There seems to be a lot of unused and underutilized retail space in Warrenton, between downtown and Broadview Avenue. (In terms of underutilized, just walk through Sears.) What will be the impact on these if additional retail is added on Walker Drive? Has the need for more retail space been demonstrated? If so, how can I review the analysis? I am very skeptical.
2. Do the applicants have any economic incentive to make the development successful for the Warrenton business community? I can understand they want a return on their investment in the land, but are any or all of them investing significantly in the project. If not, as businessmen why not?
3. One of the common arguments I have heard for the project is that the alternative could be warehouses, 18-wheel trailers, etc. Is there any reason to think any of those are imminent? What has been done to recruit other types of businesses?
4. Retail businesses are known for low or minimum wage jobs. Why will more of these be good for Warrenton? I heard someone argue that low level jobs give opportunities to students, spouses, etc. Sears and many local fast food places are always seeing workers from what I can see, so why do we need more such jobs?
5. If we create more low wage jobs, where do we expect the employees to live? No subsidized housing is considered in the project plans.
6. What organization or group is exploring bringing in higher wage employers, which would add to the local economic base? Can we find a way to attract technology jobs? The excellent site access to 29 should make this location attractive to companies and/or government departments that want access to Washington, DC, with a lower cost basis.

Again, I would expect these to be questions the town council should consider, but if I am incorrect, please direct me towards where these types of topics should be raised.

I look forward to seeing you both again on Tuesday.

Regards,

George Hill

163 Amber Circle, Warrenton, VA 20186

Town Council Members of Warrenton, VA.

July 10, 2017

Re: Walker Drive Project; Public Hearing on 7/11/17

Dear Council Members:

While I can't be there to speak, I'd like to be *heard*.

I'm 20 yrs. old, and grew up in Fauquier County, along with my 3 siblings, who are 26, 24, and 23. For us it's simple; there's ***nothing*** to do for young people, and nowhere to go to socialize outside school functions. We drive to Gainesville or Culpeper to shop, see a movie, attend a concert, bowl, or just have a meal at a "non-chain" restaurant. It's also quite a challenge to find even a summer job, if you're age 15 to 17; outside retail like Walmart or Sears or Tractor Supply or fast food restaurants, how do we *earn* money during those hot high school summers?

The other thing is, there is no affordable or reasonably priced housing for young people just starting out. The community (and families) who have raised *their* kids here, don't make it possible for the next generation to stay in Fauquier, and raise *their* kids here. I watched my brother struggle to find a place to live for his wife and 2 babies; he commutes to NoVa to work, but loves life in Fauquier, but how to manage it for his young family? Rentals are unreasonably priced, and stacked against us by strict rental management companies. While work opportunities might exist *here* or nearby for me, there's just NO place to live---and I would have to travel far to other counties to find any entertainment at all.

Please make this happen---think of the NEXT generation, and how to reasonably and thoughtfully grow our community. Preservation is nice, but not at the expense of *all* forward movement. Give us a place to go, and to live and to work. Let life happen. That is what it's all about.

Thank you~

Lark Nash

7116 Meadow St.
Warrenton Va.
20187

From: KR [<mailto:livyordream@gmail.com>]

Sent: Tuesday, July 11, 2017 10:58 AM

To: Planning Department

Subject: Walker Drive project

I am writing to express that I am OPPOSED to the Walker Drive project. I am currently stationed in Tunis, Tunisia so I am unable to attend the meeting tonight but want to make sure my vote is counted. I will be returning home at the end of the month. My home is 361 Hidden Creek Lane.

Sincerely,

Lee T Rowland

361 Hidden Creek Lane



Town Council Meeting Item Number: a.(1)
July 11, 2017

ATTACHMENTS:

Description	Type	Upload Date
June 13 Council Minutes	Cover Memo	6/30/2017

MINUTES OF THE REGULAR MEETING OF THE COUNCIL OF THE TOWN OF WARRENTON HELD ON JUNE 13, 2017

The regular meeting of the Council of the Town of Warrenton was held on June 13, 2017 in the Town Council Chambers and was called to order by Mayor Powell L. Duggan at 7 p.m.

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

Also present: Brannon Godfrey, Town Manager, Whitson W. Robinson, Town Attorney, and Evelyn J. Weimer, Town Recorder.

APPROVAL OF THE AGENDA

The agenda was approved on a motion by Mr. Hamby, seconded by Mr. Wood and Council vote of 7-0 (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter; against: none).

CITIZENS' TIME

The Mayor called for citizens wishing to speak.

Ms. Lori Payne

Ms. Payne of Fauquier Family Cemetery Foundation came forward and noted her concern that those who vandalized the Warrenton Cemetery had not been found. She noted that she had talked with a security company who had given her a quote of about \$10,000 to install cameras at the cemetery and had provided a copy of the quote to the Town Manager and Mayor. The Town would provide and install the underground conduit. She also noted that the foundation has offered a \$4,000 reward to information leading to the arrest and conviction of the party(ies) involved in the damage to the headstone. She stated that the informant would be assured of confidentiality and anonymity.

Dr. Robert Dyer

Dr. Dyer came forward and noted he was a Warrenton resident and member of the Brentmoor Task Force. He stressed the importance of maintaining the Brentmoor house as a museum. He noted that the Fauquier County Parks and Recreation Department had surveyed 1,200 people and #2 on their list of desired amenities for Warrenton was a place for their household to visit historic places. He stated that the proposed cultural center could be ready to go and up and running in two weeks. He supported the shared use agreement between the Town and the Brentmoor organization. He noted that two events had been scheduled for the Mosby House

– a Fauquier Garden Club event and a portion of the Heritage Day event. He said it would be shame after all the funds spent to renovate the house if it was not given a chance to succeed.

Mr. John Stuart Russell

Mr. Russell came forward and noted that he was a member of the Stuart Mosby Society, was a descendent of John S. Mosby and he had a background in teaching and social work. He stated he proposed a \$25,000 contribution to the group who would run the museum, followed by an additional contribution. He urged use of Brentmoor as a museum.

Mr. Dink Godfrey

Mr. Godfrey, 341 Chappell Street, came forward and noted his support for sale of the property. He noted that the Visitor Center is under visited due to its location and a trailer could be located in one of the parking lots where it would be more visible. He stated that the purchase of the property and rezoning was wrong from the beginning and was spot zoning. He noted that he had also talked with Ms. Patricia Fitch, who noted to him that the property should be sold.

Dr. Chris Ward

Dr. Ward, resident of 100 Culpeper Street, physician at Piedmont Family Physicians and Fauquier Trails Coalition member, came forward and presented a check for \$10,000 to Mayor Duggan and Councilman Polster, from the Fauquier Trails Coalition, to go toward the design and completion of the Timberfence Trail.

Ms. Paula Johnson

Ms. Johnson came forward and noted that she had served on the past Mosby Museum Board and was saddened to see the Foundation close. She noted that there is not currently a community center and felt that the Mosby House could fill that void. She felt the Town would be more visible if the Mosby House was open.

Mr. David Dobson

Mr. Dobson came forward and noted that he had purchased the Culpeper Museum and they moved out of town and were not successful. He suggested that the Town insulate itself from spending funds. He pointed out that Colonel Mosby was a U.S. Consulate and saw what he had done in the Civil War and felt he was wrong. He stated that the Town should make it clear that it will pay nothing in the future for running a museum.

Mr. Ken Alm

Mr. Alm noted that he lived in the Historic District and that the Council has the responsibility of being the stewards of the Town. He stated that the Council should look at why the Mosby House was purchased and was it purchased as something that would add to the

bottomline. He assumed that the Town purchased it because it was a historical asset to the Town and the Town has a responsibility to try to keep the asset alive. He stated that if it goes into private hands it will no longer have the opening that is there.

HEAR FROM CENTER DISTRICT SUPERVISOR

Supervisor Chris Granger came forward and noted that the County passed a wellhead protection ordinance and a water recharge study which would start in Marshall and would mirror what Augusta County, Virginia, did. He stated that the Greene Development Zone legislation was enacted which would enable service districts within the County.

He also stated that J&DR Court would not be moving in with the Circuit Court, since the square footage space did not work out. He informed that with the Eastern bypass project going on the designs that VDOT had prepared put their trail connection on the north side of the road, but the County and the Town own right of way all the way from the HOA trails that are going to be installed at Arrington all the way up to the south side of the road to the intersection. The County met with VDOT and they changed the piece of the trail they are going to install to the south side of the road so that when that piece does go in that is the lynch pin in getting that loop from the Greenway to Lord Fairfax Community College.

He noted that the Central Sports Complex bids would be let soon and the priority will be on baseball fields. Mr. Carter asked the timing and Supervisor Granger responded that if astro turf it would be a few months and if Bermuda grass it may be a year. He stated that two bids are being let for each of those turfs.

PUBLIC HEARING

Special Use Permit #2017-01, Popeye's Drive Through Restaurant

Mr. Godfrey asked Ms. Brandie Schaeffer, Director of Planning and Community Development, to come forward and give highlights of the applicant's request. A copy is part of the permanent file.

Mr. Carter asked about the lighting plan and how they are faced. She explained that as the lighting gets closer to the residential area there would be a reduction in the lumens. She showed Mr. Carter a drawing of the proposed lighting. She stated that a condition is being added that a fence will cover the full area of the building so that there is no gap for the neighbors or places for someone to fall down the retaining wall. She highlighted the landscaping plan noting that the Planning Commission upgraded the shrubs and tree types to something more favorable, a higher grade and things that grow faster and provide more shielding. It was added as a condition. She stated that the Planning Commission had approved the request and the dissenting voters were concerned about overall crime and activity as well as the long term plan for Broadview Avenue. They felt it may make more sense to hold off on any additional applications until there was a

better idea of what is happening on Broadview Avenue. Mr. Kipp requested the applicant have a right out only. There will be a sign and the pavement painted to indicate that a customer can only make a right out to improve safety. Mr. Carter asked who provided the landscaping advice and Ms. Schaeffer noted that Ms. Helander does so, but an arborist could be consulted if necessary. The Planning Commission asked that the monument sign be reduced from eight feet to six feet and the applicant was agreeable. Ms. Schaeffer noted that the applicant would address the design.

The applicant's representative, Mr. David Hall, DRH Engineers, came forward and thanked the planning staff for their assistance. He introduced Mr. John Frelander, franchisee of Popeye's. Mr. Frelander stated that the design was required by the Popeye's brand. The trade name is Popeye's Louisiana Kitchen and the design is indicative of Louisiana heritage itself. He stated that Popeye's approved the image based on their branded image, which is their prototype. He stated that in April 2017 Popeye's was sold to R.B.I. (Restaurant Brands International) who has stricter standards than the franchisor. He stated that they would not deviate from the design presented.

Ms. Reynolds asked if there were other designs throughout the U.S. which have different designs and Mr. Frelander noted that there were. Ms. Reynolds asked that Mr. Frelander address that. He stated that if it is an existing building but he was building from the ground up. The previous franchisor required the drawing. The new franchisor only requires the effice and the stone shown. Mr. Polster asked if it could be built of red brick from the ground up and Mr. Frelander noted that it has not happened under R.B.I.'s standards. Mr. Carter asked if Mr. Frelander was prepared to build the design as shown on the boards he has with him and Mr. Frelander responded he was. Mr. Kravetz asked if the sketch showed the actual colors and Mr. Frelander noted it does. Mr. Burnett asked about the signage and Mr. Frelander noted that it would be as it is shown on the screen. Mr. Polster asked if it would be more muted and Mr. Hall commented that the color would be very much as shown. Ms. Reynolds asked if there would be a drive through and Mr. Hall commented that if you are facing the front of the building the drive through would be on the left side. Mr. Polster asked if Mr. Frelander would be opposed to conditioning the boards to the S.U.P. and he responded that he would be agreeable to that. Ms. Schaeffer noted that the date presented on the drawing could be used to show as conditioned at the public hearing. Mr. Frelander noted that he was in general conformance with the colors shown and Ms. Schaeffer noted that as long as she felt it was in conformance with that he would not have any problems.

Mr. Wood asked if there would be signage on Broadview Avenue and Mr. Frelander commented that it would be a monument sign. Mr. Hall stated that the sign sketch was provided by the architect and is their standard colors. Mr. Robinson asked if the applicant was agreeable with conditioning the sign and the colors shown on the sketch and they be in strict conformance with what is presented here. Ms. Schaeffer explained that strict conformance means it has got to look like the sketch. Mr. Hall stated that the intent is to match the colors. Mr. Robinson asked if

the applicant was all right with the strict conformance and the sign would be in the colors on the sheet as shown by Ms. Schaeffer. Mr. Frelander was agreeable.

Mr. Hall noted that there was a question during the Planning Commission meeting concerning crime and indicated that the area would be covered with cameras. Ms. Schaeffer noted that the area had been reviewed by the Police Department and Major Gary Dillon came forward, noting that in looking at the historical data there had not been any problems. He stated the restaurant would be given the same level of patrol as other businesses.

The Mayor opened the public hearing at 8:00 p.m. and called for those to speak for the proposal. There being no one wishing to speak for, the Mayor called for those citizens to speak against.

Mr. Ken Alm

Mr. Alm came forward and thanked the applicant for working with staff and making suggested changes. He noted that when he looks at new businesses he looks at does it looks like it belongs in the Town of Warrenton. He felt it did not go with what would be wanted in Warrenton.

The Mayor called for others to speak. There being no other citizens wishing to speak, the Mayor closed the public hearing at 8:02 p.m.

Mr. Kravetz moved that SUP 2017-01 be approved with the conditions as noted by staff and Mr. Carter seconded the motion. Mr. Robinson asked Mr. Kravetz was referring to staff's conditions as well as Councilman Polster's comments that the sign and the building colors be in conformance. Mr. Kravetz noted that was correct.

Mr. Polster commented that he did not want to create an undue burden on the applicant and it would drive economic development out of town. He stated that he understood Mr. Alm's concerns.

Ms. Reynolds noted she was not thrilled with the building design but it was not the ugliest thing she had seen. She stated that the applicant had made quite a few concessions. She stated moving it closer to the street and putting the parking in back meant a lot to her.

On a vote of 7-0 the motion passed (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter).

CONSENT AGENDA

a. Approval of Council Minutes

(1) May 9 Council Minutes

b. Staff reports and Board and Commission Minutes

- (1) Staff Report – PW-Utilities
- (2) Staff Report – Visitor Center
- (3) Staff Report – Police
- (4) Staff Report – Parks & Recreation

- c. 2017 Annual Fourth of July Children and Pets Parade
- d. 2017 Bluemont Concert Series
- e. 2017 Bodies in Motion 5k/10k & Fun Run
- f. Inaugural 2017 Warrenton Baptist Church 5K Run
- g. April 2017 Financial Statements

On a motion by Mr. Kravetz, seconded by Mr. Wood, the Consent Agenda was approved on a 7-0 Council vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter; against: none).

Mr. Polster noted that he had talked with Bluemont about having some events at Eva Walker Park but he had received an email from Ms. Lily Dunning that she had concerns that the Park was too far from the center of Town. He stated he would work with her in 2018 about the use of the Park. Mr. Polster noted he would be working with Ms. Margaret Rice to create some synergy in the Eva Walker Park next year.

NEW BUSINESS

Adoption of Ordinances to Establish FY 18 Tax Rates and Water and Sewer Rates; Adoption of Resolution on Personal Property Tax Relief Percentage; Adoption of a Resolution to Adopt and Appropriate the FY 18 Budget; Approval of the 2018-2023 Capital Improvements Program

The Manager highlighted the budget. He stated that the total minus transfers from all funds is \$24,428,526. The General Fund has an increase in the motor vehicle license fee of from \$15 to \$25, motorcycles from \$10 to \$20, WARF user fees would increase by 5%, and there were no other tax rate increases.

He stated that the Water and Sewer Fund was balanced with a rate increase of about 20% across all categories.

The Manager noted that there had been several worksessions where a number of revisions were made. He stated that the most recent change was made to the CIP to include additions for the Fire Department capital projects. He noted that the CIP also includes one third for the library funding.

Ordinance 2017-03, An ordinance to Establish Tax Rates for the Tax Year Beginning January 1, 2017

The Manager noted that the tax rates did not change.

On a motion by Mr. Wood, seconded by Mr. Hamby, Ordinance 2017-03 was approved on a 7-0 Council vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter, against: none).

Ordinance 2017-04, An Ordinance to Establish Business, Professional and Occupational License Tax Rates for the Tax Year Beginning July 1, 2017

On a motion by Mr. Kravetz, seconded by Mr. Hamby, Ordinance 2017-04 was approved on a 7-0 Council vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter, against: none).

Mr. Wood commented that he had hopes of reducing the BPOL tax but it was held at the current rate. He stated the businesses had carried the Town through the BPOL for many years and he hoped to look at it again next year. Both Ms. Reynolds and Mr. Carter agreed.

Ordinance 2017-05, An Ordinance to Establish Water and Sewer Rates and Service Fees Effective July 1, 2017

Mr. Godfrey stated that water and sewer fees increased by about 3%, as recommended in the 2016 rate study. He noted it was the third increase in a year and a half and is following the recommendations of the rate study. He stated that there is a recommended look at rate increases so the Town does not get in a position of having a 20-30% rate increase. He explained the impact on a residential user of 5,000 gallons per day would increase by a \$1.51 per month and a minimum user of less than 2,000 gallons per day the increase would be 16¢ per month.

On a vote by Mr. Carter, seconded by Mr. Hamby, Ordinance 2017-05 was approved on a 7-0 Council vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter, against: none).

Mr. Burnett asked if other fees to connect were the same and the Manager noted that the availability fees were not changed, only user fees.

Mr. Polster noted that the increase in water has a direct effect on residences but also businesses. He explained that he had received a complaint from a hotel manager about the exorbitant increase.

A Resolution of the Town Council of the Town of Warrenton Establishing the Percentage Relief Granted to Qualifying Personal Use Vehicles, Subject to the Town of Warrenton's Personal Property Tax for the 2017 Tax Year

Mr. Godfrey noted that the percentage does not change from prior years. Vehicles valued at \$20,000 or less is eligible for 100% tax relief. The following resolution was presented for consideration:

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF WARRENTON
ESTABLISHING THE PERCENTAGE RELIEF GRANTED TO QUALIFYING
PERSONAL USE VEHICLES, SUBJECT TO THE TOWN OF WARRENTON'S
PERSONAL PROPERTY TAX, FOR THE 2017 TAX YEAR**

WHEREAS, the Personal Property Tax Relief Act of 1998, Virginia Code §§58.1-3253 *et seq.* (“PPTRA”), has been substantially modified by the enactment of Chapter 1 of the Acts of Assembly, 2004 Special Session I (Senate Bill 5005), and the provisions of Item 503 of Chapter 951 of the 2005 Acts of Assembly (the 2005 revisions to the 2004-06 Appropriations Act, hereinafter cited as the “2005 Appropriations Act”); and

WHEREAS these legislative enactments require the Town of Warrenton to take affirmative steps to implement these changes, and to provide for the computation and allocation of relief provided pursuant to the Personal Property Tax Relief Act as revised; and

WHEREAS these legislative enactments provide for the appropriation to the Town of Warrenton, of a fixed sum to be used exclusively for the provision of tax relief to owners of qualifying personal use vehicles that are subject to the personal property tax on such vehicles.

NOW, THEREFORE, BE IT RESOLVED by the Town Council of the Town of Warrenton, Virginia that:

Qualifying vehicles obtaining situs within the Town of Warrenton during tax year 2017, shall receive personal property tax relief in the following manner:

- Personal use vehicles valued at \$20,000 or less will be eligible for 100% tax relief;
- Personal use vehicles valued at \$20,001 or more shall only receive 100% tax relief on the first \$20,000 of value; and
- All other vehicles which do not meet the definition of “qualifying” (business use vehicles, farm use vehicles, motor homes, etc.) will not be eligible for any form of tax relief under this program.

On a motion by Mr. Wood, seconded by Ms. Reynolds, the resolution was adopted on a 7-0 vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter, against: none).

A Resolution to Adopt and Appropriate \$24,428,526 for Fiscal Year 2018

Mr. Godfrey stated that the resolution adopted the FY 2018 budget for all funds in the amount of \$24,428,526 and appropriates those funds. The following resolution was presented for consideration:

A RESOLUTION TO ADOPT AND APPROPRIATE \$24,428,526 FOR

FISCAL YEAR 2018

WHEREAS, the Town Manager presented his Proposed 2017-2018 Budget to the Town Council on March 30, 2017; and

WHEREAS, five work sessions were held with Council during April and May 2017 to discuss the Proposed Budget and any changes thereto; and

WHEREAS, a Public Hearing was held on May 9, 2017 to receive public comment; now therefore

BE IT RESOLVED, that the Proposed Fiscal Year 2018 Budget for the Town of Warrenton, as modified in work sessions held during April and May 2017, is hereby adopted and the amounts summarized below are hereby appropriated for the Fiscal Year Beginning July 1, 2017:

REVENUES/SOURCES	AMOUNT	EXPENDITURES/USES	AMOUNT
<u>General Fund</u>		<u>General Fund</u>	
General Property Taxes	\$ 1,279,339	General Government	\$ 1,226,253
Other Local Taxes	6,882,677	Public Safety	3,692,447
Permits & Fees	191,100	Public Works	3,558,619
Fines & Forfeitures	210,000	Parks & Recreation	2,189,015
Use of Money/Property	58,500	Community Development	1,538,455
Charges for Services	1,344,872	Contributions	185,892
Miscellaneous Revenue	188,400	Debt Service	633,598
State Revenue	2,932,302	Transfers	1,804,785
Federal Revenue	4,500	General Fund Total	\$ 14,829,064
Transfers / Proffers	12,000		
Use of Fund Balance	1,725,374	<u>Other Funds</u>	
General Fund Total	\$ 14,829,064	Capital Projects	\$ 1,876,285
		Water & Sewer Operating	5,562,138
<u>Other Funds</u>		Water & Sewer Capital	4,790,000
Capital Projects	\$ 1,876,285	Motor Pool	473,307
Water & Sewer Operating	5,562,138	Information Technology	367,970
Water & Sewer Capital	4,790,000		
Motor Pool	473,307	Total All Funds	\$ 27,898,764
Information Technology	367,970		
		Less Transfers	(3,470,238)
Total All Funds	\$ 27,898,764	Total Appropriations	\$ 24,428,526
Less Transfers	(3,470,238)		
Total Estimated Revenues	\$ 24,428,526		

Mr. Kravetz moved approval of the resolution and Ms. Reynolds seconded it.

Mr. Wood read the following statement:

SOME THINGS (not a complete list) THAT I LIKE ABOUT FY 18 BUDGET:

1. *We are now adding to the towns staff in order to better serve the Citizens of Warrenton;*
2. *Adding \$50,000 to the annual donation to the Fire Department total donation is now \$150,000;*
3. *Replacing 2 Police Vehicles plus the equipment;*
4. *Public Works- equipment- Chipper*
 - a. *CIP- Generator; flusher truck and trailer; vehicle replacement(2} Total of \$140,000;*
5. *General Fund- Gold cups sidewalks; backhoe; refuse truck, pickup truck, WARF roof; roundabout Walmart Total \$1,876,285;*

The last 2 Budgets we are finally replacing our old outdated equipment;
6. *50% Budget Reserve(\$6.4 M} vs 15% prior year(FY17}(\$4.0M);*
7. *Water/Sewage: 200 Days Budget reserve(\$3.4M};*
8. *Borrowed \$SM at 2.2% for W/S improvements;*
9. *General Fund (GF} Revenue- Estimate \$305,000 more than FY17 budget and \$842,000 more than FY 16;*

GF W/S Revenue- Estimate \$160,000 more than FY17 budget and \$378,000 more than FY 16;
10. *Total of all Funds Revenue - Estimate \$3.6M more than FY 17 and \$3.8M more than FY 16;*
11. *No Reserves needed (as in past 2 years) to fund government operations;*
12. *Investment Report(\$20.SM) Treasure bill up from 0.37% to 0.64%; LGIP up from 0.44% to 0.89%*
13. *Donated to Library- \$333,000 FY 17, FY 18, FY 19;*
14. *Money we donate to 501C is good, needs to be increased in FY19.*

SOME ITEMS (Not a complete list) THAT I DISLIKE ABOUT FY18 BUDGET:

1. *\$365,000 for 8 new staff members. Think we could have done Contract Workers and Part Time for some of the positions,*
2. *Did not approve of the procedure for a 501C to give additional money. We have deadlines and they should be observed,*
3. *Giving money to a number of CIP projects,*
4. *No reduction to BPOL Tax,*
5. *GF increase in Expenditures from FY 17 of \$1.9M,*
6. *GF increase in Expenditures from FY 16 of \$2.6M,*
7. *More support for the Timber Fence Trail in CIP \$854,750,*
8. *Plans and money in the CIP for Baseball Fields,*
9. *More support and plans to reduce the debt at the WARF. (\$864,000+/- year)*
10. *I know that Ms. Miller gets bids on Health Insurance, I know this is a wonderful benefit for town employees (80/20). It is a very fast growing expense and all I am saying is that we need to watch this expense very closely in the future.*

Ms. Reynolds applauded the hard work of the Finance Committee. She felt that all Councilmembers worked hard and were very concerned with increasing employees and additional expenses but when you look at the lack of adding employees for so many years and lack of equipment such as police cars, that increase was needed. Mr. Carter noted that it has not been his preference to add staff and he would rather go the opposite direction. He thanked past Councilmembers for reducing the size of government when the economy went the opposite direction. He felt the Council should continue to think that way. He stated that the budget gives support where needed but if times change again the Council should consider if the positions are not needed that they be reconsidered. He thanked Mr. Wood for his work on the Finance Committee.

Mr. Polster stated that the Council is getting better and he would like to see that the Council take an irrespective look at work productivity and do a personnel audit to ensure the right people are in the right positions, that the positions are adequately staffed to handle the workload that we currently have and project for the future. He stated the staff should be ensured that they have the tools and technology they need to be successful not only in accomplishing the operations of the Town but effective customer service.

The resolution was adopted on a 7-0 vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter, against: none).

Approval of the 2018 – 2023 Capital Improvement Program

On a motion by Mr. Carter, seconded by Mr. Kravetz, the 2018 – 2023 Capital Improvement Program was approved on a 7-0 Council vote (for: Reynolds, Polster, Wood, Burnett, Hamby, Kravetz, Carter; against: none).

UNFINISHED BUSINESS

Brentmoor-Mosby House

The Mayor noted that it had been discussed at the last worksession and the two options of having a management agreement with Mr. Dyer's group or to sell the property. He stated that a date would be set to discuss those possibilities. There was discussion of a special worksession since the next regular worksession date will most likely include discussion of the Walker Drive application. Mr. Burnett suggested having a financial analysis to dig into the actual numbers to include what a sale would mean v.s. keeping and operating the museum by a nonprofit. Mr. Wood stated that he had no idea what amount had been spent on the Mosby House. Mr. Kravetz noted that it currently costs the Town \$6,000 per year to maintain the Mosby House. After discussion, it was decided that the Town Manager would present a financial analysis to the Finance Committee for review. A Finance Committee meeting was set for 7 p.m. on July 17 to discuss the Brentmoor-Mosby House. A worksession will possibly be held in August at 6 p.m. dedicated to this subject alone and Council asked that the \$6,000 currently spent be broken down to indicate what is included.

REPORTS AND COMMUNICATIONS

Report from Town Attorney

Mr. Robinson noted that he had received a draft of the library funding agreement from Mr. Kevin Burke. The Town Attorney stated he had made some changes and the changes were forwarded to the County Administrator and County Attorney to be sure they approved of the changes. One of the changes was instead of having the funding in a separate account it could be kept in their General Fund, but in a separate account. Mr. Carter asked that the Town, independently of the County, look at the zoning of the property.

Council asked Ms. Schaeffer to brief Council on possible zoning. Ms. Schaeffer came forward and noted that she had given the County three options. She stated that one is the by right option just on the Central Business District zoned area, a special use permit option which is in the Central Business District but crosses into the residential or a rezoning option to either Central Business District or PSP. She stated that if the County signed off on the Town handling the rezoning it could be handled in house. She felt that the Central Business District was better for the property since most of the parcels included are within the CBD. Ms. Reynolds asked if an arborist had looked at the trees and Ms. Schaeffer responded that there is one large tree on site which may cause a shift in the building location pushing it onto the R-6 parcel. Ms. Schaeffer

stated that the County has requested a preliminary meeting with the ARB where they will bring in concept options to get the initial reaction of the ARB.

Mr. Polster asked why the matter had to go to a June 26 special meeting where only four of the Councilmembers could attend. The Town Manager noted that the failed to get an ad published for the item to be on the current Council meeting agenda and there is a state law which indicates to amend a budget by more than 1% of the adopted amount a public hearing must be held. He stated that \$333,333 from the current year budget is more than 1%. He further stated that June 26 was the next available date where the ad could be published and the date was also prior to the end of the current fiscal year. Mr. Polster if it would not be more desirable to put a \$666,666 amount in next year's budget where the entire Council could attend. He stated that the perception is that with four Councilmembers present Council could do anything they wanted. The Manager responded that Council decided that when they decided to break it up over three years. He stated that he accepted the responsibility for all Councilmembers not being able to attend on June 26. He indicated that the original plan was to spread it over FY 17, 18 and 19. He stated that there was an option for telephone call in. Mr. Polster noted that the discussion should have been held at a worksession. He stated that Council needed to work on a process. Mayor Duggan noted that it had been discussion a month or so ago and the FY 19 budget just approved included an additional \$333,333. Mr. Polster noted that all the stipulations had not been discussed. Ms. Reynolds thought all stipulations had been discussed, such as the library had to be located within the Town. The Town Attorney had added all items at the Council's request. The Town Attorney noted that the changes were based on what Council recommended. He stated that he wanted to make sure that the interest that accrues regardless of whether it gets turned back or not that the interest be applied at the end as an offset so everything equals out to \$1 million.

Mr. Wood commented that it may not be the best way to get the funding through but it was necessary.

Report from Finance Committee

The Finance Committee will meet on July 17 at 7 p.m. Mr. Wood thanked Mr. Burnett and Mr. Kravetz for their work on the Committee.

Report from Public Safety and Transportation Committee

Mr. Kravetz noted a Committee meeting was held on May 15 and the parking recommendations discussed. Recommendations were submitted to the Town Manager which he can do administratively which consisted of increasing the other fines listed on the parking citation. The first violation would be a warning, second would be \$10, third would be \$25 and each subsequent violation would be \$50. There was also a recommendation to change the one hour time limit to two hour everywhere but Main Street which would remain one hour. Also the parking space in front of Mr. Merle Fallon's office would be removed. Chief Battle gave a report on the latest police survey and his annual report.

Report from the Public Works/Utilities Committee

Ms. Reynolds noted that there had been not Committee meeting held but the next meeting will be at 5 p.m. prior to the July 6 worksession.

Report from Planning District Nine

There was nothing to report.

Report from the Committee on Health, Parks and Recreation

Mr. Polster highlighted the June events, such movie in the park events, bluegrass in the park, Warrenton Town Limits. He stated that are over \$30,000 in sponsors for Warrenton Town Limits. He updated on Timberfence Trail.

Report from Liaison Committee Representative

It was noted that the Committee had not met.

Report from the Town Manager

The Manager highlighted his project updates. (A part of the official file) Mr. Godfrey briefed on the cost to restore the damaged Cemetery headstones. He stated that the restoration costs range from \$15,000 to \$28,000. Friends of the Cemetery had raised funds toward the restoration. Mr. Wood asked if the repair costs could come from the Perpetual Care Fund and the Manager responded that the money is intended for improvements to the public area of the cemetery and only the interest could be used from the fund. There was discussion of use of the Silent Partner security system and installation of a fence around the cemetery.

Industrial Zone Uses

The Manager stated staff felt that staff should evaluate technology uses either by right or permitted by Special Use Permit in the Industrial Zone. He stated that there are a number of ways to undertake this. He stated that Council could by resolution direct staff to initiate it. He said the idea was to be able to expand the permitted uses in the Industrial Zone.

He indicated that he had asked the Town Attorney to draft a resolution. Mr. Carter asked if there was an applicant and the Manager stated that there is a prospect for a technology use but it is broader than that because there are other uses besides technology uses to be included in an Industrial Zoning. Mr. Kravetz asked if the Manager was saying it could be done if there must be a special use permit. Mr. Godfrey stated that there are two category uses permitted in the zoning district. There is a permitted uses by right and then there are permissible uses with an S.U.P. Mr. Polster felt it is an item which should be discussed at a worksession.

Mr. Kravetz moved that the Town Attorney and staff draft a potential amendment to industrial zoning uses for consideration for a potential amendment to the industrial uses. The Town Attorney stated that the resolution noted by the Manager would not pass the text amendment but would have staff create a potential text amendment to list uses whether by special use permit or permitted uses by right. He stated that the County's version could be viewed to make the Town's more compatible and easier for economic development. Mr. Kravetz was concerned with adding things which are by right with no way to condition them and the Town Attorney noted that would be discussed when the text amendment came forward from the Planning Commission. Mr. Carter asked if a resolution was required and the Town Attorney stated that it would have to be by Planning Commission application or Council resolution. Ms. Schaeffer stated that there are three methods: 1) the applicant can apply, 2) the Planning Commission can direct staff to take a look at it, or 3) it can be by resolution of Town Council.

Mr. Wood was concerned with rushing it and the concern to stay transparent. Mr. Godfrey noted that it was intended to rush things through but merely a formality to start the process. It could wait until July.

Mr. Kravetz withdrew his incomplete motion. Mr. Carter moved that the matter should be discussed at a worksession but Council should allow staff to provide options for additional uses on the zoning at the next worksession. Mr. Kravetz seconded the motion. Ms. Reynolds was against the way it is being done and the matter needs to go to a worksession. Mr. Carter noted that Council could not even look at it and it was just a formality. Ms. Schaeffer noted that if it is initiated then staff could give Council things to review at the next worksession.

On a vote of 3- 4 (for: Kravetz, Hamby, Carter; against: Reynolds, Polster, Wood, Burnett) the motion failed.

COUNCILMEMBERS' TIME

Mr. Polster noted that he had hoped that Walker Drive would have been on last week's worksession to talk more about the revised proffers for Walker Drive. He stated that he understood that the applicant had submitted draft proffers to staff which are under review. He indicated that staff has 30 days to review them and it would push the public hearing into August and if they got to VDOT it is another 45 days. Mr. Robinson stated that they had been asking for comments. He stated that they are sitting with him now and he has been through 80% of them. Those will go back to Ms. Schaeffer the next day. Ms. Schaeffer noted that there had not been a formal submission. The proffers had been submitted to the Town Attorney and Ms. Schaeffer. She stated that it is the applicant's understanding that they will be going to public hearing in July. The proffers the applicant is submitting has to be signed by all property owners and before they do that, they want to be sure that she and the Town Attorney see nothing that is "off." She stated that the proffers are required to be in hand legally eight days prior to advertisement for the public hearing. Ms. Schaeffer stated that she was under the impression there would be a public

hearing in July and that is why no June worksession was held. Mr. Polster noted that it was his understanding that Council would hear from VDOT prior to the public hearing and the public hearing was delayed because of the applicant. He felt that the Council would be remiss in not hearing from VDOT.

Ms. Reynolds recalled that there was no requirement to meet with VDOT.

Mayor Duggan noted that he was going to recuse himself from the discussion of the Walker Drive application. He urged continuation of Councilmembers' Time. There was additional discussion of the roundabout for Walker Drive.

Mr. Hamby asked if there could be a retreat in November or December on the next budget to prioritize direction.

Mr. Carter thanked staff for the FY 18 budget and staff for the Popeye's example of how an application can move forward.

Ms. Reynolds thanked staff for their work on the budget and also thanked the Planning staff for their hard work.

There were no other Councilmembers to speak under Councilmembers' Time.

Mayor Duggan asked if a Walker Drive discussion was desired. Council stated that they wished to continue the Walker Drive discussion. Mayor Duggan stated that he would leave the meeting and Ms. Reynolds could chair the meeting.

There was discussion of the necessity of having a meeting with VDOT. Ms. Reynolds felt that the application will go to public hearing in July and the proffer statements would come forth for all to see in plenty of time.

Mr. Carter suggested that the Walker Drive application be added to the July worksession. Mr. Robinson noted that Council would have the informal comments the next day (June 14). Ms. Schaeffer noted that she noted to the applicant that they would have the comments from staff and notified them that Council did not wish a worksession. Mr. Robinson asked if Council desired a worksession. Ms. Reynolds asked if there was a motion to have a worksession with VDOT before the July public hearing. Mr. Robinson stated it could be the July worksession or a special one. Mr. Carter felt a special worksession was not needed. Mr. Godfrey noted that the worksession is scheduled for July 6 and it was decided it would be an item for discussion on that agenda. Ms. Reynolds stated that VDOT reported to staff and staff has the numbers which will be in the proffer statement. Discussion ensued on the cost of a roundabout and Ms. Schaeffer noted that VDOT gave a range but could not give an actual figure. She stated that she was looking for direction from Council if they wished to proceed with proffers written more toward a roundabout or proceed with the proffers being written more toward a contribution for signalization. She stated that it was her understanding that the Council would like to lean more

toward the roundabout long term. She indicated that is where she directed the applicant and that is where the proffers have gone. She explained that a long worksession had been held with the applicant where they talked about revisions and they were redrafted and submitted on May 30 in draft form for initial feedback. Ms. Schaeffer stated that she was under the impression that there would be no worksession with VDOT and she directed that information to VDOT and the applicant. Mr. Burnett asked the intent of a meeting with VDOT and Ms. Reynolds noted that it would be to get the cost of a roundabout. Mr. Burnett stated the range was \$800,000 to \$1 million but Council still desired to know the cost difference between the two. Ms. Schaeffer noted that the applicant had submitted a roundabout feasibility analysis and rather than relying on what the applicant submitted, VDOT offered and paid out of their own funding a roundabout feasibility analysis which presented an alternative design within the existing proposed right of way. As part of that, they did a second analysis of current traffic using a different computer simulated system and looked at the different implications. She stated what was received was the colored chart on the ratings and improvement of that intersection and long term what could happen. A range of costs was then provided and VDOT was to be here to better answer those questions. She stated that she did her best to present it.

Ms. Schaeffer stated that she would do what Council directs her and was under the impression that the public hearing would be in July.

The Manager noted that he thought at the May worksession that the public hearing was going to happen in June, which would have been extremely tight. July was a realistic timeframe. Ms. Reynolds asked if there would be a July worksession held on the application and the Manager stated that if Council so directs and if anyone else is to participate give the staff direction. Ms. Reynolds asks if Council felt it necessary to put Walker Drive on the worksession agenda. Mr. Kravetz noted that it would have to be on the worksession agenda if it is on the July Council meeting agenda.

There being no further business, the meeting adjourned at 9:50 p.m.

Evelyn J. Weimer, Town Recorder



Town Council Meeting Item Number: a.(2)
July 11, 2017

ATTACHMENTS:

Description	Type	Upload Date
June 26 Special Meeting Minutes	Cover Memo	6/30/2017

MINUTES OF THE SPECIAL MEETING OF THE COUNCIL OF THE TOWN OF
WARRENTON HELD ON JUNE 26, 2017

The special meeting of the Council of the Town of Warrenton was held on June 26, 2017 in the Town Council Chambers and was called to order by Mayor Powell L. Duggan at 7 p.m.

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

Also present: Brannon Godfrey, Town Manager, Whitson W. Robinson, Town Attorney, and Evelyn J. Weimer, Town Recorder.

Amendment to FY 17 Budget and Appropriation of Capital Contribution to Warrenton Library

The Town Manager noted the FY 17 budget would have to be amended to appropriate the first one third of the contribution for the Warrenton Library and the second half of the contribution was approved with the adoption of the FY 18. He stated that the amendment is needed because the contribution is more than 1% of the overall adopted budget. The public hearing was set for the night and following the public hearing, the Manager noted that Council should amend the FY 17 General Fund Budget to increase General Fund Revenues from Unassigned Fund Balance by \$333,333 and increase the General Fund Expenditures – Capital Projects – Warrenton Library by \$333,333.

The Mayor opened the public hearing at 7:01 p.m. and called for citizens who wished to speak against. There being no citizens wishing to speak against, he called for citizens in favor to come forward.

Ms. Ann Martella

Ms. Martella, Center District to the Library Board, Winchester Street resident, came forward. She noted that she had served with Ms. Laurie Parker on the board. Ms. Parker was also present. Ms. Martella, on behalf of the Library Board, thanked Council for their generous donation.

There being no other citizens to speak, the Mayor closed the public hearing at 7:03 p.m.

Ms. Reynolds moved that Council amend the FY 17 General Fund Budget to increase General Fund Revenues from Unassigned Fund Balance by \$333,333 and increase the General Fund Expenditures – Capital Projects – Warrenton Library by \$333,333. Mr. Kravetz seconded the motion.

Mr. Robinson noted that after the vote, if positive, a motion should be made to allow the Town Manager to sign the agreement.

Mayor Duggan asked if there was discussion. Ms. Reynolds noted that at the last Council meeting Mr. Kravetz and Mr. Wood were interested in the use of the existing library. She pointed Council to section 8 of the agreement. She noted it was discussed at the Liaison Committee meeting and the County was in agreement.

Mr. Carter asked if the County drafted the agreement and the Town Attorney noted that it was originally drafted by Mr. Kevin Burke, County Attorney, and he had made his changes to it. He stated that there is additional language noting that when the County is given the occupancy permit, the 1979 lease is terminated and there would be six months for the County to vacate the property.

Mr. Robinson stated that when the contract is signed there will be eighteen months to negotiate what will happen with the existing library space. Mr. Carter asked if the Town would be legally agreeing to funding for future years and Mr. Robinson said that was the case. However, the current Council would not be binding the future Councils. The Town Attorney stated that the County would keep those funds in a separate account to keep track of the interest which would accrue. If the \$1 million would come back to the Town, the interest would also. He stated that if the Town would proceed with the last installment, the interest accumulated could be used toward the final \$333,333. Mr. Wood asked when the Town could negotiate the purposes for which the Town would like to use the old library. The Town Attorney responded that when they get the private funding done and they decide to begin to move dirt. At that point, the County would have six months to vacate the building.

Mr. Burnett wanted to confirm that the interest would come back to the Town and the Town Attorney noted it would and it could be used to offset the last payment.

On a vote of 5-0 (for: Reynolds, Wood, Burnett, Kravetz, Carter; against: none) the motion passed.

On a motion by Mr. Kravetz, seconded by Ms. Reynolds, Council approved on a 5-0 vote (for: Reynolds, Wood, Burnett, Kravetz, Carter; against: none) that the funding agreement is approved and the Town Manager is authorized to sign the agreement on behalf of the Town.

There being no further business, the meeting adjourned at 7:13 p.m.

Evelyn J. Weimer, Town Recorder



Town Council Meeting Item Number: b.(1)
July 11, 2017

ATTACHMENTS:

Description

Pw Util June 2017

Type

Cover Memo

Upload Date

7/6/2017

SUMMARY OF ACTIVITIES

Town of Warrenton

June 2017

PUBLIC UTILITIES DEPARTMENT

Water Leak Repairs on Main Lines and Locations:

- There were no water leaks on any main lines, made by Town staff to report this month.

Water Leak Repairs on Service Lines and Locations:

- Repaired a water service leak at 42 North Fifth Street. The leak was caused by electrolysis from a fault in an electric line.

New Water Service Connections and Locations:

- Installed 46' of 8' ductile water line on the Stone Crest tie-in project.

New Sanitary Sewer Connections and Locations:

- There were no new sanitary sewer connections made by Town staff this month.

Sanitary Sewer Problems or Related Work:

- Checked sanitary sewer problem areas on a weekly basis.
- Flushed a sewer lateral at 147 East Shirley Avenue. Problem was the result of grease buildup.
- Dye tested sewer lateral at 6426 Halifax Court, to determine location of the sewer connection.
- Replaced a broken sewer cleanout at 250 West Shirley Avenue.
- Unstopped a backed up sewer at 309 Broadview Avenue with the flusher.
- Repaired a sewer cleanout at 25 Winchester Street that had been broken off by the paving company.
- Flushed an 8" sewer line behind the Warrenton Community Center. This request came from the county.
- Repaired a sewer lateral at 309 Broadview Avenue. The old cast iron line had broken and the connection was poor.

Miss Utility Locates:

- Responded to approximately 249 Miss Utility Locate Tickets.

Fire Hydrant Maintenance:

- Serviced 47 fire hydrants this month.
- Replaced a damaged fire hydrant with a Mueller 6 1/2' hydrant at 46 Ivy Hills Drive. This is the site a contractor was caught by Town staff stealing water.
- Repaired a 2" post hydrant at the Warrenton Aquatic and Recreation Facility near the bath house. It had been struck by a lawn mower and had rusted and was leaking.

Other Related Work:

- Flushed water lines on a weekly basis on Turkey Run Drive, Windsor Ridge and Monroe Estates, and on a monthly basis on View Tree Drive, Sycamore Street and Winchester Street.
- Replaced a meter box with frame and lid at 147 East Shirley Avenue.
- Replaced a meter box with frame and lid at 223 Norfolk Drive.
- Installed a water sampling station at 7254 Windsor Court.
- Witnessed a flow test performed by Chesapeake Sprinkler at the Poets Walk project. Results: 93 residual, 100 static, 1410 flow.
- Checked a report of a meter box lid off at 39 Morton Ridge.
- Installed flags to identify the route for the new water line to be installed to Stone Crest.
- Went to Hagerstown Block in Marshall to pick up concrete blocks for stock.
- Received a complaint of dirty water from the homeowner at 237 Jefferson Street. Flushed the water line.
- Moved 954' of 8" ductile pipe from the Warrenton Aquatic Recreation Facility. It was being stored there, until needed for the water line project at Stone Crest.
- Checked a complaint of low water pressure at 7532 Mill Pond Court. Performed a pressure test at the meter, pressure was 138 PSI. Possibly bad pressure reducing valve.
- Prepped and reseeded grass at the drainage dam area at Ivy Hills. A drainage pipe had been repaired behind Woods Edge Court.
- Installed hydrant meters at the Warrenton Aquatic Recreation Facility for the irrigation contractor.
- Installed sewer cleanout boxes at 191 Waterloo Street, 54 Madison Street and 107 East Shirley Avenue.
- Replaced a 3/4 meter setter, meter box, frame and lid at 73 Alexandria Pike.
- Checked a report of a water leak at 250 West Shirley Avenue. The leak was found to be a 4" drain line.
- Repaired broken valve boxes on Winchester Street and Alexandria Pike for a paving project.
- Removed a fallen tree from 6474 Gloucester Court that had fallen from the Town's right of way onto the property.
- Replaced a 3/4 meter setter, meter box with frame and lid at 7206 Homestead Court.
- Flushed the water lines on Spotsylvania Street after receiving complaints about dirty water.

- Checked a report of a water leak on 29 Main Street. Leak was discovered to be on the adjacent owner's property.
- Weedeated around manholes and fire hydrants.
- Checked a report of a water leak on Garden Street. Problem was caused by a sump pump line at 107 East Shirley Avenue.
- Attended monthly safety meeting at the Public Works Shop.
- Cleaned equipment and tools as needed.
- Performed the annual inventory.
- Assisted in the Motor Pool by installing the bucket teeth on the backhoe #7055.
- Assisted at the Water Plant with replacement of 4" valve at plant.
- Assisted Public Works with asphalt repairs in Conway Grove.
- Assisted Public Works with removing a fallen tree. It had fallen from the Reservoir property onto 7182 Homestead Court.

TOTAL WATER PUMPED DURING MONTH OF _____ June _____ 2017

Well No. 5 _____ 248,900 _____ Gallons

Well No. 6 _____ 181,596 _____ Gallons

Filter Plant _____ 36,311,000 _____ Gallons

TOTAL PUMPED (All Sources) _____ 36,741,496 _____ Gallons

Average Gallons per Day _____ 1,224,717 _____

Total Pumped During the same month last year _____ 38,578,167 _____ Gallons

Average Gallons per Day _____ 1,285,939 _____

TOTAL FLOW THROUGH SEWAGE PLANT _____ 52,110,000 _____ Gallons

Average Gallons per Day _____ 1,737,000 _____

Total Flow During the same month last year _____ 52,050,000 _____ Gallons

Average Gallons per Day _____ 1,735,000 _____

Total Rainfall 2.9 inches

Warrenton Reservoir Overflow Elevation 445.3 ft.

Warrenton Reservoir Current Elevation 445.2 ft.

Violations of the Wastewater Treatment Plant's Discharge Permit

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
JANUARY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FEBRUARY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MARCH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APRIL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAY	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JUNE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
JULY	0	0	0	0	0	0	0	0	0	0	0	0	0	2***	0	
AUGUST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SEPTEMBER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
OCTOBER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NOVEMBER	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DECEMBER	1	0	0	0	1*	1**	0	0	0	0	0	0	0	1****	0	
TOTAL	2	0	0	1	1	1	0	0	0	0	0	0	0	3	0	

DEQ has initiated a new system whereby 4 points must be accrued in a 6 month window before a Notice of Violation will be given by the Department of Environmental Quality.

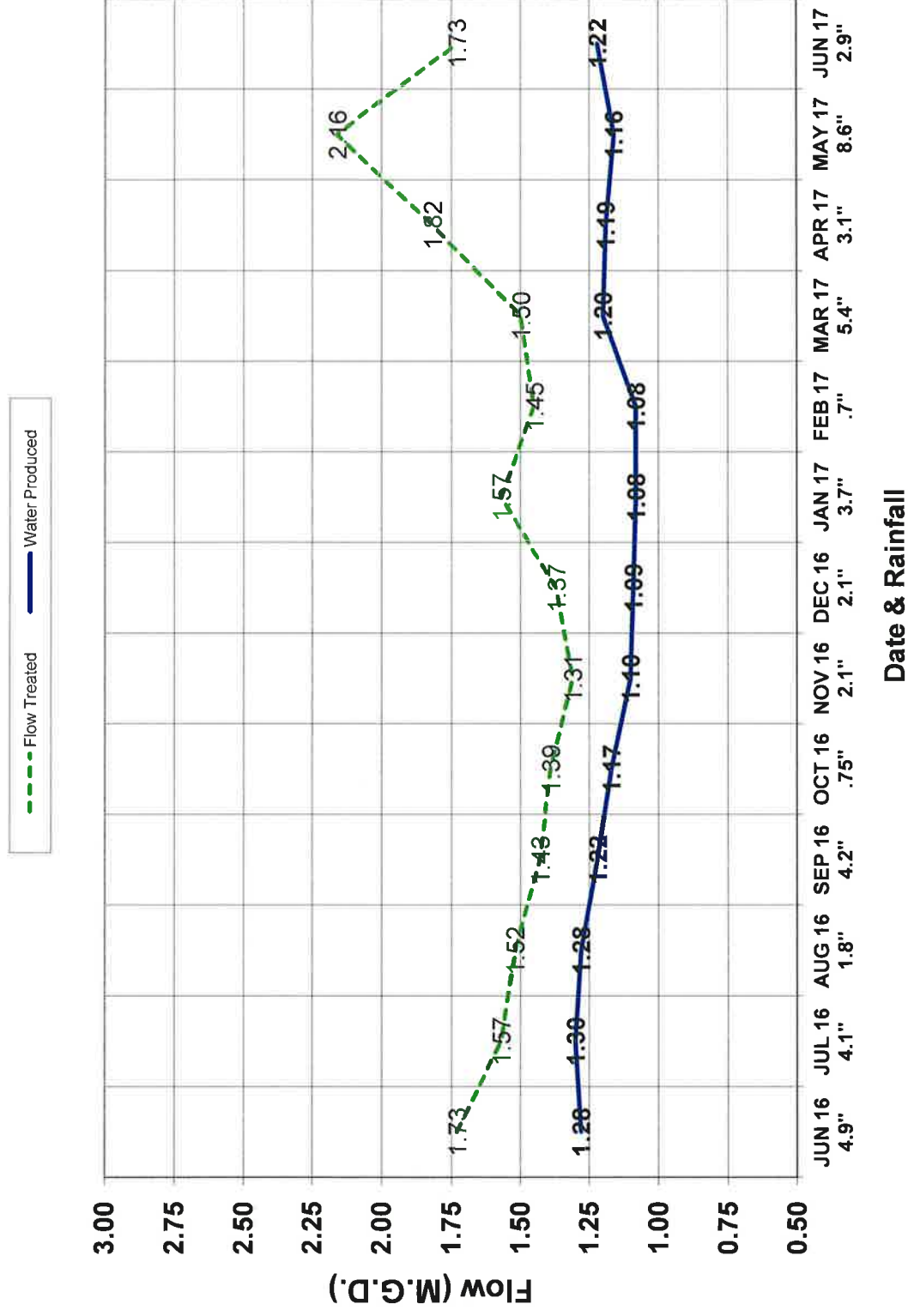
*The Town received one point due to a warning notice from the December-06 lab inspection. Corrective action has been taken.

**The Town received 1 point for 2 chlorine violations (each violation accrued 1/2 a point) that occurred in December-07 which were caused by construction of the Ultra-Violet Disinfection upgrade.

***The Town received two points due to a warning notice from the July-2015 E.Coli CONCAVG violation. Corrective action has been taken.

****The Town received one point due to a warning letter dated December 21, 2015 for failure to submit an Industrial User Survey form. The Town is contesting this point with a rebuttal letter dated December 23, 2015.

Water Produced vs. Flow Treated



I & I DATA

<u>DATE & RAINFALL</u>	<u>FLOW TREATED</u>	<u>WATER PRODUCED</u>
JUN 16 4.9"	1.73	1.28
JUL 16 4.1"	1.57	1.30
AUG 16 1.8"	1.52	1.28
SEP 16 4.2"	1.43	1.22
OCT 16 .75"	1.39	1.17
NOV 16 2.1"	1.31	1.10
DEC 16 2.1"	1.37	1.09
JAN 17 3.7"	1.57	1.08
FEB 17 .7"	1.45	1.08
MAR 17 5.4"	1.50	1.20
APR 17 3.1"	1.82	1.19
MAY 17 8.6"	2.16	1.16
JUN 17 2.9"	1.73	1.22

WATER METER DEPARTMENT

Number of cross-connection inspections	1
Number of water connections issued	1
Number of water connections installed*	3(Includes 1 by Town Staff)
Number of sewer connections issued	0
Number of sewer connections installed*	2(Includes 0 by Town Staff)
Number of water and sewer accounts.....	4852
Number of water meters replaced	1
Number of cut-ons and cut-offs	29
Number of check for leaks.....	61

*Primarily new subdivisions, installed by contractors

PUBLIC WORKS DEPARTMENT

Street Department:

- Continued assisting in the garage with repairs and servicing trucks.
- Continued picking up roadside trash, sticks and debris throughout town.
- Continued emptying trash cans along Main Street and in Old Town.
- Continued sweeping roads throughout the town.
- Continued picking up whole brush and chipping brush.
- Continued mowing, bush-hogging and weedeating throughout the town.
- Assisted with mowing at the cemetery.
- Continued spraying sidewalks and curb-lines for weeds.
- Continued trimming trees throughout town that were hanging low or causing visibility problems. Removed a tree on Broadview Avenue by the Sunoco Gas Station. Cut up and removed a tree that fell at the Visitor Center. Removed two small trees off Walker Drive. Trimmed hedges on Falmouth Street and assisted with cutting up a tree that fell by the reservoir.
- Continued working on the N. 4th Street sidewalk/wall repairs. Laid 40 cinderblocks, installed rebar in block and poured cement. Placed asphalt along edge of new sidewalk.
- Put up temporary No Parking signs and worked First Friday on June 2nd.
- Put message board out on Alexandria Pike warning traffic of an Event Ahead at Eva Walker Park. Blocked off some parking spaces on Alexandria Pike for the event. Moved message board and changed message for Warrenton Town Limits event.
- Made asphalt repairs on shoulder of Falmouth Street in front of E.E. Wines.
- Repaired the bollard that was struck by a truck at the corner of Culpeper Street and Lee Street.
- Replaced a mailbox that was hit by one of our refuse trucks on Menlough Drive.
- Saw cut an area on Boundary Lane where new curb is going to be installed. Went back and put asphalt down in front and filled with dirt and seeded.
- Repaired a small section of brick curb/walk on Culpeper Street.
- Made asphalt repairs in Conway Grove, cutting asphalt and removing, digging down about 10" to 12" of bad soil and putting back #21 stone to bring up to grade. Compacted and put down base asphalt. Spent several days working on this.
- Delivered a shipment of copy paper to all departments.
- Put up temporary No Parking signs for upcoming paving work being done by a contractor and once it was completed changed dates and times on signs for pavement markings being done by the contractor.
- Measured area on 4th Street for a chain link fence to be installed.
- Worked at the WARF making asphalt repairs to walking trails.
- Cleaned off tar from the brick crosswalk at Alexandria Pike and Main Street.
- Had 5 men work the Town Limits Event all day.
- Opened and closed 4 graves for burials.

Building Maintenance & Traffic Control:

- Ran errands and made repairs for all departments.

Town Hall –

- Made daily walk thru checking the facility.
- Picked up recycling.
- Worked on trophy/award for the Town Manager.
- Replaced light in vault.
- Hauled file boxes to the WWTP.

Planning & Zoning –

- Made keys for 19 Culpeper Street.
- Hauled furniture that was delivered to the shop to 19 Culpeper Street.
- Worked on Ladies Room toilet; will need to be replaced.
- Hauled Water Quality Reports to the Post Office.
- Moved white board.

Shop –

- Cleaned all filters in window AC units.
- Cleaned condenser and drain line on ice machine.
- Sized fans for welding bay area.
- Assisted Aaron's Towing with setting a large fan on the roof at the shop. Met with the roofer about setting the fan.
- Replaced handle on tamper.

Police Dept. –

- Repaired tile in Men's Locker Room.
- Picked up recycling.
- Worked on AC unit and called contractor.

Visitor Center –

- Reprogrammed light switch.
- Replaced boards on two outside tables.
- Replaced soap dispenser in both Men's and Women's Room.

Cemetery –

- Replaced soap dispenser in bathroom.

Meter Dept. –

- Replaced fan motor in bathroom.
- Worked on AC unit, called contractor.

WARF –

- Worked on changing light bulbs in parking lot to LED.

Miscellaneous –

- Looked into running the light circuits for the clock off of Main Street.
- Met with the boiler inspector to check over boilers at the shop and Town Hall.
- Replaced hot water heater in rental house (Allen's).
- Cleaned the fountain at the Library and added chemicals.

Traffic Control –

- Checked signals daily, making repairs or replacing bulbs as needed. Checked control boxes and reset clocks.

Checked signs throughout town, repairing, replacing or installing new as needed –

- Replaced the post for a Divided Hwy. sign that was hit on Shirley Avenue.
- Repaired a No Parking sign that was hit on Carriage House Lane.
- Checked delineator on Frazier Road.
- Reinstalled No Parking sign on High Street.
- Installed No Parking sign on Hunter Drive.
- Straightened the Farmers Market sign on Lee Street.
- Re-installed Stop sign at Timberfence and Semington.
- Met with Scott Hensley and the Assistant Director to go over the signal plans.
- Ordered posts and sleeves for new parking lot signs. Went to Manassas and picked up angle iron for the signs.
- Cut guide wire that was hanging loose by the sidewalk on Culpeper Street Extended.
- Picked up sale/event signs from right of ways.
- Painted hash marks in parking spot on Main Street at 5th Street to keep cars from parking there and blocking visibility.
- Put traffic counter down on Winchester Street and took up one week later and moved it to Waterloo Road.
- Put Temporary No Parking signs on cones and placed in the Farmers Market lot every Friday.
- Worked on sign inventory in sign room.
- Marked several areas for signs to be installed and Miss Utility Locate tickets to be called in.

ENGINEERING & PROJECT STATUS:

Plan Review / Site Development / Misc. Engineering:

- St. James Episcopal Church & School Expansion – SDP 2017-03 – 6/6/17
- Warrenton Manor Elderly Facility – SDP 2014-01 – 6/19/17
- Walker Drive Proffer Statement Review

Project Review Update:

1. VDOT Broadview Avenue Improvements: The project was approved by the CTB at its June 20, 2017 meeting. Approved were two projects: 1) Corridor Improvements – Waterloo to Winchester Street and; 2) Intersection Improvements at the Waterloo/Broadview Intersection. The projects were approved with \$7,962,000 in funding.
2. Inflow and Infiltration Reduction into the Sanitary Sewer System: No change since the last report. Awaiting the data collection evaluation to proceed to the next phase of

investigation of smoke testing, isolation flow monitoring and video inspection beginning in the next month with anticipation of identifying areas of rehab for the summer.

3. Warrenton Reservoir Dam Spillway: The Dam Break Analysis and Inundation Study has been completed and finally submitted to DCR for review and approval. No comment to date from DCR.
4. Well #3 Reactivation: Project is under construction with 90% of submittals approved, building permit with Fauquier County approved and relocation of Verizon cable that was in conflict with the site. Although construction contract ends in December, the contractor is aggressively pursuing the project and expected completion is currently in October.
5. WWTP Rotating Biological Contactors Replacement: Design continues to proceed on schedule with a 60% completion submitted for review on July 5th. Design review meeting is scheduled for July 26th with designer and town staff.
6. WTP Chemical Building: RKK, design firm, submitted a technical memo for review by VDH and staff to confirm the chemical feed system parameters and building design prior to initiating the full design effort. Project is proceeding as scheduled.
7. Old Waterloo Road Waterline Connection: Construction was initiated in June with pipe delivered on site and along the easement. A connection was made at the WARF stub along Waterloo Road and a section of pipe was laid. With the loss of Richard Wines, the section is going through a major adjustment and the project will proceed as time and resources allow. The objective is to complete the major portion of the work before the opening of school classes in mid August.
8. Falmouth and Shirley Intersection: Staff met with VDOT personnel on June 27th to discuss the geometry, drainage and alignment issues. Unfortunately, key VDOT staff members were not available and a follow-up meeting is scheduled for July 11th. As reported earlier, the survey field work is completed and preliminary discussions have been conducted with Dominion Power on power line relocations. Other utilities do not appear to be in conflict, but will be verified in the design process.
9. Blackwell Road Lee Highway Mast Arm Conversion: Contract was awarded on July 1 with the additional funding provided in the FY18 budget. Virginia Sign & Lighting Company was the low bidder from the IFB 17-003, advertised in February 2016 and agreed to honor its bid price of \$354,980. Work is anticipated to be completed in September.
10. Drainage Improvements, E. Shirley Avenue and Parking Lot E: Project was completed on June 27th with the paving and restriping of the parking lot.
11. Gold Cup Sidewalk: The project surveying and design are completed and staff will be evaluating whether to bid as a complete project or include the sidewalk work as a part of

the annual sidewalk, curb/gutter maintenance contract to be bid in July/August. Project was approved in the FY18 CIP for \$110,000.

GENERAL COMMENTS:

1. Rainfall amounts in June were dry, but somewhat normal as the heart of the summer season approaches with 2.9 inches for the month. Warrenton and Airlie Reservoirs are at capacity, which is a good sign going into July. With the dryer conditions, the WWTP flows are normal for the time of year at 1.74 mgd.
2. Completed the annual paving of streets with paving of Alexandria Pike, First Street, Diagonal Street, portion of Winchester Street and the Conway Grove subdivision streets. In addition, Parking lot E was resurfaced.
3. The CTB at its June 20th meeting approved three town paving projects under the Primary Road, State of Good Repair Program. Staff had submitted applications and were approved for the following primary roadways:
 - a. Broadview Avenue: \$511,000
 - b. Frost Ave, 211 WB: \$105,000
 - c. W. Lee Highway: \$175,000
4. The annual Drinking Water Quality Report for 2016 was distributed to the public via mail, posted in public buildings and electronic/social means during the month.
5. Robert Mosko, Mosko Cemetery Monument Services, on June 5th submitted a report on the vandalism to the cemetery headstones and recommendations for repair and reset. The report identified 88 stones needing attention with an estimated cost of \$15,005 to \$28,430. The Police Department is conducting an assessment of the cemetery site to enhance security to prevent future acts of vandalism.
6. A portion of the sanitary sewer in South 3rd Street, between Beckham and Franklin Streets failed requiring staff to make a temporary repair. A sewer line replacement project was prepared by staff and bid on June 22, 2017 with five bids received ranging from \$109,000 to \$150,000. Staff will be requesting additional funding due to this being an unprogrammed repair.

June-17

DATE		REFUSE	BLUE BAG REFUSE	HOUSE DEBRIS		SPRING / FALL CLEAN UP			CLEAN UP		CHIPPED BRUSH		LEAVES		CARD BOARD		NEWS PAPER		OFFICE PAPER		SLUDGE		RECY. OIL		COLLECTED IN BLUE BAGS				BLUE BAG TOTALS				TONS			
DATE		REFUSE	BLUE BAG REFUSE	HOUSE DEBRIS		TIRES	FREON	METAL	METAL	BRUSH	CHIPPED BRUSH		LEAVES	BOARD	PAPER	PAPER	SLUDGE	RECY. OIL	GLASS	ALUMIN.	STEEL CANS	PLASTIC	BLUE BAG TOTALS		TONS LANDFILL	TONS RECYCLE	RECYCLE %	TONS LANDFILL	TONS RECYCLE	RECYCLE %						
Thurs. 1	12.55									0.54															12.55	0.54	13.09	4%			12.55	0.54	13.09	4%		
Fri. 2	17.64									2.50															17.64	2.50	20.14	12%			17.64	2.50	20.14	12%		
Mon. 5	25.96									1.89															25.96	1.89	27.85	7%			25.96	1.89	27.85	7%		
Tue. 6	22.30									4.67															22.30	4.67	26.97	17%			22.30	4.67	26.97	17%		
Wed. 7	0.12	0.28						0.14	5.46				4.67	1.43					2.98	0.20	0.32	0.24	4.03		0.40	15.45	15.85	97%			0.40	15.45	15.85	97%		
Thurs. 8	13.49																								13.49	0.00	13.49	0%			13.49	0.00	13.49	0%		
Fri. 9	15.42																								15.42	0.00	15.42	0%			15.42	0.00	15.42	0%		
Mon. 12	15.18								5.00																15.18	5.00	20.18	25%			15.18	5.00	20.18	25%		
Tues. 13	29.89																								29.89	0.00	29.89	0%			29.89	0.00	29.89	0%		
Wed. 14	0.03	0.25												3.75	1.36				2.68	0.18	0.29	0.22	3.62		0.28	8.48	8.76	97%			0.28	8.48	8.76	97%		
Thurs. 15	6.90																								6.90	0.00	6.90	0%			6.90	0.00	6.90	0%		
Fri. 16	13.79																								13.79	0.00	13.79	0%			13.79	0.00	13.79	0%		
Mon. 19	22.35																								22.35	0.00	22.35	0%			22.35	0.00	22.35	0%		
Tue. 20	21.26																								21.26	0.00	21.26	0%			21.26	0.00	21.26	0%		
Wed. 21	0.05	0.26						2.63						4.24	2.19				2.78	0.19	0.30	0.23	3.75		0.31	12.55	12.86	98%			0.31	12.55	12.86	98%		
Thurs. 22	11.56								5.00																11.56	5.00	16.56	30%			11.56	5.00	16.56	30%		
Fri. 23	11.56								2.50																11.56	2.50	14.06	18%			11.56	2.50	14.06	18%		
Mon. 26	23.74																								23.74	0.00	23.74	0%			23.74	0.00	23.74	0%		
Tue. 27	22.43																								22.43	0.00	22.43	0%			22.43	0.00	22.43	0%		
Wed. 28	1.50	0.26							2.50					3.77	1.20				2.75	0.19	0.30	0.22	3.72		1.76	10.93	12.69	86%			1.76	10.93	12.69	86%		
Thurs. 29	15.02																								15.02	0.00	15.02	0%			15.02	0.00	15.02	0%		
Fri. 30	13.45																								13.45	0.00	13.45	0%			13.45	0.00	13.45	0%		
TOTAL		302.74	1.06	0.00	0.00	0.00	0.00	2.77	30.06	0.00	16.43	6.18	0.00	0.00	0.00	0.00	0.00	0.00	11.19	0.76	1.21	0.91	15.12		303.80	69.50	373.30	19%			303.80	69.50	373.30	19%		



Town Council Meeting Item Number: b.(2)
July 11, 2017

ATTACHMENTS:

Description

Staff Report - v.c. June 2017

Type

Cover Memo

Upload Date

7/6/2017

Evelyn Weimer

From: visitorcenter
Sent: Wednesday, July 05, 2017 4:23 PM
To: Evelyn Weimer
Subject: Council Report.

Warrenton Town Council,

June has ended, the 4th of July has passed, guess that means the days will start getting shorter and summer has passed the halfway mark! Stores are replacing the "red, white and blue" with "pencils and paper"--what could that mean!!

The Visitor Center was busy in June--welcoming 448 guests, about 2% less than in 2016.

The meeting rooms were used 16 times, 12 of the users paid for the space.

Stay cool!!

Becky Crouch

Warrenton-Fauquier County Visitor Center

33 N. Calhoun St, Warrenton, VA 20186

540-341-0988, 800-820-1021

email: visitorcenter@warrentonva.gov



Town Council Meeting Item Number: b.(3)
July 11, 2017

ATTACHMENTS:

Description	Type	Upload Date
Staff Report - Police - June 2017	Cover Memo	7/6/2017



TOWN OF WARRENTON

POLICE DEPARTMENT

333 Carriage House Lane • Warrenton, Virginia 20186
Telephone (540) 347-1107 • Fax (540) 341-4190



MONTHLY REPORT -JUNE 2017

TOTAL CALLS FOR SERVICE TO INCLUDE:

SELF INITIATED
DISPATCHED

ACCIDENTS:

REPORTABLE
NON-REPORTABLE (No injury, under \$1500 or
private property)

ARRESTS (CRIMINAL):

FELONY
MISDEMEANOR

TRAFFIC ENFORCEMENT (NON-CRIMINAL):

SUMMONS
PARKING
WRITTEN WARNINGS

DRUG ARRESTS:

FELONY
MISDEMEANOR

HEROIN OVERDOSES:

MONTH	CALENDAR	CALENDAR
JUNE '17	YTD '17	YTD '16
1833	12714	9669
747	6275	3260
1086	6439	6409
64	301	297
31	150	162
33	151	135
2	10	9
10	70	71
134	849	766
17	153	268
37	374	556
0	4	N/A
2	9	N/A
0	3	3

REPORTED CRIMES JUNE 2017

CLASSIFICATION

		JUNE '17	YTD '17	YTD '16
1a	Murder and Non-Negligent Manslaughter			
1b	Manslaughter by Negligence			
2	Forcible Rape		2	2
3	Robbery		1	
4	Assault	2	31	30
5	Burglary		3	3
6	Larceny	17	84	121
7	Motor Vehicle Theft	1	3	1
9	Arson			
10	Forgery and Counterfeiting		2	6
11	Fraud	3	35	32
12	Embezzlement		2	5
13	Stolen Property: Buy/Receive/Possess	1	4	10
14	Vandalism/Graffiti	16	41	34
15	Weapons		4	4
16	Prostitution/Vice			
17	Sex Offenses	5	12	3
18	Drug Violations	2	26	29
19	Gambling			
20	Offenses Against Family	7	61	60
21	Driving Under Influence	4	18	22
22	Liquor Laws		4	3
23	Drunk in Public	5	31	44
24	Disorderly	1	6	11
25	All Other Offenses			
26	Curfew/Loitering			
27	Runaway		3	3
28	Reckless Driving		1	1
29	Drive suspended/revoked		5	11
30	Contempt of Court		1	1
31	Unauthorized use		2	2
32	Hit & Run	9	40	31
33	Contributing to delinquency of minor		4	
34	False report to police		1	2
35	Abduction/Kidnapping	1	2	1
36	Shooting into Building			
37	Child Neglect		1	



Town Council Meeting Item Number: b.(4)
July 11, 2017

ATTACHMENTS:

Description	Type	Upload Date
WARF June Staff Report	Staff Report	7/10/2017



Town of Warrenton
Department of Parks and Recreation
Monthly Report - June 2017

REVENUE SUMMARY					QUICK FACTS
	FY 2017 Budget	June 2017	FY 2017 Year-to-Date	FY 2016 Year-to-Date	<div>TOTAL NUMBER OF ACTIVE MEMBERS: 1,674 NUMBER OF DAY ADMISSIONS THIS MONTH: 6,495 TOTAL ATTENDANCE THIS MONTH: 13,765 NUMBER OF AQUATICS CLASSES HELD THIS MONTH: 171 NUMBER OF GROUP FITNESS CLASSES HELD THIS MONTH: 256</div>
Beginning of period			\$1,191,789.67	\$1,104,522.96	
Memberships	\$443,000.00	\$25,123.25	\$422,900.90	\$396,837.79	
MVPasses		\$4,676.00	\$37,587.50	\$37,623.75	
Daily Admissions	\$269,000.00	\$29,436.00	\$201,780.00	\$168,362.50	
Gift Cards		\$106.00	\$5,107.25	\$3,947.00	
Child Care	\$2,800.00	\$324.00	\$2,583.00	\$2,940.00	
Programs (Aquatics & Fitness)	\$343,000.00	\$14,213.00	\$169,885.04	\$179,452.52	
Rentals	\$210,638.00	\$4,393.50	\$242,226.50	\$228,480.00	
Individual Instruction		\$12,944.00	\$83,824.00	\$90,592.30	
Merchandise	\$8,000.00	\$969.25	\$8,254.25	\$6,997.00	
Sponsorship/Grant/ Ad Sales	\$75,000.00	\$3,448.84	\$101,377.26	\$85,819.64	
Park Pavilion Rentals	\$6,000.00	\$13,765.00	\$20,532.50	\$9,190.00	
Contract Programs		\$0.00	\$0.00	\$60.00	
Miscellaneous	\$4,150.00	\$766.61	\$5,897.02	\$7,055.63	
End of period	\$1,361,588.00	\$110,165.45	\$1,301,955.22	\$1,217,358.13	
		Preliminary #'s	Preliminary #'s		
WARF Operating Expenditures	\$ 1,656,167.00	\$ 145,833.71	\$ 1,557,200.33	\$ 1,605,248.53	
MONTHLY HIGHLIGHTS					
Our Summer Movies in the Park have been enjoyed by many. Thanks to our June sponsors, Puroclean and Allegro Community School for the Arts, movie goers have enjoyed both Minions and Sing after playing at Eva Walker Park before showtime. Two more movies are scheduled for July.					
The 3rd annual Warrenton Town Limits was another successful "everything Warrenton" event. This year we had more vendors and local businesses participate. The Parks and Recreation Department is very thankful for the overwhelming support of our sponsors, volunteers, and Town staff.					
Summer classes and lessons are well underway at the WARF. Junior Lifeguard and Lifeguard training have been very popular this season. Group swims and summer camps keep the WARF very busy with many enjoying the "big" slide!					
Wednesday Farmer's Market has been a huge success, especially with the Make it Happen Grant - Fresh Bucks for Kids. Groups of children shop with their "bucks" and buy fresh fruits, vegetables, and flowers. WARF staff is very pleased with the turnout for the Wednesday Market.					
Events coming up include Blue Grass Jam at Eva Walker Park on July 9 from 2:00-5:00 p.m.; Movies in the Park on July 21 (dusk) "Finding Dory" and our final movie of the summer, held at the WARF, July 28th (7:30 p.m.) "Soul Surfer".					



**Town Council Meeting Item Number: c.
July 11, 2017**

**Agenda Memorandum
Submitted by: Chief Louis Battle**

- Issue:** **2017 Annual Halloween HappyFest Parade**
- Background:** This will be the 2017 Annual Halloween HappyFest Parade in Old Town Warrenton. This event attracts approximately 250 spectators.
- Discussion:** In order to prepare a safe event and to minimize the impact on businesses, the Town will close the following streets for the Halloween HappyFest Parade but they will remain open to pedestrians: Main Street from Fifth Street westward to the intersection of Ashby Street and Waterloo Street, Culpeper Street between Lee and Main Streets, Ashby Street at Hotel Street, Falmouth Street at Lee Street, Winchester Street at Alexandria Pike, First Street at Main Street, North Third at Main Street, South Third at Main Street, North Fourth at Main Street.
- A modified Phase I closure will extend from the Fifth Street & Main Street intersection to Sixth Street to accommodate the staging area for the parade participants.
- Once the parade begins and the participants go beyond Fifth Street, the closure will be adjusted to Main Street at Fifth Street, allowing North and South Fifth Street to be open to traffic.
- The adjusted road closure will remain in place until after the event's conclusion at approximately 3:30 P.M.
- Roads will be opened to traffic at the discretion of police personnel.
- Financial Impact:** Police personnel consists of four (4) police personnel for four (4) hours each, and two (2) Public Works personnel for four (4) hours each.
- There is no direct financial impact to the Town. The cost of contributed manpower from the Police Department is estimated at \$664.96 and the Public Works Department is \$235.60. Event expenses are covered with sponsorships and private contributions, with the exception of Town resources.
- Recommended Action:** Approval of the requested schedule of activities and street closures.

ATTACHMENTS:

Description	Type	Upload Date
2017 Halloween HappyFest Parade Event Application	Cover Memo	6/5/2017
2017 Halloween HappyFest Parade Operational Memorandum	Cover Memo	6/5/2017



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

APPLICATION FOR PARADE/SPECIAL EVENT PERMIT

Activity HALLOWEEN HAPPYES PRIZE Date of Application 5-24-17
Sponsored By TOWN COUNCIL Location of Event MAIN ST.
For Profit _____ Non-Profit ☒ Tax Exempt No. _____

Organizers/Contact:

Name BOBKRAVETZ Home # 540-349-2012 Work # _____
Address _____ City _____ State/Zip _____

Name _____ Home # _____ Work # _____
Address _____ City _____ State/Zip _____

Description of Event:

Description of Event:

ANNUAL HALLOWEEN HAPPYFEST PARADE FROM
5TH & MAIN TO FAUBOURG BANK PLAZA

Date of Event	<u>10-29-17</u>	Rain Date	<u>N/A</u>
Event Hours	<u>2:00-3:00</u>		
Set Up Time	<u>* 1:30</u>	Clean Up Time	<u>3:00</u>

* CHILDREN IN COSTUME GATHER
AT 5TH & MAIN AT 1:45

*Anticipated attendance (per day) Participants 250 Spectators 250

*Will you need electricity? Yes ☒ No ☐ (If yes, number of outlets) _____

*Will food be served? Yes ☒ No ☐ _____

*Will fees for food or merchandise be charged? Yes ☒ No ☐ _____

*Will admission fees, entry fees or other fees be charged as part, or in association with the activity? Yes ☒ No ☐ _____

*Will portable restrooms be provided? Yes ☒ No ☐ (if yes, how many) _____

*Will there be parking control staff? Yes ☒ No ☐ (if yes, how many) _____

*Will you have security on site? Yes ☒ No ☐ (if yes, who) TOWN POLICE

*Will any items be left overnight? Yes ☒ No ☐ (if yes, what) _____

*Will signs or banners be displayed? Yes ☒ No ☐ (if yes, where) _____

*Will tents be erected? Yes ☒ No ☐ (if yes, what size) _____

*Will water hook-up be needed? Yes ☒ No ☐ (if yes, what for) _____

*Will there be a parade? Yes ☒ No ☐ (If yes, complete page 3) _____

*Will any town streets need to be closed? Yes ☒ No ☐ (If yes, identify) 5TH MAIN ST. INTERSECTING 10 ASH ST. AND ALL INTERSECTING STREETS

Name of Insurance Company providing Certificates of Insurance for the Event: N/A

I agree to indemnify and hold harmless the Town of Warrenton, its employees, and its agents from and against any and all liability for any injury which may be suffered in connection with this event. I also hold harmless the Town of Warrenton, its employees, and its agents from and against any liability for any equipment or supplies lost or damaged that are stored or otherwise as a result of this event.

Robt J. Jantzen
Signature

5/24/17
Date

TO BE COMPLETED FOR PARADE REQUEST

*Projected number of entries: 250 CHILDREN

*Anticipated number of participants: 250

*Will children be involved? ☒ Yes ☐ No (If yes, how many) _____

*Will animals be involved? Yes ☒ No ☐ (If yes, how many and what type) _____

*What special conditions will be required, if any, to accommodate animal participants? _____

*Will motor vehicles be involved? (If yes, how many and what type) NO - OTHER THAN POLICE VEHICLES

*What additional streets or parking lots will be needed, if any? NONE

*Please review enclosed map for parade route.

POLICE REVIEW: _____

PUBLIC WORKS REVIEW: _____

MANAGER'S REVIEW: _____

PLANNING/ZONING REVIEW: _____



TOWN OF WARRENTON GUIDE TO OLD TOWN PARKING

- ☐ ROAD CLOSED FOR PARADE
- ☐ ROAD CLOSED FOR EVENT
- ☐ PARADE LINE-UP
- ☐ PARADE STAGING AREA
- ☐ CARRIAGE ROUTE
- ☐ PUBLIC PARKING LOTS
- ☐ 1 = WARRENTON POST OFFICE
- ☐ 2 = OLD COURTHOUSE
- ☐ 3 = FAUQUIER CITY LIBRARY
- ☐ 4 = GREENWAY TRAIL
- ☐ 5 = WARRENTON PRESBYTERIAN CHURCH
- ☐ - Cones/Signage





TOWN OF WARRENTON

POLICE DEPARTMENT



To: Mr. J. Brannon Godfrey, Jr., Town Manager, through Chief Louis A. Battle
From: Sergeant T. M. Carter
Date: May 30, 2017
Re: SPECIAL EVENT – 2017 Halloween HappyFest Parade

The Warrenton Town Council will host the 2017 Annual Halloween HappyFest Parade In Old Town on Sunday, October 29, 2017.

Date: Tuesday, October 29, 2017

Event: 2:00 P.M. to 3:00 P.M.

Set Up: 1:30 P.M. to 2:00 P.M.

Clean Up: 3:00 P.M. to 3:30 P.M.

Parade Line-up: Beginning at 1:30 P.M. at Main & Fifth Street proceeding east on Main to Sixth Street.

Parade Route: Beginning at Main & Fifth Street proceeding west on Main Street and ending at Fauquier Bank Plaza near the intersection of Main Street and Alexandria Pike.

Public Works Department personnel will be responsible for the setup and removal of all necessary cones and street closed signs for the event. "NO PARKING AFTER 1:00 P.M. Sunday, October 29, 2017" signs will be posted on Saturday, October 28, 2017 by the Public Works Department. Two (2) Public Works employees will be assigned to work the event for four (4) hours at an estimated total cost of \$235.60.

Police Department personnel will be responsible for clearing all parked vehicles from the prohibited areas for pedestrian safety. Four (4) police personnel will be assigned to work the event for four (4) hours at an estimated total cost of \$664.96. Officers will arrive on Main Street at 12:30 P.M. and begin clearing parked vehicles from the prohibited areas at 1:00 P.M.

Main Street will reopen by 3:30 P.M. at the discretion of law enforcement when determined safe by police personnel on site.

Modified Phase I Road Closure:

Road Closures will be in place by 1:30 P.M.

Road closed sign and orange cones at the intersection of Sixth and Main Street, allowing traffic to turn onto North and South Sixth Street.

**North & South Fifth @ Municipal Lots
North Fourth @ Main Street**

**Road Closed Sign and cones
Cones**

North Third @ Main Street
South Third prior to Main Street
North First @ Main Street
Culpeper @ Main Street
Culpeper @ Lee Street
Waterloo @ Ashby Street
Ashby @ Hotel Street
Winchester St. @ Alexandria Pike

Cones
Road Closed Sign and cones
Cones
Cones
Cones & road closed sign
Cones & road closed sign
Cones
Directional cones allowing the
continuous flow of traffic, Road Closed
Sign
Road Closed to Thru Traffic sign

Falmouth Street @ Lee Street

The road closures for the parade staging area, between Fifth and Sixth Street on Main Street, will be opened after the parade begins and the participants clear from the intersection of Fifth Street and Main Street. The remaining closures will be in place until the conclusion of the event at approximately 3:00 P.M.



**Town Council Meeting Item Number: d.
July 11, 2017**

**Agenda Memorandum
Submitted by: Chief Louis Battle**

Issue: 2017 Christian Outreach Festival

Background: This will be the second annual Christian Outreach Festival in Old Town Warrenton. This event will support the local churches with fellowship, music, games, giveaways, and guest speakers.

Discussion: The Christian Outreach Festival is scheduled for Saturday, September 30, 2017 from 9:00 A.M. to 4:00 P.M.

In order to prepare a safe event and to minimize the impact on businesses, the Town will close the portion of North Fifth Street between Main Street and 17 North Fifth Street to vehicles but will be open to pedestrians. Road closures will be in place by 8:00 A.M. to accommodate set up time for the event. Roads should be open by 5:00 P.M. on Saturday, September 30, 2017, at the discretion of law enforcement.

Public Works Department will provide orange cones, barricades, and street closed signs for the event. Orange "NO PARKING AFTER 8:00 A.M. on 9-30-17" signs are to be placed along North Fifth Street from Main Street to 17 N Fifth Street. Public Works personnel will place these signs on Friday, September 29, 2017. Police personnel will ensure the affected streets are cleared of all parked vehicles starting at 8:00 A.M.

Financial Impact: There is no direct financial impact to the Town. The cost of contributed manpower from the Police Department is estimated at \$748.08 and the Public Works Department is \$235.60. Event expenses are covered with sponsorships and private contributions, with the exception of Town resources.

Police personnel consists of two (2) police officers for nine hours each and two (2) Public Works personnel for a total of four (4) hours each.

Recommended Action: Approval of the requested schedule of activities and street closures.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
2017 Christian Outreach Festival Event Application	Cover Memo	6/21/2017
2017 Christian Outreach Festival Operational Memorandum	Cover Memo	6/21/2017

2017-102



TOWN OF WARRENTON

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

Received

MAY 30 2017

Town of Warrenton

APPLICATION FOR PARADE/SPECIAL EVENT PERMIT

Activity Christian Outreach Festival Date of Application 5/30/2017
Sponsored By Walk By Faith Location of Event 17 N. Fifth Street
Warrenton
For Profit Non-Profit Tax Exempt No.

Organizers/Contact:

Name Ednida Minor Home # 540-222-0084 Work # 540-680-2075
Address 720 Black Sweep Rd City Warrenton State/Zip VA 20186

Name Barbara Minor Home # 540-22-7488 Work # 540-680-2075
Address 333 Norfolk Dr City Warrenton State/Zip VA 20186

Description of Event:

outside event - Christian Festival: to support
local churches. provide a meet and greet
of members of our community. To enjoy
Christian fellowship. Music, games, giveaways,
guest speakers

Date of Event 9/30/2017 Rain Date 9/30/2017
Event Hours 9:00A - 4:00P
Set Up Time 8:00 AM Clean Up Time 4:00 PM
gmc 6/20/17 per E.M. gmc 6/20/17 per E.M.

Approved 6/20/17 gmc

*Anticipated attendance (per day) Participants 25± + 50± Spectators 100+

*Will you need electricity? Yes ☒ No ☐ (if yes, number of outlets) _____

*Will food be served? ☒ Yes ☐ No

*Will fees for food or merchandise be charged? Yes ☐ No ☒

*Will admission fees, entry fees or other fees be charged as part, or in association with the activity? Yes ☐ No ☒

*Will portable restrooms be provided? Yes ☐ No ☒ (if yes, how many) _____

*Will there be parking control staff? Yes ☐ No ☒ (if yes, how many) _____

*Will you have security on site? Yes ☐ No ☒ (if yes, who) _____

*Will any items be left overnight? Yes ☐ No ☒ (if yes, what) _____

*Will signs or banners be displayed? ☒ Yes ☐ No ☒ (if yes, where) _____

*Will tents be erected? ☒ Yes ☒ No ☒ (if yes, what size) 10'x10' 6/20/17 per E.M.

*Will water hook-up be needed? Yes ☐ No ☒ (if yes, what for) _____

*Will there be a parade? Yes ☐ No ☒ (if yes, complete page 3) _____

*Will any town streets need to be closed? ☒ Yes ☐ No (if yes, identify) 17N Fifth Street - to end of N Fifth St.

Name of Insurance Company providing Certificates of Insurance for the Event:

Liberty Mutual

I agree to indemnify and hold harmless the Town of Warrenton, its employees, and its agents from and against any and all liability for any injury which may be suffered in connection with this event. I also hold harmless the Town of Warrenton, its employees, and its agents from and against any liability for any equipment or supplies lost or damaged that are stored or otherwise as a result of this event.

[Signature]
Signature

5/30/2017
Date

TO BE COMPLETED FOR PARADE REQUEST

N/A

*Projected number of entries: _____

*Anticipated number of participants: _____

*Will children be involved? Yes No (if yes, how many) _____

*Will animals be involved? Yes No (if yes, how many and what type) _____

*What special conditions will be required, if any, to accommodate animal participants? _____

*Will motor vehicles be involved? (If yes, how many and what type) _____

*What additional streets or parking lots will be needed, if any? _____

*Please review enclosed map for parade route.

POLICE REVIEW: _____

PUBLIC WORKS REVIEW: _____

MANAGER'S REVIEW: _____

PLANNING/ZONING REVIEW: _____

N/A



TOWN OF WARRENTON GUIDE TO OLD TOWN PARKING

- ☐ ROAD CLOSED FOR PARADE
- ☐ ROAD CLOSED FOR EVENT
- ☐ PARADE LINE-UP
- ☐ PARADE STAGING AREA
- ☐ CARLAGE ROUTE
- ☐ P = PUBLIC PARKING LOTS
- ☐ 1 = WARRENTON POST OFFICE
- ☐ 2 = OLD COURTHOUSE
- ☐ 3 = FAUQUIER CTY. LIBRARY
- ☐ 4 = GREENWAY TRAIL
- ☐ 5 = WARRENTON PRESBYTERIAN CHURCH
- ☐ - Cones/Signage



TOWN OF WARRENTON

Post Office Drawer 341
WARRENTON, VIRGINIA 20188
Phone (540) 347-1101

CUSTOMER'S ORDER NO. 2017-102		PHONE		DATE 05/30/17	
NAME Walk By Faith Warrenton Baptist (for)					
ADDRESS 17 N. Fifth Street					
CASH	C.O.D.	CHARGE	ON ACCT.	MOSE. RET'D.	PAID OUT
3 20pm 30					
PAID MAY 30 2017					
TOWN OF WARRENTON CK# 1102					
SOLD BY ep.		RECEIVED BY		TAX	
				TOTAL	25.00

C PRODUCT 609

205923

All claims and returned goods MUST be accompanied by this bill.

Thank You



TOWN OF WARRENTON

Office of the Town Manager and Town Council

18 Court Street, Warrenton, Virginia 20186

Telephone (540) 347-1101

Fax - (540) 349-2414

SPECIAL EVENTS USE POLICY

November 13, 2014

1. Purpose

Warrenton has a history of parades and events which are a key part of the life of the Town. The Town encourages events. The purpose of this policy is to promote the enjoyment of Town Property without negatively impacting the proposed event site or the neighboring residents and to reduce the Town's liability for private activities authorized on public property.

2. Definition

Special Event: An outdoor temporary activity or promotion, commercial or non-commercial, at a specific location that is open to the public and is planned or reasonably expected to attract large assemblies of persons. Special events include, but are not limited to, parades, carnivals, festivals, circuses, music fairs or concerts, tent revivals, art shows, crafts shows, rodeos, corn mazes, civil war reenactments, equestrian shows, firework displays and events, or similar events open to the public. A private party held at a Banquet/Event Facility (including Hotel, Conference Center, Restaurant, Bed and Breakfast, Country Inn, Rural Retreat or Rural Resort or similar facility) shall not be deemed a special event.

3. Special Events Policy

The Town of Warrenton hereby establishes the following policy to govern special events. This policy shall apply to applications for use of public roads closed upon request, private property and all town parks and grounds.

Any individual or organization planning an event must complete a "Special Event Application Form" available online or by obtaining one at the Warrenton Police Department. The Town of Warrenton will consider each application including, as needed, input from the Warrenton Police Department, Warrenton Fire Department, Public Works and any other town, county or state agency that may be involved in the event. To allow for the review period the applications are requested **90 (ninety) days in advance of the event date.**

4. Duties of Applicants

All applicants agree to:

- a) Pay a \$25 zoning application fee with the application. This can be paid at the Town of Warrenton Building & Zoning Office at 18 Court Street. The application must be submitted to the Town of Warrenton Police Department accompanied with the receipt of payment to the Town of Warrenton Police Department at, 333 Carriage House Lane, Warrenton, Virginia 20186. Any questions regarding special events should be addressed with the Warrenton Police Department at (540) 347-1107.
- b) Complete and submit with their special event application a map showing potential road closures, on-site sanitary facilities based on crowd size and duration of said event.
- c) Provide a certificate of insurance in the amount of \$1,000,000.00 listing the Town as additionally insured. Said certificate shall be filed with the Town of Warrenton Police Department upon the applicant obtaining approval either by staff or Town Council, if such approval is required. The special event permit shall be null and void without an insurance certificate as required herein.
- d) At least 30 (thirty) days prior to holding a special event, to the extent such is required, provide to the Town written proof of approval, including copies of any permits or licenses if required, from the:
 - i. Virginia Department of Transportation
 - ii. Town of Warrenton Planning and Zoning Department
 - iii. Fauquier County Health Department
 - iv. Virginia Department of Alcoholic Beverage Control
- e) Provide adequate security subject to coordination with police, including emergency, sanitation, traffic control and refreshment services at each special event or activity at their cost.
- f) Provide portable toilets as needed.
- g) Comply with state law and all requirements of the Town Code and all additional requirements that either the Town Council or the Town Staff impose upon the event.
- h) Restore the site to its original condition, removing all trash, equipment, etc., immediately following the event, regardless of the source. The permitted group shall compensate the Town of Warrenton for any extraordinary clean-up or repairs required as a result of the approved activity.

5. Town Council Approval.

Some special event applications that involve closure of public roads or uses of town parks and grounds which cannot be approved administratively require Town Council approval. You will be notified when your special event application is on the Town Council agenda as your presence is expected. The Council is aware of the problems that street closures may cause to businesses, residents and drivers. The time and day of the event will be key factors in considering whether to allow an event requiring street closures.

Adopted by Council: November 13, 2014



TOWN OF WARRENTON

POLICE DEPARTMENT



To: Mr. J. Brannon Godfrey Jr, Town Manager, through Chief Louis A. Battle
From: Sergeant T. M. Carter
Date: June 20, 2017
Re: SPECIAL EVENT – Christian Outreach Festival

This will be the second annual Christian Outreach Festival in Old Town Warrenton and will be held on Saturday, September 30, 2017. This event will support the local Churches with fellowship, music, games, giveaways, and guest speakers. The event will begin at 9:00 A.M. and conclude at 4:00 P.M. Setup will begin at 8:00 A.M. and clean-up will begin at 4:00 P.M.

In order to prepare a safe event and to minimize the impact on businesses, the Town will close the portion of North Fifth Street between Main Street and 17 North Fifth Street to vehicles but will be open to pedestrians. Road closures will be in place by 8:00 A.M. to accommodate setup time for the event. Roads should be open by 5:00 P.M., at the discretion of law enforcement.

Street closure for event:

North Fifth Street at Main Street
North Fifth Street at 17 N. Fifth Street

Cones / Road Closed Sign
Cones / Road Closed Sign

Public Works Department will provide orange cones, barricades, and street closed signs for the event. Orange "NO PARKING AFTER 8:00 A.M. on 9-30-17" signs are to be placed along North Fifth Street from Main Street to 17 N Fifth Street. Public Works personnel will place these signs on Friday, September 29, 2017. Police personnel will ensure the affected streets are cleared of all parked vehicles starting at 8:00 A.M.

Police personnel will consist of two (2) police officers for nine hours each (8:00 A.M. to 5:00 P.M.) and two (2) Public Works employees for a total of four (4) hours each.

There is no direction financial impact to the Town. The cost of contributed manpower from the Police Department is estimated at \$748.08 and the Public Work Department is \$235.60. Event expenses are covered with sponsorships and private contributions with the exception of Town resources.



**Town Council Meeting Item Number: e.
July 11, 2017**

**Agenda Memorandum
Submitted by: Chief Louis Battle**

Issue: 2017 The Great Pumpkin Ride Bicycle Event

Background: This will be the Annual 2017 Great Pumpkin Bicycle Ride on the Warrenton Branch Greenway. This event attracts approximately 1,350 participants and 200 spectators.

Discussion: The Great Pumpkin Bicycle Ride will be held on Saturday, October 28, 2017 from 7:00 A.M. to 5:00 P.M.

In order to prepare a safe event and to minimize the impact on businesses, the Town will close the following street for the Great Pumpkin Bicycle Ride to vehicles but will be open to pedestrians: South Fourth Street between Lee Street and the Warrenton Branch Greenway. Road closures will be in place by 5:00 A.M. to accommodate setup time for the event. Cleanup will be from 4:30 P.M. to 5:30 P.M. The road should be open by 5:30 P.M. upon the conclusion of the event and at the discretion of law enforcement.

The sponsor has requested that Municipal Lot G be reserved for the event's post activities that would require the parking lot to be closed beginning at 5:00 A.M. until the conclusion of the event. Public Works will provide the barricades required to prevent entry into Municipal Lot G, during the event, by those not associated with it.

Participants will be directed by the sponsor to the Warrenton Horse Show Grounds for additional event parking.

Police officers assigned to the event will monitor traffic and provide traffic control at designated locations along the event route.

Financial Impact: There is no direct financial impact to the Town. The cost of contributed manpower from the Police Department is estimated at \$2,493.60 and there is no cost to the Public Works Department. Event expenses are covered with sponsorships and private contributions with the exception of Town resources.

Police personnel consists of five (5) police officers for twelve (12) hours each.

Recommended Action: Approval of the requested schedule of activities and street closures.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
2017 The Great Pumpkin Ride Bicycle Event Application	Cover Memo	6/22/2017
2017 The Great Pumpkin Ride Bicycle Event Operational Memorandum	Cover Memo	6/22/2017



TOWN OF WARRENTON

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

APPLICATION FOR PARADE/SPECIAL EVENT PERMIT

Activity BICYCLE EVENT
"THE GREAT PUMPKIN RIDE" Date of Application 6-13-17
Sponsored By FAUQUIER TRAILS COMMISSION, INC. Location of Event WARRENTON BRANCH
GREENWAY AND
PARKING LOT "G"
For Profit Non-Profit 501(c)(3) Tax Exempt No. 20-0220367

Organizers/Contact:

Name BOB MOORE Home # Cell
10143 HIDDEN BROOK HILL Work # 540-878-8051
Address MARSHALL City VIRGINIA State/Zip 20115

Name Home # Work #
Address City State/Zip

Description of Event:

DATE OF EVENT IS 10-28-17 - SEE ATTACHMENTS
FOR DETAILS
1350
A NON-COMPETITIVE EVENT - APPROX. 1250 BIKERS
STARTING AND FINISHING AT THE WARRENTON
BRANCH GREENWAY TRAILHEAD @ 4TH ST.
USE OF PARKING LOT "G" IS REQUESTED ALSO

Date of Event 10-28-17 Rain Date NONE
Event Hours 7:00 AM - 5:00 PM
Set Up Time 5:00 AM - 7:00 AM Clean Up Time 4:30 - 5:30 PM
10-28-17

*Anticipated attendance (per day) Participants 1350 ~~1250~~ BICYCLISTS Spectators 200

*Will you need electricity? Yes ☒ No ☐ (if yes, number of outlets) _____

*Will food be served? ☒ Yes ☐ No PARKING LOT "G"

*Will fees for food or merchandise be charged? ☒ Yes ☐ No "PARKING LOT "G"

*Will admission fees, entry fees or other fees be charged as part, or in association with the activity? Yes ☐ No ☒ → PRE-REGISTRATION

*Will portable restrooms be provided? ☒ Yes ☐ No (if yes, how many) 40 HORSE SHED GROUNDS

*Will there be parking control staff? ☒ Yes ☐ No (if yes, how many) 6 + 1-HANDICAP AND 1-WATER AT TRAILHEAD

*Will you have security on site? Yes ☐ No ☒ (if yes, who) _____

*Will any items be left overnight? Yes ☐ No ☒ (if yes, what) _____

*Will signs or banners be displayed? ☒ Yes ☐ No (if yes, where) AT TRAILHEAD

*Will tents be erected? ☒ Yes ☐ No (if yes, what size) 2 - 12'x10' AT REGISTRATION

*Will water hook-up be needed? Yes ☐ No ☒ (if yes, what for) _____

*Will there be a parade? Yes ☐ No ☒ (if yes, complete page 3) _____

*Will any town streets need to be closed? Yes ☐ No ☒ (if yes, identify) _____

Name of Insurance Company providing Certificates of Insurance for the Event:

CINCINNATI-IPS. CO. / CARR & HYDE

SEE ATTACHED CERTIFICATE

I agree to indemnify and hold harmless the Town of Warrenton, its employees, and its agents from and against any and all liability for any injury which may be suffered in connection with this event. I also hold harmless the Town of Warrenton, its employees, and its agents from and against any liability for any equipment or supplies lost or damaged that are stored or otherwise as a result of this event.

James B. Russell
Signature

6/17/17
Date

PRESIDENT, FAUQUIER TRAILS COALITION

NO PARADE

TO BE COMPLETED FOR PARADE REQUEST

*Projected number of entries: _____

*Anticipated number of participants: _____

*Will children be involved? Yes No (if yes, how many) _____

*Will animals be involved? Yes No (if yes, how many and what type) _____

*What special conditions will be required, if any, to accommodate animal participants? _____

*Will motor vehicles be involved? (if yes, how many and what type) _____

*What additional streets or parking lots will be needed, if any? _____

*Please review enclosed map for parade route.

POLICE REVIEW: _____

PUBLIC WORKS REVIEW: _____

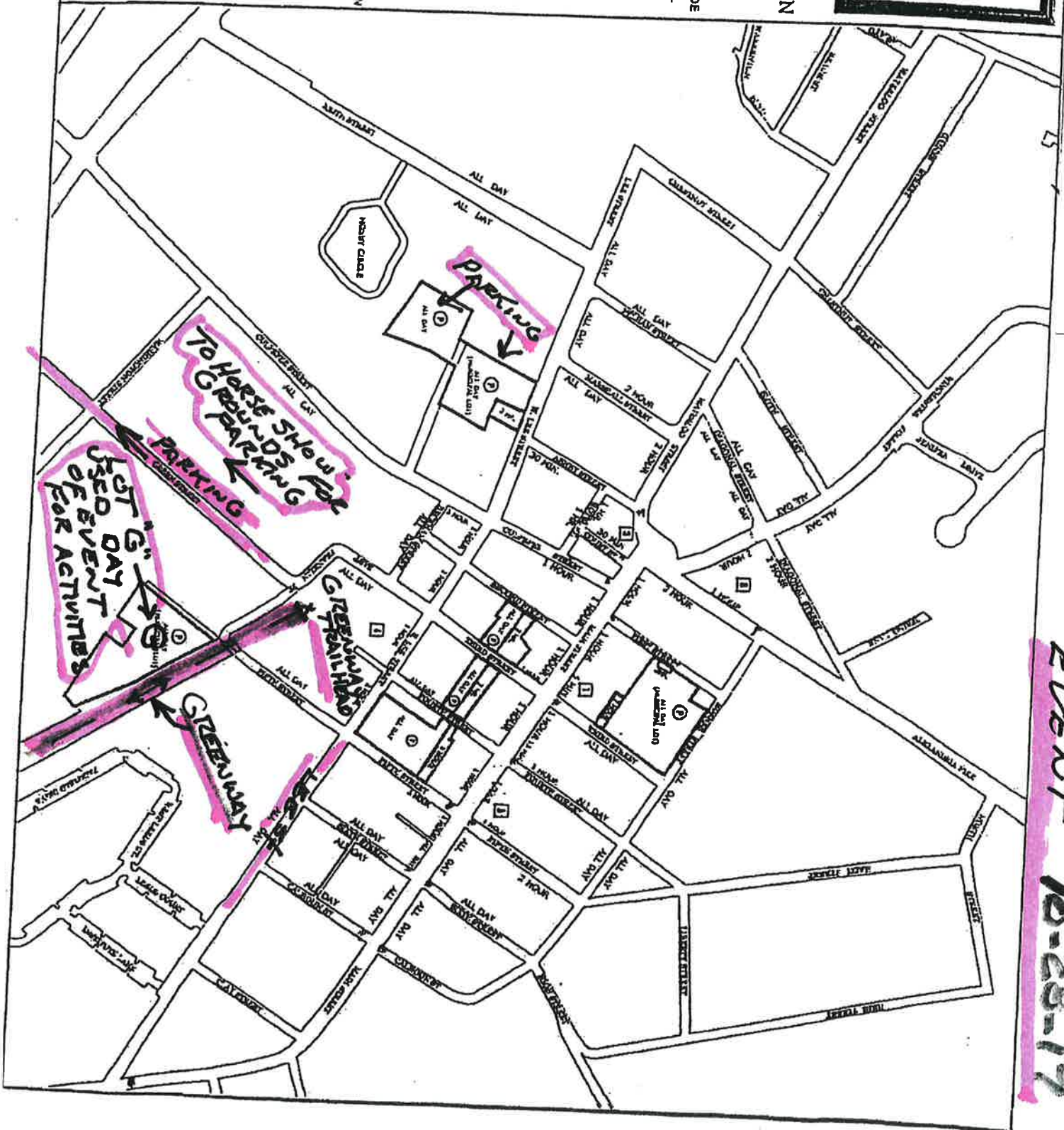
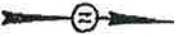
MANAGER'S REVIEW: _____

PLANNING/ZONING REVIEW: _____



TOWN OF WARRENTON GUIDE TO OLD TOWN PARKING

- ☐ ROAD CLOSED FOR PARADE
- ☐ ROAD CLOSED FOR EVENT
- ☐ PARADE LINE-UP
- ☐ PARADE STAGING AREA
- ☐ CARRIAGE ROUTE
- ☐ PUBLIC PARKING LOTS
- ☐ 1 - WARRENTON POST OFFICE
- ☐ 2 - OLD COURTHOUSE
- ☐ 3 - FAUQUIER CTY. LIBRARY
- ☐ 4 - GREENWAY TRAIL
- ☐ 5 - WARRENTON PRESBYTERIAN CHURCH
- ☐ - Cones/Signage



**GREAT PUMPKIN RIDE
EVENT 10-28-17**



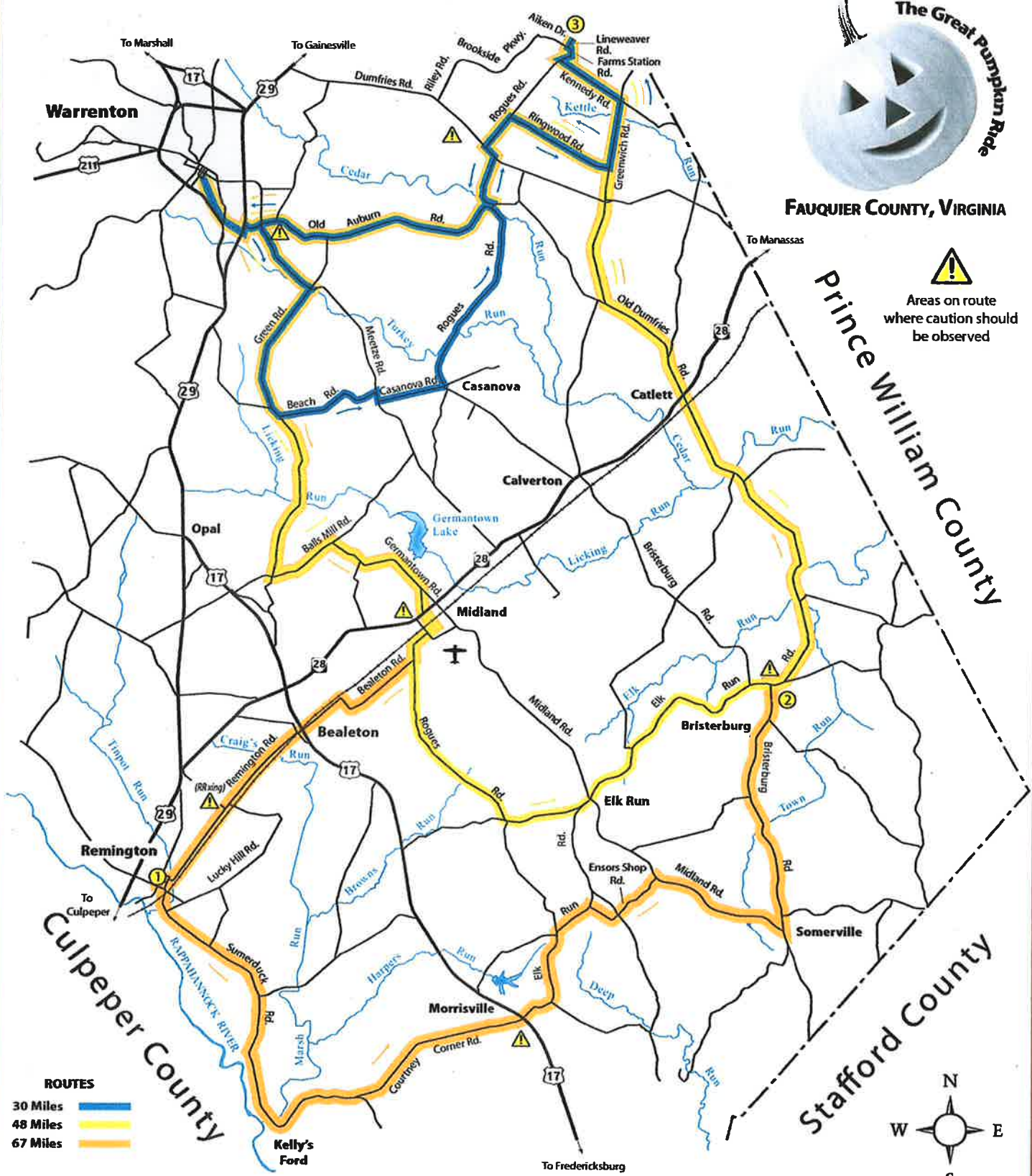
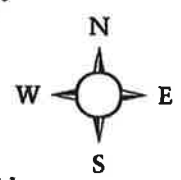
FAUQUIER COUNTY, VIRGINIA



Areas on route where caution should be observed

Prince William County

Stafford County



ROUTES

- 30 Miles —
- 48 Miles —
- 67 Miles —

2 miles

REST STOP INFORMATION

FOR SAG ASSISTANCE DIAL:
540-422-5693

<p>① REMINGTON BAPTIST CHURCH Open: 9am - 12pm</p>	<p>② MT. HOREB METHODIST CHURCH Open: 10am - 2:30pm</p>	<p>③ BUST HEAD BREWERY Open: 10am - 4pm</p>
--	---	---

**30, 48, 67
Miles**

Received

JUN 13 2017

Town of Warrenton

Community Development



Date : 6-20-17

To : Lt. George Southard

From : Bob Moore

Subject : Fauquier Trails Coalition, Great Pumpkin Ride Event

Please find the attached permit for Fauquier Trails Coalition to have the Great Pumpkin Ride event on October 28, 2017. The event is the same as last year starting and finishing at and on the Warrenton Branch Greenway. Again we are requesting use of parking lot "G" for activities associated with the event. As usual we will stagger the start times which has proven to hold down crowd size at and around the Trialhead and on Town streets.

Copy of receipt for the permit fee is attached.

For any questions I can be reached at bob.moore5@gmail.com and/or 540-878-8051. *AVAILABLE TO MEET FOR REVIEW MOST ANYTIME.*

Thanks,

A handwritten signature in black ink that reads "Bob Moore".

Bob Moore

THE GREAT PUMPKIN RIDE EVENT FOR OCTOBER 28, 2017 SUMMARY OF DETAILS FOR ATTACHMENT TO TOWN OF WARRENTON PERMIT PROCESS

Fauquier Trails Coalition, Inc (FTC) that has held the Great Pumpkin Ride event for many years starting and finishing in the Town of Warrenton offer the following details as part of the permitting process in accordance with Town requirements :

PARKING - The local media, FTC Website, and emails (to riders) will be used to show available parking around the area of the Warrenton Greenway Trailhead Site and the Horse Show Grounds on Shirley Ave. *Maps were used last year and will be provided through the above sources showing preferred parking. In 2016 this reduced impact on other parking for other activities/businesses in the Town especially with use of the Horse Show Grounds Parking. Signing to be in place the day of the event directing participants to designated parking lots.

USE OF FRANKLIN ST. AND MUNICIPAL PARKING LOT "G" AT FRANKLIN ST. AND 5TH STREET.-

Permission is requested to use Parking Lot "G" at Franklin and 5th St. (below Greenway Truss Bridge) for Great Pumpkin Ride activities during most of the day.

FTC has worked closely with Town Police Department and Fauquier County Sheriff's staff in past years and will continue to work closely with them to have their support at key locations.

TRAFFIC CONTROL – Town Law Enforcement are being requested to assist
With traffic controll.

JOINT ACTIVITIES HELD DURING AND AFTER THE EVENT -

Local businesses, Piedmont Environmental Council, Good Health orientated organizations and other organizations involved with Trails are being invited to participate in the Event. Festivities are being planned (similar to last year's activities) to be held on the grass areas at the Greenway Trailhead and in Parking Lot "G" below the Greenway Truss Bridge at 5th and Franklin St.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/24/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Carr & Hyde PO Box 301 Warrenton VA 20188	CONTACT NAME: Linda Howard PHONE (A/C, No, Ext): (540) 347-2266 FAX (A/C, No): 540-349-4130 E-MAIL: lhoward@carrhyde.com ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A: Cincinnati Insurance Company INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:
INSURED Fauquier Trails Coalition, Inc P. O. Box 3635 Warrenton VA 20188	NAIC #

COVERAGES

CERTIFICATE NUMBER: 16-17

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS												
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER:	X		ENP0204737	9/1/2016	9/1/2017	<table border="1"><tr><td>EACH OCCURRENCE</td><td>\$ 1,000,000</td></tr><tr><td>DAMAGE TO RENTED PREMISES (Ea occurrence)</td><td>\$ 100,000</td></tr><tr><td>MED EXP (Any one person)</td><td>\$ 5,000</td></tr><tr><td>PERSONAL & ADV INJURY</td><td>\$ 1,000,000</td></tr><tr><td>GENERAL AGGREGATE</td><td>\$ 2,000,000</td></tr><tr><td>PRODUCTS - COMP/OP AGG</td><td>\$ 2,000,000</td></tr></table>	EACH OCCURRENCE	\$ 1,000,000	DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000	MED EXP (Any one person)	\$ 5,000	PERSONAL & ADV INJURY	\$ 1,000,000	GENERAL AGGREGATE	\$ 2,000,000	PRODUCTS - COMP/OP AGG	\$ 2,000,000
EACH OCCURRENCE	\$ 1,000,000																		
DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 100,000																		
MED EXP (Any one person)	\$ 5,000																		
PERSONAL & ADV INJURY	\$ 1,000,000																		
GENERAL AGGREGATE	\$ 2,000,000																		
PRODUCTS - COMP/OP AGG	\$ 2,000,000																		
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS						<table border="1"><tr><td>COMBINED SINGLE LIMIT (Ea accident)</td><td>\$</td></tr><tr><td>BODILY INJURY (Per person)</td><td>\$</td></tr><tr><td>BODILY INJURY (Per accident)</td><td>\$</td></tr><tr><td>PROPERTY DAMAGE (Per accident)</td><td>\$</td></tr></table>	COMBINED SINGLE LIMIT (Ea accident)	\$	BODILY INJURY (Per person)	\$	BODILY INJURY (Per accident)	\$	PROPERTY DAMAGE (Per accident)	\$				
COMBINED SINGLE LIMIT (Ea accident)	\$																		
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PROPERTY DAMAGE (Per accident)	\$																		
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EACH OCCURRENCE	\$																		
AGGREGATE	\$																		
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input type="checkbox"/> N/A					<table border="1"><tr><td>PER STATUTE</td><td>OTH-ER</td></tr><tr><td>E.L. EACH ACCIDENT</td><td>\$</td></tr><tr><td>E.L. DISEASE - EA EMPLOYEE</td><td>\$</td></tr><tr><td>E.L. DISEASE - POLICY LIMIT</td><td>\$</td></tr></table>	PER STATUTE	OTH-ER	E.L. EACH ACCIDENT	\$	E.L. DISEASE - EA EMPLOYEE	\$	E.L. DISEASE - POLICY LIMIT	\$				
PER STATUTE	OTH-ER																		
E.L. EACH ACCIDENT	\$																		
E.L. DISEASE - EA EMPLOYEE	\$																		
E.L. DISEASE - POLICY LIMIT	\$																		

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Special event: "Great Pumpkin Ride" to be held 10/28/17.

Town of Warrenton is named as additional insured on the above General Liability policy.

CERTIFICATE HOLDER

CANCELLATION

Town of Warrenton
PO Box 341
Warrenton, VA 20188

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Linda Howard/GHWLN

Linda Howard



TOWN OF WARRENTON

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

APPLICATION FOR PARADE/SPECIAL EVENTS

Event Organizer:

The purpose of this cover letter is to facilitate the process of the application for parade and special event permits to be conducted in the Town of Warrenton and to make the process as user friendly as possible as we attempt to better allocate Town personnel.

All parade/special event applications need to be filed with the Office of the Town Manager a minimum of 45 days prior to the event to allow for proper planning and review before presentation to the Town Council. Upon filing your application, a pre-event conference will be scheduled with the Police Department to review the application and discuss any special need including safety plans and manpower issues.

You should be aware, as a first step, that your organization will be required to provide the Town of Warrenton with a Certificate of Insurance indicating the Town as an additional insured under your policy in the amount of not less than \$1 million. Name of Insurance Company providing Certificates of Insurance for the Event and a copy of the Certificate of Insurance must be attached to the event application permit to be considered for approval.

Sincerely,

A handwritten signature in dark ink, appearing to read "K. L. McLawhon", is written over a horizontal line. The signature is fluid and cursive.

Kenneth L. McLawhon
Town Manager

TOWN OF WARRENTON

Post Office Drawer 341
WARRENTON, VIRGINIA 20188
Phone (540) 347-1101

CUSTOMER'S ORDER NO.		PHONE		DATE	
NAME		6/13/17			
ADDRESS		Fauquier Trails Coalition, Inc			
ADDRESS		Warrenton Greenway			
CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RET'D	PAID OUT
SPEV					25 00
<div style="border: 1px solid black; padding: 5px; text-align: center;">PAID JUN 13 2017</div>					
By <i>[Signature]</i>					10/28/17
Check #563					
SOLD BY <i>[Signature]</i>					TAX
RECEIVED BY					TOTAL 25 00

C - PRODUCT 609

All claims and returned goods MUST be accompanied by this bill.

205958

Thank You



TOWN OF WARRENTON

POLICE DEPARTMENT



To: Mr. J. Brannon, Godfrey, Jr., Town Manager through Chief Louis A. Battle
From: Sergeant T. M. Carter
Date: June 20, 2017
Re: SPECIAL EVENT – 2017 Annual - The Great Pumpkin Bicycle Ride

The Annual 2017 Great Pumpkin Bicycle Ride event sponsored by the Fauquier Trails Coalition has been scheduled for October 28, 2017 on the Warrenton Branch Greenway. The event will consist of approximately 1,350 participants. The event will begin on South Fourth Street at the Warrenton Branch Greenway at 7:00 A.M. and conclude at 5:00 P.M. Participants will ride the Greenway to Falmouth Street, cross Falmouth Street, and continue to Meetze Road beyond the corporate limits of the Town. South Fourth Street between Lee Street and the Warrenton Branch Greenway will be closed to vehicles but will remain open to pedestrians.

Setup for the event will be from 5:00 A.M. to 7:00 A.M. and cleanup will be from 4:30 P.M. to 5:30 P.M.

The sponsor has requested that Municipal Lot G be reserved for the event's post activities that would require the parking lot to be closed beginning at 5:00 A.M. until the conclusion of the event. Public Works will provide the barricades required to prevent entry into Municipal Lot G, during the event, by those not associated with it.

Participants will be directed by the sponsor to the Warrenton Horse Show Grounds for additional event parking.

Five officers will be assigned to work the event. The officers will monitor traffic and provide traffic control at designated locations along the event route.

There is no direct financial impact to the Town. The cost of contributed manpower from the Police Department is estimated at \$2,493.60 and there is no cost to the Public Works Department. Event expenses are covered with sponsorships and private contributions with the exception of Town resources.

Police personnel consists of five (5) police officers for twelve (12) hours each.



**Town Council Meeting Item Number: f.
July 11, 2017**

**Agenda Memorandum
Submitted by: Chief Louis Battle**

Issue: 2017 The Well Run Race

Background: This will be the Annual 2017 Well Run Race, a Memorial 5K Event for Christopher Dove, that will take place on Saturday, November 11, 2017, beginning at Fauquier High School and concluding at Rady Park. This event will attract approximately 250-300 participants and 50 spectators.

Discussion: The 5K Run will begin at 9:00 A.M. at Fauquier High School located at 705 Waterloo Road, Warrenton, Virginia. The participants will leave Fauquier High School and turn left onto Waterloo Road and proceed east on Waterloo Road, turning left onto Piedmont Street through the residential streets and conclude at Rady Park where an awards ceremony will take place at approximately 11:00 A.M. Clean-up will occur at 12:00 P.M.

Participants will follow a designated course through residential streets and finish at Rady Park. A course map is attached. There are no road closures for this event.

As in the past years, Timber Fence Parkway will be utilized for overflow parking for those attending the ceremonies in Rady Park rather than utilizing Fauquier Road and Evans Road. The event sponsor will be responsible for directional parking maps and signs, and No Parking Signs to be placed on Fauquier Road and Evans Road.

Financial Impact: There is no direct financial impact to the Town. Event expenses are covered with sponsorships and private contributions, with the exception of Town resources. The cost of contributed manpower from the Police Department is estimated at \$831.20 and no cost for the Public Works Department.

A requirement of five (5) police personnel for four hours each will be needed to monitor the course and assist participants on Waterloo Road, Bear Wallow Road, and at Rady Park.

Recommended Action: Approval of the requested schedule of activities.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
2017 The Well Run Race Event Application	Cover Memo	6/22/2017
2017 The Well Run Race Operational Memorandum	Cover Memo	6/22/2017
2017 The Well Run Race Course Map	Cover Memo	6/22/2017

Received

JUN 09 2017

Town of Warrenton



TOWN OF WARRENTON

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

725 Fauquier Rd.
Zong 2017-105

725
Fauquier Rd.

APPLICATION FOR PARADE/SPECIAL EVENT PERMIT

Activity The Well Run Race 5K Date of Application June 8, 2017
Sponsored By _____ Location of Event FHS / Rody Park
For Profit _____ Non-Profit X Tax Exempt No. 84-0385934

Organizers/Contact:

Name Maureen Gelwicks ^{Mobile} Home # 540-270-7784 Work # _____
Address 122 Blue Ridge St. City Warrenton State/Zip VA 20186
Name Lou Chicekelto ^{Mobile} Home # 540-533-7243 Work # _____
Address PO Box 1141 City Warrenton State/Zip Va 20188

Description of Event:

The Well Run Race 5K + Kids Fun Run is a community run/walk held in honor of Chris Dove, a life long resident of Warrenton. In its 6 year this point to point family friendly 5K run/walk accommodates racers from MoVa, DC, MD and beyond while maintaining that small town feel.

Date of Event Nov. 11, 2017 Rain Date _____
Event Hours 9am - 11am
Set Up Time 7am Clean Up Time 12 PM

*Anticipated attendance (per day) Participants 250-300 Spectators 50

*Will you need electricity? ☒ Yes No (if yes, number of outlets) 2

*Will food be served? ☒ Yes No

*Will fees for food or merchandise be charged? Yes ☒ No

*Will admission fees, entry fees or other fees be charged as part, or in association with the activity? ☒ Yes No

*Will portable restrooms be provided? ☒ Yes No (if yes, how many) 1 if attendance exceeds 200

*Will there be parking control staff? Yes ☒ No (if yes, how many) _____

*Will you have security on site? Yes ☒ No (if yes, who) _____

*Will any items be left overnight? Yes ☒ No (if yes, what) _____

*Will signs or banners be displayed? ☒ Yes No (if yes, where) Along 5k route

*Will tents be erected? ☒ Yes No (if yes, what size) 10' x 10'

*Will water hook-up be needed? Yes ☒ No (if yes, what for) _____

*Will there be a parade? Yes ☒ No (if yes, complete page 3) _____

*Will any town streets need to be closed? ☒ Yes No (if yes, identify) See attached map

Name of Insurance Company providing Certificates of Insurance for the Event:

Young Life

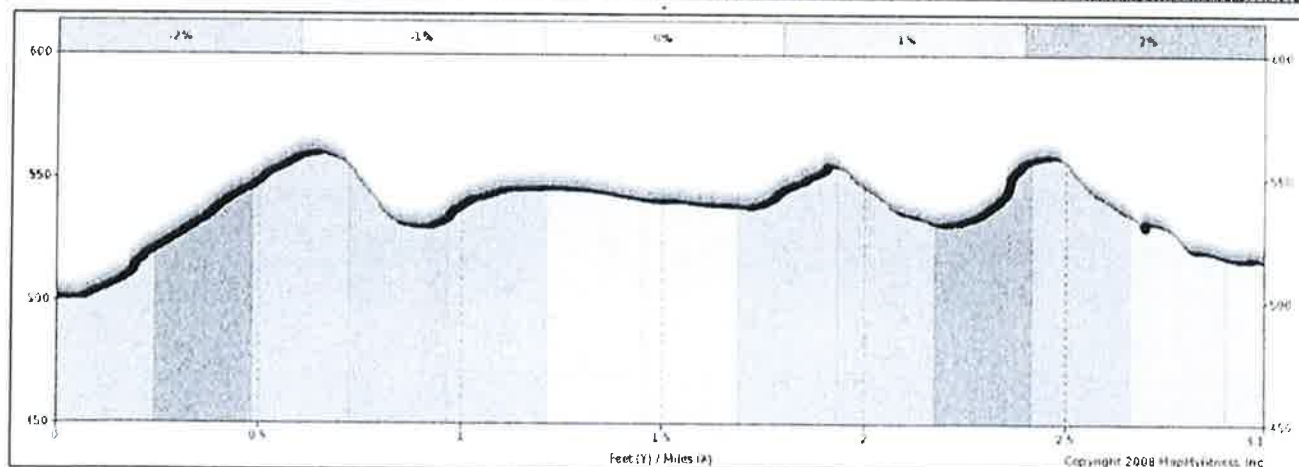
I agree to indemnify and hold harmless the Town of Warrenton, its employees, and its agents from and against any and all liability for any injury which may be suffered in connection with this event. I also hold harmless the Town of Warrenton, its employees, and its agents from and against any liability for any equipment or supplies lost or damaged that are stored or otherwise as a result of this event.

M. Delwicker
Signature

June 8, 2017
Date



ROUTE DESCRIPTION:
No Description Provided



© MapMyFitness, LLC. All Rights Reserved. 2005-2008 | View more maps online at:
Find this route online at <http://classic.mapmyrun.com/run/united-states/val/warren/459132018063676225>
Distance values on this map may differ slightly from values reported on the route engine

INFO

Runners are asked to park at the starting location of Fauquier High School. After the race, free shuttles are provided every 10-15 minutes to return to the high school

TOWN OF WARRENTON

Post Office Drawer 341
WARRENTON, VIRGINIA 20188
Phone (540) 347-1101

CUSTOMER'S ORDER NO. 2092017-105		PHONE		DATE 06/12/17	
NAME Well Run Race					
ADDRESS 725 Fauquier Rd.					
CASH	C.O.D.	CHARGE	ON ACCT	MOSE RET'D	PAID OUT
Z O P M 30					
<div style="border: 1px solid black; padding: 5px; text-align: center;">PAID JUN 12 2017 By _____</div>					
TAX					
SOLD BY pp.		RECEIVED BY		TOTAL 25.00	

C PRODUCT 808

All claims and returned goods MUST be accompanied by this bill.

205955

Thank You



TOWN OF WARRENTON

POLICE DEPARTMENT



To: Mr. J. Brannon Godfrey, Jr, Town Manager, through Chief Louis A. Battle
From: Sergeant T. M. Carter
Date: June 20, 2017
Re: SPECIAL EVENT – 2017 The Well Run Race - Chris Dove Memorial 5K Run

The Well Run Race, a Chris Dove Memorial 5K Run, is scheduled for Saturday, November 11, 2017. The race will begin at 9:00 A.M. at Fauquier High School and conclude in Rady Park at approximately 11:00 A.M. where there will be an awards ceremony. The event will conclude and clean-up will begin at 12:00 P.M.

The participants will leave Fauquier High School and turn left onto Waterloo Road, proceed east on Waterloo Road, turn left onto Piedmont Street, make their way through several residential streets, and conclude at Rady Park where an awards ceremony will take place. Participants will follow a designated course through the residential streets (see course map).

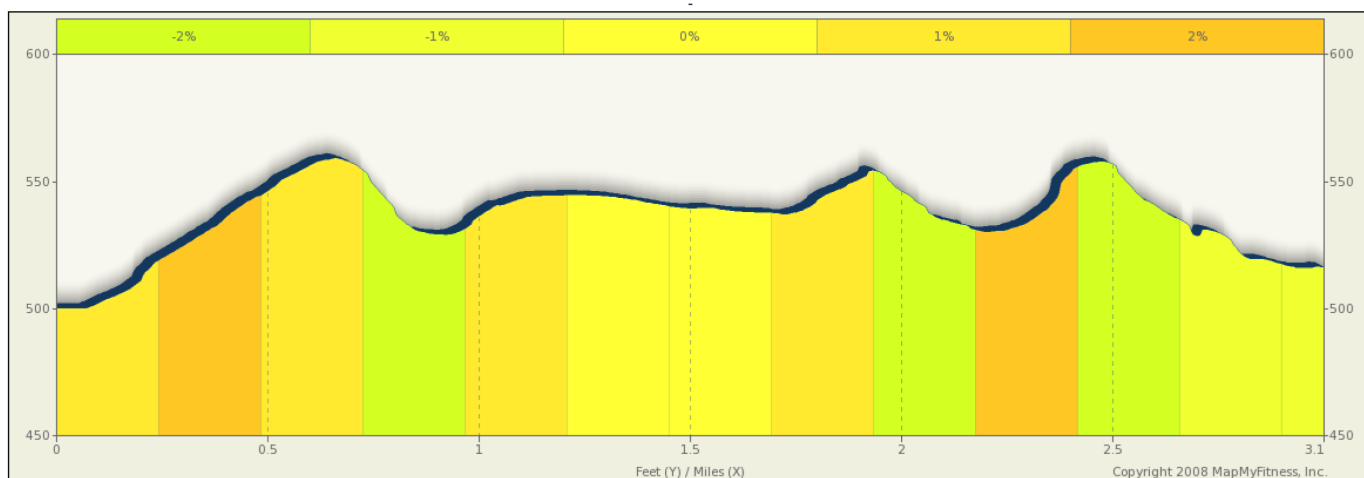
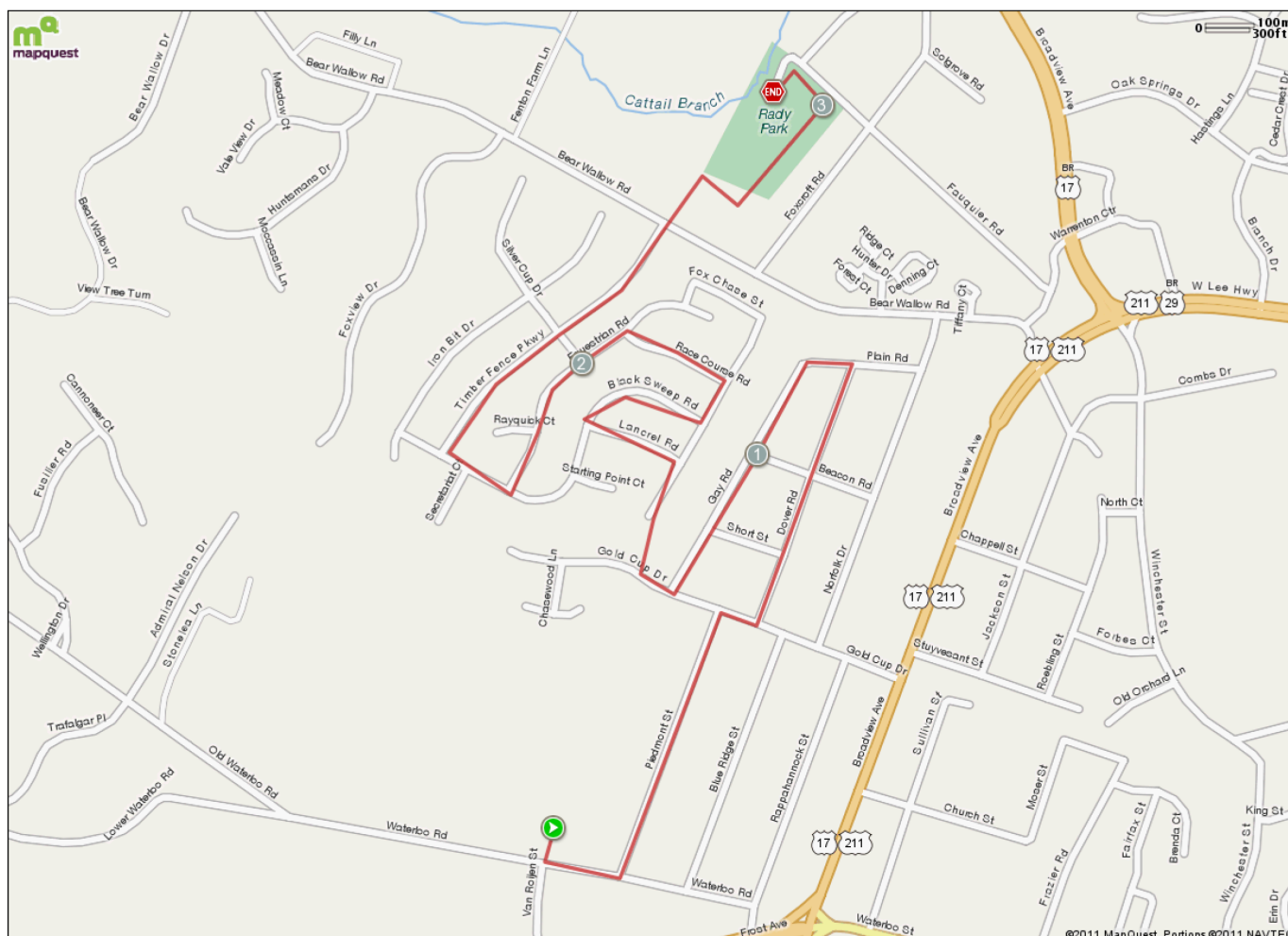
Police personnel will monitor the course and assist participants on Waterloo Road, at the intersection of Bear Wallow Road and Timber Fence Parkway, and at Rady Park. There are no road closures for this event. Police personnel will monitor any overflow parking on Fauquier Road and Evans Road during the ceremonies.

As in the past years, Timber Fence Parkway will be utilized for overflow parking for those attending the ceremonies in Rady Park rather than utilizing Fauquier Road and Evans Road. The event sponsor will be responsible for directional parking maps and signs, and No Parking Signs to be placed on Fauquier Road and Evans Road.

Five (5) police personnel will be needed to work the event for four (4) hours each to monitor the course and assist participants on Waterloo Road, Bear Wallow Road, and at Rady Park.

There is no direct financial impact to the Town. The cost of contributed manpower from the Police Department is estimated at \$831.20 and no cost for the Public Works Department. Event expenses are covered with sponsorships and private contributions with the exception of Town resources.

ROUTE DESCRIPTION:
No Description Provided



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Find this route online at <http://classic.mapmyrun.com/run/united-states/va/warrenton/669132018063675225>
Distance values on this map may differ slightly from values reported on the route engine.

INFO

Runners are asked to park at the starting location of Fauquier High School.
After the race, free shuttles are provided every 10-15 minutes to return to the high school



**Town Council Meeting Item Number: 8.a.
July 11, 2017**

Agenda Memorandum

Submitted by: Stephanie Miller, Director of Finance and Human Resources

Issue: May 2017 Financial Statements

Background: Stephanie Miller, Director of Finance & Human Resources, will present the May 2017 Financial Statements. Because there was not a Finance Committee meeting in June, the Finance Committee has not reviewed them in advance.

Discussion:

Financial Impact:

Recommended Action: Approve the May 2017 Financial Statements.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Financial Summary Presentation	Staff Report	7/11/2017
May 2017 Bills Paid	Cover Memo	7/5/2017
May 2017 Financial Statements	Cover Memo	7/5/2017



Financial Statement Review

For the period ended May 31, 2017



Cash and Investments

Balances

	<u>5/31/2016</u>	<u>5/31/2017</u>
Cash	\$1,687,790	\$2,786,573
Investments	\$20,605,040	\$20,550,346

Investment Performance

	<u>Last Year</u>	<u>This Year</u>
Local Government Investment Pool	0.48%	0.99%
Virginia Investment Pool	n/a	1.37%
Virginia State Non-Arbitrage Program (W/S bond proceeds)	n/a	1.10%



Budget to Actual – General Fund

FY 2017 General Fund Budget: \$13,855,147

Budget through May (91.67%): \$12,700,551

	Revenue	%	Expenditures	%
YTD Actual	\$10,400,432	75.07%	\$11,308,623	81.62%
Prior Year	\$8,803,696	64.43%	\$10,367,400	75.78%



Budget to Actual – W/S Operating

FY 2017 W/S Operating Budget: \$5,421,672

Budget through May (91.67%): \$4,969,866

	Revenue	%	Expenditures	%
YTD Actual	\$4,817,134	88.85%	\$3,696,585	68.18%
Prior Year	\$3,672,481	80.09%	\$3,871,904	84.44%



Capital

General Fund Capital Budget - \$1,604,658

Water and Sewer Capital Budget - \$2,631,895

YTD Actual	General	W/S Capital
Revenue	\$582,531	\$455,483
Expenditures	\$583,747	\$538,803



Proffer Summary

PROFFER	AMOUNT
Highland Street Maintenance	\$97,122
Adelphia Cable	41,000
Recreation *	148,339
Academy Hill Park Recreation	59,500
Walmart	180,000
Poet's Walk	<u>10,000</u>
TOTAL	\$535,961

** reduced by amount used for Dog Park*



Other Finance Items

- ▣ **Real Estate Tax Bills were due June 15th**
 - ▣ Amount collected in June - \$239,108
- ▣ **BPOL Bills were due on June 30th**
 - ▣ Amount collected in June - \$784,208
- ▣ **New Audit Firm**
 - ▣ Brown Edwards was in for preliminary field work the last week of June; final will be in September
 - ▣ We are working with them to craft a solid set of financial policies

TOWN OF WARRENTON, VIRGINIA
BILLS PAID MAY 2017

Advanced Network Systems - Help Desk and Support - Various Depts. *	\$	7,996.50
Anthem Blue Cross & Blue Shield - Town Portion of Employee Health Insurance	\$	65,105.92
Carson Land Consultants - Survey for Falmouth St. & E. Shirley Ave Intersection	\$	6,665.00
Columbia Gas - Gas - Various Depts.	\$	7,946.70
Dominion Virginia Power - Electricity - Various Depts.	\$	19,685.04
Earth and Turf - Storm Pipe Project at Warrenton Assembly of God	\$	11,625.00
Gym Source - Exercise Machine for WARF	\$	11,161.00
Internal Revenue Service - Town Portion of FICA	\$	41,006.29
James River Solutions - Gas and Diesel - Various Depts.	\$	11,152.16
Patterson Construction - Primary Clarifier Replacement	\$	33,000.00
Superior Paving Corp - Asphalt - PW	\$	9,820.35
Treasurer of Virginia - VRS Retirement/Group Life Insurance	\$	57,546.22
Univar - Chemicals - WTP and WWTP	\$	11,782.91
USALCO - Chemicals - WWTP	\$	5,487.12
Verizon - Phone Services - Various Depts.	\$	5,650.05
Whitman Requardt - Engineering Consulting/Services	\$	40,405.10
Whitson W. Robinson PLC - Legal Services	\$	11,477.67
TOTAL BILLS PAID OVER \$5,000.00	\$	357,513.03
BILLS PAID UNDER \$5,000.00	\$	127,211.98
	\$	484,725.01

* Advanced Network Systems		
Technical Support	\$	637.50
Monthly Support	\$	3,880.00
Watch Guard - 1 Year Subscription	\$	3,479.00
	\$	7,996.50

FINANCIAL STATEMENT

as of May 31, 2017



Department of Finance and Human Resources

Page 1 – Finance Director's Accountability Report
Page 2 – State of Revenues
Page 3 – Statement of Expenditures
Page 4 – Investment Report

Town of Warrenton, Virginia
Finance Director's Accountability Report
May 31, 2017

	May 31, 2016	May 31, 2017
CASH		
On Hand	\$ 2,010	\$ 2,010
Checking Accounts	1,421,313	2,786,573
Money Market Accounts	264,467	308,950
TOTAL CASH IN BANK	1,687,790	3,097,533
 INVESTMENTS		
Virginia Local Government Investment Pool	15,673,626	12,771,562
Virginia Investment Pool	-	3,006,750
Virginia SNAP	4,931,414	4,772,034
TOTAL INVESTMENTS	20,605,040	20,550,346
 TOTAL CASH AND INVESTMENTS	\$ 22,292,830	\$ 23,647,879
 CASH BALANCES	\$ 22,292,830	\$ 23,647,879
General Fund		
Restricted		
Proffers:		
Highland Street Maintenance Proffer	96,480	97,122
Adelphia Cable Proffer	41,000	41,000
Recreation Proffer	173,339	148,339
Academy Hill Park Recreation Proffer	59,500	59,500
Walmart Proffers	180,000	180,000
Poet's Walk Proffer	10,000	10,000
Other restricted cash	908	20,843
50% Budget Reserve (15% for prior year)	2,216,453	6,437,009
Encumbrances	2,656,990	949,962
Water & Sewer Fund		
Restricted	5,235,392	
15% Budget Reserve	833,196	-
Encumbrances	210,181	-
Water & Sewer Operating Fund		
200 Days Budget Reserve	-	3,000,780
Encumbrances	-	185,509
Water & Sewer Capital Fund		5,070,002
Cemetery Perpetual Care	594,352	598,078
Agency Fund	246,446	309,053
Retirement Fund	9,672	9,736
Total Designated Cash	12,563,909	17,116,933
 Total Undesignated Cash Balance	\$ 9,728,921	\$ 6,530,946
 General Fund	5,966,759	3,727,315
Water/Sewer Fund	3,762,162	-
Water/Sewer Operating Fund	-	2,803,631
	\$ 9,728,921	\$ 6,530,946

Town of Warrenton, Virginia

Comparison of Revenues with Estimates for the Period Ending May 31, 2017

Source of Revenue	Full Year Estimate	Estimate through Current Month	Realized	% (R)	Unrealized	Prior Year
<u>GENERAL FUND</u>						
General Property Taxes	\$1,229,450	\$1,126,996	\$985,504	80.16%	\$243,946	\$565,612
Other Local Taxes	6,381,063	\$5,849,308	4,913,029	76.99%	1,468,034	4,283,018
Permits, Privilege Fees & Licenses	187,100	\$171,508	153,603	82.10%	33,497	166,356
Fines & Forfeitures	180,000	\$165,000	105,876	58.82%	74,124	106,532
Revenue from Use of Money & Property	22,500	\$20,625	71,909	319.60%	(49,409)	35,279
Charges for Services	1,286,588	\$1,179,372	1,093,657	85.00%	192,931	1,048,416
Miscellaneous Revenue	228,246	\$209,226	276,775	121.26%	(48,529)	181,849
Non-Categorical Aid	680,100	\$623,425	471,190	69.28%	208,910	469,952
Categorical Aid	2,302,542	\$2,110,664	2,006,998	87.16%	295,544	1,927,150
Revenue from Federal Government	335,882	\$307,892	321,892	95.83%	13,990	19,532
<u>Non-Revenue Receipts</u>	<u>1,021,676</u>	<u>\$936,536</u>	<u>0</u>	<u>0.00%</u>	<u>1,021,676</u>	<u>0</u>
TOTAL GENERAL FUND	<u>\$13,855,147</u>	<u>\$12,700,552</u>	<u>\$10,400,432</u>	<u>75.07%</u>	<u>\$3,454,715</u>	<u>\$8,803,696</u>
<u>CAPITAL PROJECTS FUND</u>						
Local Revenue	\$37,422	\$34,304	\$0	0.00%	\$37,422	\$0
Revenue from the Commonwealth	316,896	\$290,488	0	0.00%	316,896	135,789
<u>Transfers</u>	<u>1,250,341</u>	<u>\$1,146,146</u>	<u>582,531</u>	<u>46.59%</u>	<u>667,810</u>	<u>0</u>
TOTAL CAPITAL PROJECTS FUND	<u>\$1,604,658</u>	<u>\$1,470,937</u>	<u>\$582,531</u>	<u>36.30%</u>	<u>\$1,022,128</u>	<u>\$135,789</u>
<u>WATER & SEWER OPERATING FUND</u>						
Transfer Fees	\$9,000	\$8,250	\$8,180	90.89%	\$820	\$8,880
Revenue from Use of Money & Property	154,500	\$141,625	161,915	104.80%	(7,415)	145,192
Charges for Services	5,193,605	\$4,760,805	4,620,565	88.97%	573,040	3,473,137
Recovered Costs	38,799	\$35,566	3,624	9.34%	35,175	35,404
Miscellaneous Revenue	5,500	\$5,042	14,351	0.00%	(8,851)	9,867
Grant Revenue	0	\$0	8,500	0.00%	(8,500)	0
<u>Transfers</u>	<u>20,268</u>	<u>\$18,579</u>	<u>0</u>	<u>0.00%</u>	<u>20,268</u>	<u>0</u>
TOTAL W&S OPERATING FUND	<u>\$5,421,672</u>	<u>\$4,969,866</u>	<u>\$4,817,134</u>	<u>88.85%</u>	<u>\$604,538</u>	<u>\$3,672,481</u>
<u>WATER & SEWER CAPITAL FUND</u>						
Revenue from Use of Money & Property	\$0	\$0	\$31,966	0.00%	(31,966)	\$0
Non-Revenue Receipts	1,391,076	\$1,275,153	423,517	30.45%	967,559	363,519
<u>Transfers</u>	<u>1,240,819</u>	<u>\$1,137,418</u>	<u>0</u>	<u>0.00%</u>	<u>1,240,819</u>	<u>0</u>
TOTAL W&S CAPITAL FUND	<u>\$2,631,895</u>	<u>\$2,412,571</u>	<u>\$455,483</u>	<u>17.31%</u>	<u>\$2,176,412</u>	<u>\$363,519</u>
<u>TOTAL ALL FUNDS</u>	<u>\$23,513,373</u>	<u>\$21,553,925</u>	<u>\$16,255,581</u>	<u>69.13%</u>	<u>\$7,257,792</u>	<u>\$12,975,485</u>
<u>INTERNAL SERVICE FUNDS</u>						
Motor Pool	\$477,401	\$437,618	\$540,046	113.12%	(\$62,645)	\$428,823
Information Technology	\$360,029	\$330,027	\$270,026	75.00%	\$90,003	\$245,867

Town of Warrenton, Virginia

Comparison of Expenditures with Appropriations for the Period Ending May 31, 2017

Function	Full Year Appropriation	Estimate through Current Month	Expenditure	% (E)	Unexpended	Prior Year
<u>GENERAL FUND</u>						
Legislative Department	\$163,520	\$149,893	\$124,608	76.20%	\$38,912	\$157,694
Executive Department	211,261	193,656	180,954	85.65%	30,307	153,524
Legal Services	187,376	171,761	128,178	68.41%	59,198	145,089
Finance Department	532,695	488,304	400,810	75.24%	131,885	409,118
Other Organizations	10,040	9,203	10,040	100.00%	-	8,579
Electoral Board	-	-	-	0.00%	-	-
Public Safety	3,785,071	3,469,648	3,262,913	86.20%	522,158	3,308,724
Department of Public Works	4,086,464	3,745,926	3,433,753	84.03%	652,712	3,060,477
Welfare Social Services	116,937	107,192	114,176	97.64%	2,761	116,735
Parks and Recreation	2,081,953	1,908,456	1,696,179	81.47%	385,773	1,642,127
Cultural Enrichment	73,313	67,204	57,000	77.75%	16,313	65,496
Community Development	1,018,852	933,948	680,891	66.83%	337,961	574,721
Transfers	951,075	871,819	582,531	61.25%	368,544	-
<u>Debt Service</u>	<u>636,590</u>	<u>583,541</u>	<u>636,590</u>	<u>100.00%</u>	<u>0</u>	<u>725,116</u>
TOTAL GENERAL FUND	\$13,855,147	\$12,700,551	\$11,308,623	81.62%	\$2,546,524	\$10,367,400
<u>CAPITAL PROJECTS FUND</u>						
Capital Outlay	\$623,753	\$571,774	\$392,541	62.93%	\$231,212	\$129,110
<u>Capital Projects</u>	<u>980,905</u>	<u>899,163</u>	<u>191,206</u>	<u>19.49%</u>	<u>789,699</u>	<u>375,076</u>
TOTAL CAPITAL PROJECTS FUND	\$1,604,658	\$1,470,937	\$583,747	36.38%	\$1,020,911	\$504,186
<u>WATER & SEWER OPERATING FUND</u>						
Water Department	\$1,970,674	\$1,806,451	\$1,565,138	79.42%	\$405,536	\$1,633,141
Wastewater Department	1,762,696	1,615,805	1,409,339	79.95%	353,357	1,479,231
Water / Sewer Administration	812,422	744,720	618,988	76.19%	193,434	670,946
Debt Service	103,119	94,526	103,119	100.00%	-	88,586
Reserve for Contingencies	-	-	-	0.00%	-	-
<u>Transfers</u>	<u>772,761</u>	<u>708,364</u>	<u>-</u>	<u>0.00%</u>	<u>772,761</u>	<u>-</u>
TOTAL W&S OPERATING FUND	\$5,421,672	\$4,969,866	\$3,696,585	68.18%	\$1,725,088	\$3,871,904
<u>WATER & SEWER CAPITAL FUND</u>						
<u>Water & Sewer Capital Projects</u>	<u>\$2,631,895</u>	<u>\$2,412,571</u>	<u>\$538,803</u>	<u>0.00%</u>	<u>\$2,093,092</u>	<u>\$330,700</u>
TOTAL W&S CAPITAL FUND	\$2,631,895	\$2,412,571	\$538,803	20.47%	\$2,093,092	\$330,700
<u>TOTAL ALL FUNDS</u>	<u>\$23,513,373</u>	<u>\$21,553,925</u>	<u>\$16,127,758</u>	<u>68.59%</u>	<u>\$7,385,615</u>	<u>\$15,074,190</u>
<u>INTERNAL SERVICE FUNDS</u>						
Motor Pool	\$477,401	\$437,618	\$559,936	117.29%	(\$82,535)	\$438,510
Information Technology	\$360,029	\$330,027	\$298,517	82.91%	\$61,512	\$280,882

Town of Warrenton
Investment Report
Period Ending May 31, 2017

Investment Activity	Beginning of Month	Investments	Redemptions	Investment Income	End of Month
Virginia LGIP	12,761,300	-	-	10,262	12,771,562
Virginia Investment Pool	3,004,167	-	-	2,583	3,006,750
Virginia SNAP	4,767,550	-	-	4,484	4,772,034
Total Investments	<u>\$20,533,017</u>	<u>\$0</u>	<u>\$0</u>	<u>\$17,329</u>	<u>\$20,550,346</u>

Portfolio Composition & Yield	Cost	Percent	Annual Percentage Yield	Average Remaining Life Days
Virginia LGIP	12,771,562	62.15%	0.99%	N/A
Virginia Investment Pool	3,006,750	14.63%	1.37%	N/A
Virginia SNAP	4,772,034	23.22%	1.10%	N/A
Total Investments	<u>\$20,550,346</u>	<u>100.00%</u>		

Investment Revenue/Average Yield	Last Year	This Year
Interest Revenue Projected	\$17,200	\$18,500
Interest Revenue Received Year to Date	\$37,415	\$119,332
Percentage of Interest Received to Date	217.53%	645.04%
Weighted Average Rate of Return	0.48%	1.07%
Benchmarks:		
182 day US Treasury Bill	0.46%	1.05%
LGIP - effective yield	0.48%	0.99%



**Town Council Meeting Item Number: 8.b.
July 11, 2017**

Agenda Memorandum

Submitted by: Stephanie Miller, Director of Finance and Human Resources

Issue: **A Resolution Financing the Purchase of Police Vehicles**

Background: The FY 2018 Adopted Budget, which was passed on June 13, 2017, includes the lease/purchase financing of six (6) vehicles over five years for the Police Department.

Discussion: In order to obtain the most favorable financing terms, the Town enlisted the services of VML/VaCo. VML/VaCo Equipment Leasing is a lease-purchase financing program that offers Virginia localities a cost effective way to finance the acquisition of equipment. Through a competitive bidding process, VML/VaCo provides access to leading local, regional and national financial institutions that are active in the equipment leasing process.

On June 22, 2017, VML/VaCo Finance issued a Request for Proposal on behalf of the Town. Those proposals were received on July 7, 2017 and presented to the Town.

Financial Impact: The amount budgeted in the Capital Improvement Plan 2018-2023 and the FY 2018 Adopted Budget was based on preliminary estimates available at the beginning of the preparation of the budget. The annual cost as financed for five years was estimated to be \$80,770 (or a five-year total of \$403,850). Through diligent purchasing efforts, the total cost of the equipment was reduced to \$330,209. The annual cost financed through VML-VaCo for five years will be \$69,793.

Recommended Action: Recommend approval of the attached resolution approving the terms of the Tax-Exempt Lease/Purchase Agreement to finance the purchase of six (6) vehicles for the Police Department.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Equipment Lease Purchase, Preliminary Financing Timeline	Cover Memo	6/22/2017
VML-VaCo Financing Proposal 7-7-17	Backup Material	7/7/2017
Resolution on Financing Police Vehicles	Resolution	7/7/2017



VML/VACo Finance
Equipment Lease Purchase, Series 2017
Town of Warrenton, Virginia
Preliminary Financing Timeline

<u>Date</u>	<u>Action</u>
June 22, 2017	VML/VACo Finance issues Request for Proposals
July 7, 2017	Proposals due from Banks and results presented to the Town
July 11, 2017	Council considers Resolution authorizing the Series 2017 Equipment Lease
July 12-21, 2017	Documents drafted and circulated for execution
July 26, 2017	Executed documents due to Bank
July 28, 2017	Closing




919 E. Main Street, Suite 1100
Richmond, Virginia 23219
(804) 648-0635

J. Kenneth Folk
Financial Services Manager

July 7, 2017

MEMORANDUM

To: Ms. Stephanie Miller – Director of Finance

From: J. Kenneth Folk 

Re: VML/VACo Equipment Leasing – Town of Warrenton, Virginia
Results of Bids for police vehicles

We are pleased to present the results of our request for bids related to the Town of Warrenton's lease purchase financing for new police vehicles.

VML/VACo Finance solicited bids from several banks, including local, regional, and national financial institutions. US Bancorp submitted the winning bids with interest rates of 1.827% fixed for 3 years, 1.931% fixed for 4 years, and 2.035% fixed for 5 years. First Citizens submitted the cover bids with interest rates of 1.97% fixed for 3 years, 2.07% fixed for 4 years, and 2.16% fixed for 5 years. The preliminary plan of finance is detailed below:

Program	VML/VACo Equipment Leasing Program
Borrower	Town of Warrenton, Virginia
Program Administrator	VML/VACo Finance
Purpose	Lease financing for new police vehicles
Security Pledge	Equipment Lease
Tax Treatment	Tax-exempt and Bank Qualified
Lease Amount	\$330,209.04 <i>(includes \$3,500 fee)</i>
Final Maturity	Dependent upon term selected

Ms. Stephanie Miller

July 7, 2017

Page 2

Amortization	Fully amortizing over respective term with level debt service payments
Principal & Interest Due	Semi-annually on January 28 th and July 28th, commencing January 28, 2018
Call Provision	Pre-payable after 13 months at 103% of outstanding principal
Anticipated Closing Date	July 28, 2017

Please note that US Bancorp's bid is subject to final credit approval and acceptable documentation. Preliminary payment schedules are attached for your review.

I will give you a call to follow up and discuss next steps. In the meantime, don't hesitate to call me with any questions. We look forward to working with you on this financing.

Thank you.

Attachments

Preliminary Amortization Schedule (3 Years)

<u>Date</u>	<u>Principal</u>	<u>Rate</u>	<u>Interest</u>	<u>Payment</u>	<u>Balance</u>
7/28/2017	-		-	-	330,209.04
1/28/2018	53,791.32	1.827%	3,016.46	56,807.77	276,417.72
7/28/2018	54,282.70	1.827%	2,525.08	56,807.77	222,135.03
1/28/2019	54,778.57	1.827%	2,029.20	56,807.77	167,356.45
7/28/2019	55,278.97	1.827%	1,528.80	56,807.77	112,077.48
1/28/2020	55,783.95	1.827%	1,023.83	56,807.77	56,293.53
7/28/2020	<u>56,293.53</u>	1.827%	<u>514.24</u>	<u>56,807.77</u>	-
	330,209.04		10,637.61	340,846.65	

Preliminary Amortization Schedule (4 Years)

<u>Date</u>	<u>Principal</u>	<u>Rate</u>	<u>Interest</u>	<u>Payment</u>	<u>Balance</u>
7/28/2017	-		-	-	330,209.04
1/28/2018	39,901.41	1.931%	3,188.17	43,089.58	290,307.63
7/28/2018	40,286.66	1.931%	2,802.92	43,089.58	250,020.98
1/28/2019	40,675.62	1.931%	2,413.95	43,089.58	209,345.35
7/28/2019	41,068.35	1.931%	2,021.23	43,089.58	168,277.01
1/28/2020	41,464.86	1.931%	1,624.71	43,089.58	126,812.14
7/28/2020	41,865.21	1.931%	1,224.37	43,089.58	84,946.94
1/28/2021	42,269.41	1.931%	820.16	43,089.58	42,677.52
7/28/2021	<u>42,677.52</u>	1.931%	<u>412.05</u>	<u>43,089.58</u>	-
	330,209.04		14,507.57	344,716.61	

Ms. Stephanie Miller

July 7, 2017

Page 4

Preliminary Amortization Schedule (5 Years)

<u>Date</u>	<u>Principal</u>	<u>Rate</u>	<u>Interest</u>	<u>Payment</u>	<u>Balance</u>
7/28/2017	-		-	-	330,209.04
1/28/2018	31,537.02	2.035%	3,359.88	34,896.89	298,672.02
7/28/2018	31,857.91	2.035%	3,038.99	34,896.89	266,814.12
1/28/2019	32,182.06	2.035%	2,714.83	34,896.89	234,632.06
7/28/2019	32,509.51	2.035%	2,387.38	34,896.89	202,122.55
1/28/2020	32,840.30	2.035%	2,056.60	34,896.89	169,282.25
7/28/2020	33,174.45	2.035%	1,722.45	34,896.89	136,107.81
1/28/2021	33,512.00	2.035%	1,384.90	34,896.89	102,595.81
7/28/2021	33,852.98	2.035%	1,043.91	34,896.89	68,742.83
1/28/2022	34,197.43	2.035%	699.46	34,896.89	34,545.39
7/28/2022	<u>34,545.39</u>	2.035%	<u>351.50</u>	<u>34,896.89</u>	-
	330,209.04		18,759.89	348,968.93	

Resolution Approving Financing Terms

WHEREAS: The Town Council of the Town of Warrenton, Virginia ("Town") has previously determined to undertake a project for the lease purchase of new police vehicles and the equipping of said vehicles, and the Finance Director has now presented a proposal for the financing of such Project.

BE IT THEREFORE RESOLVED, as follows:

1. The Town hereby determines to finance the Project through US Bancorp Government Leasing and Finance, Inc. ("USBGLF") in accordance with the proposal dated July 7, 2017. The amount financed shall not exceed \$335,000.00 the annual interest rate (in the absence of default or change in tax status) shall not exceed 2.035%, and the financing term shall not exceed five (5) years from closing.

2. All financing contracts and all related documents for the closing of the financing (the "Financing Documents") shall be consistent with the foregoing terms. All officers and employees of the Town are hereby authorized and directed to execute and deliver any Financing Documents, and to take all such further action as they may consider necessary or desirable, to carry out the financing of the Project as contemplated by the proposal and this resolution.

3. The Finance Director is hereby authorized and directed to hold executed copies of the Financing Documents until the conditions for the delivery of the Financing Documents have been completed to such officer's satisfaction. The Finance Director is authorized to approve changes to any Financing Documents previously signed by Town officers or employees, provided that such changes shall not substantially alter the intent of such documents or certificates from the intent expressed in the forms executed by such officers. The Financing Documents shall be in such final forms as the Finance Director shall approve, with the Finance Director's release of any Financing Document for delivery constituting conclusive evidence of such officer's final approval of the Document's final form.

4. The Town shall not take or omit to take any action the taking or omission of which shall cause its interest payments on this financing to be includable in the gross income for federal income tax purposes of the registered owners of the interest payment obligations. The Town hereby designates its obligations to make principal and interest payments under the Financing Documents as "qualified tax-exempt obligations" for the purpose of Internal Revenue Code Section 265(b)(3).

5. The Town intends that the adoption of this resolution will be a declaration of the Town's official intent to reimburse expenditures for the project that is to be financed from the proceeds of the USBGLF financing described above. The Town intends that funds that have been advanced, or that may be advanced, from the Town's general fund, or any other Town fund related to the project, for project costs may be reimbursed from the financing proceeds.

6. All prior actions of Town officers in furtherance of the purposes of this resolution are hereby ratified, approved and confirmed. All other resolutions (or parts thereof) in conflict with this resolution are hereby repealed, to the extent of the conflict. This resolution shall take effect immediately.

Approved this _____ day of _____, 2017.

By: _____
(Clerk)

By: _____
(Mayor)

SEAL



**Town Council Meeting Item Number: 8.c.
July 11, 2017**

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

Issue: **Initiation of Research for Text Amendments on Industrial Zone Uses**

Background: There are new technology uses that are not defined in our existing Industrial Zoning District that we may consider updating as by-right permitted uses or permissible uses by SUP. Last year, Council identified technology businesses as an economic development sector target, and accordingly adopted the Technology Zone incentive. Therefore it is appropriate to consider possible amendments to the Industrial District zoning classification to determine other possible by-right uses to broaden the economic feasibility of the industrial land remaining in Town.

Discussion: This item was a late addition to the June 13 Council Agenda after the Thursday June 8 Work Session. On June 13, Council continued discussion for further consideration to its July meeting.

Before staff can undertake an effort to examine changes to the Zoning Ordinance there is a required initiation. There are three avenues for invitation, one of which is a council resolution.

11-3.9.2 Initiation of Amendment

Either a zoning map or text amendment may be proposed by resolution of the Town Council, by motion of the Planning Commission, or by application by the owner, contract purchaser with the owner's written consent, or the owner's agent therefor, of the property which is the subject of the proposed amendment.

Financial Impact: There is no direct impact in initiating this code update process.

Recommended Action: Adopt the attached resolution authorizing staff to analyze and begin the process to amend the Zoning Ordinance to include more technology uses in the Industrial Zoning District.

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Resolution	Resolution	6/30/2017

**RESOLUTION TO RECOMMEND THE TOWN STAFF ANALYZE AND BEGIN THE PROCESS TO
AMEND THE ZONING ORDINANCE TO INCLUDE MORE TECHNOLOGY USES INTO THE
INDUSTRIAL ZONING DISTRICT**

WHEREAS, the Town of Warrenton is uniquely located outside of Northern Virginia where over the past several decades technology companies have expanded; and

WHEREAS, the Town Council of the Town of Warrenton wishes to explore its current zoning ordinances and determine if there could be relevant upgrades and changes to that may assist in bringing economic development within its boundaries by including more permitted uses or uses requiring an SUP to its list in the Industrial Zones; and

WHEREAS, pursuant to Section 11-2.9.2 of the Town Zoning Ordinance requires that the Town Council propose that a text amend be initiated by resolution.

NOW THEREFORE, be it resolved, that the Town Council of the Town of Warrenton directs Town Staff to analyze and prepare a text amendment to the Town Zoning Ordinance to include new uses either as “by right” or as a special use permit to expand the list of uses to include new possible technology industries on the Industrial Zoned land.



**Town Council Meeting Item Number: 8.d.
July 11, 2017**

Agenda Memorandum

Submitted by: Bo Tucker, Director of Public Works and Utilities

- Issue:** **Resolutions committing \$1,000,000 to VDOT SMART SCALE Broadview Avenue Improvement Projects; Intersection Improvements (UPC 111648) and Corridor Improvements (UPC 111647)**
- Background:** In October 2016 the Town submitted the Broadview Avenue Improvement Project for SMART SCALE funding under two separate project applications. One was for the intersection improvements at the Frost Ave and Broadview intersection and the second was for corridor improvements from the intersection at Frost Ave. to the Winchester Street intersection.
- Discussion:**
- As a demonstration of the Town's support of the project, the town stated on the application a contribution of \$1,000,000 towards the project.
 - In breaking down the project into two separate applications \$350,000 was designated to the Corridor Improvements Project (UPC 111648) and \$650,000 designated to the Intersection Improvements Project (UPC 111647).
 - The Commonwealth Transportation Board (CTB) approved both projects at its June 20, 2017 meeting. The projects were approved with a total funding of \$7,962,000, which included the \$1,000,000 contribution.
 - In order to formalize the project agreements and restart the design effort, VDOT requires resolutions for each project committing to the amount stated on the applications.
 - Attached are resolutions for each project stating a commitment of \$350,000 to UPC 111648, Corridor Improvements and \$650,000 to UPC 111647, Intersection Improvements.
- Financial Impact:** VDOT will expend the approximate \$2.1 million already reserved for the project for final design. Construction is planned for the FY21. Council will need to appropriate the \$1,000,000 from Unassigned General Fund Balance in a future fiscal year prior to construction.
- Recommended Action:**
- Approve the Resolutions on the Broadview Avenue projects:
- VIRGINIA DEPARTMENT OF TRANSPORTATION SMART SCALE FUNDING COMMITMENT FOR PROJECT #: 7017-156-309, C-501, UPC #: 111647; and
 - VIRGINIA DEPARTMENT OF TRANSPORTATION SMART SCALE FUNDING COMMITMENT FOR PROJECT#: 7017-156-308, C-501; UPC #: 111648

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Resolution - Broadview Corridor Improvements	Resolution	7/4/2017
Resolution - Broadview Intersection Improvements	Resolution	7/4/2017
8-25-16 Letters Requesting Legislative Support	Backup Material	7/4/2017
9-28-16 Letter to VDOT	Backup Material	7/4/2017

RESOLUTION

VIRGINIA DEPARTMENT OF TRANSPORTATION SMART SCALE FUNDING COMMITMENT FOR PROJECT #: 7017-156-309, C-501, UPC #: 111647;

At the regularly scheduled meeting of the Town Council of the Town of Warrenton held on July 11, 2017 on a motion by_____, seconded by_____, the following resolution was adopted by a vote of __ to __:

WHEREAS, the Town Council of the Town of Warrenton is committed to the Broadview Avenue Project#: 7017-156-309, C-501; UPC #: 111647; Intersection Improvements; and,

WHEREAS, the Town submitted a SMART SCALE application to VDOT for the project with a funding contribution by the Town of \$650,000 towards the project, and

WHEREAS, the Commonwealth Transportation Board approved the SMART SCALE project at its meeting on June 20, 2017 meeting; and,

NOW, THEREFORE, BE IT RESOLVED THAT: The Town Council of the Town of Warrenton hereby commits \$650,000 to Broadview Avenue SMART SCALE Project#: 7017-156-309, C-501; UPC #: 111647, Intersection Improvements.

ADOPTED this 11th day of June 2017.

Evelyn J. Weimer, Town Recorder

RESOLUTION

VIRGINIA DEPARTMENT OF TRANSPORTATION SMART SCALE FUNDING COMMITMENT FOR PROJECT #: 7017-156-309, C-501, UPC #: 111647;

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ADOPTED this 11th day of June 2017.

Evelyn J. Weimer, Town Recorder



TOWN OF WARRENTON

POST OFFICE DRAWER 341
WARRENTON, VIRGINIA 20188-0341
www.warrentonva.gov
TELEPHONE (540) 347-1101
FAX (540) 349-2414

August 25, 2016

The Honorable Senator Jill Holtzman Vogel
117 East Piccadilly Street
Suite 100-A
Winchester, Virginia 22601

RE: Funding for Broadview Avenue Improvements

Dear Senator Vogel:

I write to seek your help on a transportation matter of great importance to the Town of Warrenton – the design and reconstruction of Broadview Avenue (US 17 Business) from Frost Avenue (US 211) to Winchester Street. The Town has planned for this project for several years and submitted it for VDOT funding through the HB2 Smart Scale application process in 2016. It was not awarded in this round.

VDOT has \$2.2 million in funds already reserved for the engineering and right-of-way for the project. VDOT estimates the construction cost to be \$5.08 million, which is not yet funded. The Town will re-apply for HB2 as well as Highway Safety Improvement Program (HSIP) funds for construction this year. Further, the consensus of Town Council is favorable to contributing \$1 million in Town funds toward a Revenue Sharing match. We believe it is important to commit Town funds to leverage state and federal highway dollars so that the project does not continue to languish. We would greatly appreciate your support of our applications.

In addition to your support for our project funding applications, I also ask you to urge VDOT to complete the design. VDOT stopped work on it over a year ago, and the design remains about only 30% complete. VDOT contends that it cannot complete the design work until the construction funding is secured. We disagree, and have assured them that we will see the construction through to fruition because of its pedestrian safety and corridor revitalization value to the Town. Further, we believe the \$5 million construction estimate is significantly inflated. By completing the design, we will have more accurate construction cost estimate for pulling the funding together. In a meeting with our Culpeper District today, we learned that the aforementioned \$2.2 million will be reallocated if not spent by the end of 2017. It is therefore all the more imperative that we get the design work underway now so that we do not lose this precious funding and all that has been invested in the project to date.

I will follow up with a phone call next week and will appreciate any assistance that you can give us on this matter.

Sincerely,

Brannon Godfrey
Town Manager

C: Delegate Michael Webert
Mayor and Members of Town Council
Greg Yates, At-Large Member, Commonwealth Transportation Board



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www.warrentonva.gov
TELEPHONE (540) 347-1101
FAX (540) 349-2414

August 25, 2016

The Honorable Delegate Michael Weibert
P.O. Box 631
Marshall, Virginia 20116

RE: Funding for Broadview Avenue Improvements

Dear Delegate Weibert:

I write to seek your help on a transportation matter of great importance to the Town of Warrenton – the design and reconstruction of Broadview Avenue (US 17 Business) from Frost Avenue (US 211) to Winchester Street. The Town has planned for this project for several years and submitted it for VDOT funding through the HB2 Smart Scale application process in 2016. It was not awarded in this round.

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I will follow up with a phone call next week and will appreciate any assistance that you can give us on this matter.

Sincerely,



Brannon Godfrey
Town Manager

C: Senator Jill Holtzman Vogel
Mayor and Members of Town Council
Greg Yates, At-Large Member, Commonwealth Transportation Board



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TELEPHONE (540) 347-1101
FAX (540) 349-2414
TDD 1-800-828-1120

September 28, 2016

Dan Painter, AICP
Virginia Department of Transportation – Culpeper District
1601 Orange Road
Culpeper, Virginia 22701-3819

RE: Supplemental Funding, Smart Scale Applications, Warrenton

Dear Mr. Painter:

As discussed, the Town of Warrenton has been working closely with VDOT for Access Management improvements to Business Routes 17/15/29/211, which also includes improvements to the intersection between Business Route 211 (Frost Avenue) and Route 29/15/17 (Broadview Avenue).

In support of our Smart Scale Application for funding of these improvements, the Town of Warrenton is committing \$1,000,000.00 to these projects to add to the Urban Improvement Funds previously committed and the requested Smart Scale Funds.

We look forward to the completion of design of these improvements, which is already underway, and the continued progress toward completion of construction.

Please feel free to contact Mr. Edward B. Tucker, P.E., our Director of Public Works & Utilities should you have any additional questions.

Sincerely,

Brannon Godfrey
Town Manager



**Town Council Meeting Item Number: g. •
July 11, 2017**

ATTACHMENTS:

Description	Type	Upload Date
June 26 TCLC Minutes	Minutes	7/6/2017

TOWNS / COUNTY LIAISON COMMITTEE MEETING

MINUTES

June 26, 2017

A MEETING OF THE TOWNS / COUNTY LIAISON COMMITTEE WAS HELD JUNE 26, 2017, AT 4:00 P.M. IN THE SECOND FLOOR CONFERENCE ROOM OF THE WARREN GREEN BUILDING

In Attendance:

- Chris Granger, Fauquier County Board of Supervisors
- Holder Trumbo, Fauquier County Board of Supervisors
- Powell Duggan, Mayor, Town of Warrenton
- Sunny Reynolds, Vice-Mayor, Warrenton Town Council
- Paul S. McCulla, Fauquier County Administrator
- Brannon Godfrey, Town of Warrenton Manager
- Brandie Schaeffer, Planning Director, Town of Warrenton
- Bo Tucker, Town of Warrenton Utilities Director
- Kimberley Fogle, Fauquier County Community Development Director
- Pat White, Fauquier County Library Board Chairman

1. Call to Order:

Supervisor Chris Granger called the meeting to order at 4:03 p.m.

2. Adoption of Agenda:

The agenda was adopted by unanimous consent.

3. Approval of the Minutes for April 24, 2017:

The minutes were approved by unanimous consent.

4. Updates/Continued Items:

a) Central Library Project

County Administrator Paul McCulla, Town Manager Brannon Godfrey and Town Planning Director Brandie Schaeffer gave an update as to the status of the Central Library Project. The Committee discussed the draft Funding Agreement by which the Town of Warrenton agrees to donate \$1 million to the library project. The County will be able to use the money upon the execution of a construction contract. If the library project does not go forward, the County will return to the Town of Warrenton the donated money with any accrued interest.

The Committee also discussed the proposed rezoning of the property associated with the library project with the Town's intent being to rezone all of the County-owned property to Central Business District.

Mr. McCulla updated the Committee on the steps taken by the County to secure conceptual signs for fund-raising purposes.

b) Town Parking Study

Town Manager Brannon Godfrey indicated that the Town is interested in clarifying the ownership of the Lee Street parking lot and is looking for an agreement with the County defining the responsibilities of each entity towards that parking lot. County Administrator Paul McCulla indicated his belief that the parking lot is solely owned by the Town although Mr. Godfrey believes it is joint ownership. Mr. McCulla stated he would have the County Attorney review the title and provide the Deeds specifying ownership of the property after which a discussion related to maintenance and upkeep can be held.

c) “Panhandle” Boundary Adjustment

The Committee continued its discussions regarding the potential boundary adjustment of the Route 29 area “panhandle” into the Town of Warrenton. After discussion, it was determined that the Town needs to do a more in-depth study as to the benefits and potential budget and tax ramifications of the Town taking the property into Town boundaries.

d) Utilities for LFCC Campus:

County Administrator Paul McCulla informed the Committee that he had raised with Town Manager Brannon Godfrey the issue related to the potential need to upgrade utilities as the LFCC campus continues to expand. Mr. McCulla suggested that a Committee be put together consisting of Mr. McCulla, Mr. Godfrey, Mr. Tucker and members from the Community College to discuss this issue. Town Councilman Sunny Reynolds noted that she is on the Town Utilities Committee and would be happy to serve on a Community College Utilities Committee.

5. Roundtable:

There were no roundtable discussion items.

6. Next Meeting – August 28, 2017:

The next meeting is scheduled for August 28, 2017.

7. Adjourn

With no further discussion items, the meeting was adjourned at 4:42 p.m.



**Town Council Meeting Item Number: h.●
July 11, 2017**

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

Issue: Project Status Update - July 2017

Background:

Discussion:

**Financial
Impact:**

**Recommended
Action:**

Town Manager

ATTACHMENTS:

Description	Type	Upload Date
Porject Status Report	Staff Report	7/7/2017

Town Manager's Report: July 2017 – Status of Key Projects

(updates from June are highlighted)

1. **Technology:** The RFP to purchase and install video equipment to live-stream and record public meetings is pending.
2. **Mosby House:** Staff will recap cost estimates performed and prepare a financial analysis to the Finance Committee on July 17. It will also include a cost breakdown of the current annual operating costs.
3. **Main Street Program:** The Experience Old Town Warrenton (EOTW) Board is planning a one-day Strategic Planning Retreat in July. It received a PATH Make It Happen Grant to purchase and place outdoor tables and chairs at the TFB Plaza, in the lawn between the Jail Museum and the courthouse, the Eva Walker Memorial on Horner St., and the lawn next to the Mosby House. The Design Committee is also planning a project to refurbish and spruce up the Eva Walker Park Memorial. Design is also working with the Town on a concept for murals, outdoor sculptures and placement of “L-O-V-E letters” sculpture (in conjunction with the Virginia Tourism Corp. program).
4. **WARF Fields Management Memorandum of Understanding with WFA:** Revisions in a draft new agreement include additional responsibilities for bathroom monitoring and maintenance, use of pond and purchased water for irrigation and permission for temporary field lighting. The Public Works & Utilities Committee considered the changes on May 4 and recommended that staff go back to WFA with a draft that establishes the use of the pond as the primary irrigation source before purchasing Town water, and that the Town will consider participating in the cost of the pump. **Bo is investigating the DEQ regulations and hydraulic specs needed to use WWTP treated wastewater as a source for field irrigation.**
5. **Timber Fence Trail:** **LPDA is under contract has begun design services.** The design costs will be shared Fauquier Trails Coalition (\$10,000) and the County. The design work will be completed in order to submit a TAP grant application to VDOT in November for the construction costs.

6. **Dog Park:** We have executed a contract with Nathan Sellers of Blue & Gray Construction Company to build the dog park for \$60,000. The total project cost is appropriated in the Town Budget at \$70,000, with \$62,500 available as follows: \$22,500 available from the developer's original \$30,000 proffer; \$25,000 from the Town's Recreation Proffer; and \$15,000 reallocated from the Depot Park project. He will begin construction this month.
7. **Depot Park:** Staff has met with the adjoining property owner to sell or provide a long-term lease that would allow the project to be developed as conceptually design, which includes site work and the pavilion on a portion of his property. The property owner is unwilling to continue any lease with the Town on the strip of land near his building that was previously leased to us for 20 years. Therefore we are using the balance of the Depot Park project funds for Depot Park to design and construct only a pad site for equipment bike and fitness equipment for the head of the Greenway Trail.
8. **Boundary Adjustment Analysis:** Paul McCulla, Ross D'Urso and I drafted an updated fiscal impact analysis for the boundary adjustment of the panhandle that was presented to the Town/County Liaison committee on February 27. The T/C Liaison Committee asked Paul to approach the Sheriff with the concept of the FCSO continuing to patrol US29/15 in consideration for the County retaining its BPOL tax revenue from the panhandle businesses.
9. **Broadview Avenue Project:** On June 21, the Commonwealth Transportation Board approved funding of \$5.4 million for the two parts of the project through the SmartScale prioritization process. Following the approval of resolutions committing the Town's \$1 million toward construction, VDOT will begin final design and refined construction cost estimation.
10. **Parking Study:** The Public Safety & Transportation Committee considered prioritizing the parking study recommendations for implementation at its meeting on May 15. At its work session on June 8, Council gave general consent for the Manager to implement changes to parking fines and regulations. Staff is developing a simplified design for the public parking lot regulations with the same design & color scheme as the wayfinding signs that were installed in 2016. Staff is planning to begin enforcement of the

new fine schedule with the part-time Parking Officer and ticketing equipment following changes to the overtime parking signs.

11. Comprehensive Plan: The interview panel (Reynolds, Polster, Helander, Nevill, Schaeffer, Harris, Godfrey) heard presentations by two proposal teams on Wednesday. The Michael Baker team (Michael Baker, Renaissance Planning Group, RKG) was the consensus choice. Execution of the contract documents and notice-to-proceed will occur next week.

12. Historic District Expansion – Following discussion at the May 4 Council Work Session, the Working Group that includes Vice Mayor Reynolds and Planning Commissioner Anna Maas will work with staff on aligning the Town Historic District to include the additional parcels that are in the National Register District.

13. Post Office Alley: The Warrenton Postmaster confirmed in February that the alley on the west side of the building is not used for postal deliveries. This contradicts the USPS headquarters' understanding. The Warrenton Post Office does use the back loading dock for deliveries at least four times daily, but this should not interfere with our request for a pedestrian easement on the alley. We will continue to push for the easement with the USPS headquarters in D.C. I continue, unsuccessfully, to reach the USPS HQ officer who incorrectly told Congressman Garrett that the alley is currently used for routine truck loading and bulk mail deliveries.

14. Farmers Market: Both Wednesday and Saturday markets continue to have good sales. The establishment of the "Kids' Day at the Market" by Susanne Brose and the Generation Fresh Foundation, and PATH Foundation-funded "Fresh Bucks" program has dramatically increased the number of shoppers. As a result of the market success, we have had new vendor applications to consider mid-season.

15. Water & Sewer Systems Capacity: Our engineering consultant prepared a capacity analysis for the sewer system based on current connections, allocated connections by approved zoning and vested rights, and a future development demand forecast. With the improvements that we now have programmed and funded in the CIP, the consultant is confident that we can

obtain a re-rated discharge permit for 3.0MGD with the next permit renewal.

16. Solar Energy Conversion of Town Buildings: Solar Solutions has completed the analysis of the seven Town-owned buildings: Water Plant, Wastewater Treatment Plant, Public Works and the Visitors Center. On a referral from the Virginia Energy Efficiency Council, I am consulting with Abacus Property Solutions on alternatives for energy savings and advice on direct purchase vs. power purchase agreements.

17. DGS Property: The Town Attorney and Town Manager are working with the Virginia Department of General Services (DGS) to negotiate settlement and transfer of the 0.18-acre parcel owned by the State at the entrance to the lower 5th Street Town parking lot (Lot "G"). DGS declined our initial offer to transfer it to the Town in exchange for the Town paying all transfer and closing costs. The Town Attorney and I working with another property owner near another State-owned facility to try to assemble parcels to exchange for the DGS parcel. This property owner has a board of directors who have achieved a meeting quorum recently, and therefore has yet not authorized him to offer the Town a trade.

18. Economic Development Manager: Tom is on board and is meeting with business owners, community leaders and familiarizing himself with our government operations.

19. Cemetery Restoration: We received the repair feasibility and cost report from Robert Mosko. Of the 88 stones requiring treatment, the estimated repair cost will vary depending on conditions as discovered upon further excavation. The totals are as follows:

74 stones set back up, unstable	\$8,880 - \$16,280
5 partially set back up	\$2,250 - \$4,000
4 remaining on the ground	\$1,900 - \$6,100
5 broken stones	\$1,975 - \$2,050
88 stones total	\$15,005 - \$28,430

The Fauquier Historical Society and its "Friends of the Cemetery" that has privately raised \$18,000 to date for restoration. There is \$112,131 in

accrued interest in the Town Cemetery Perpetual Care Fund that is available for capital projects; \$7,000 has been planned for cemetery lane paving in FY18. Staff believes that the historic nature of Cemetery justifies the use of some Perpetual Care Funds for restoration of private memorials as a public benefit. We are continuing to develop cost options for security measures, including surveillance cameras and perimeter fencing.

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