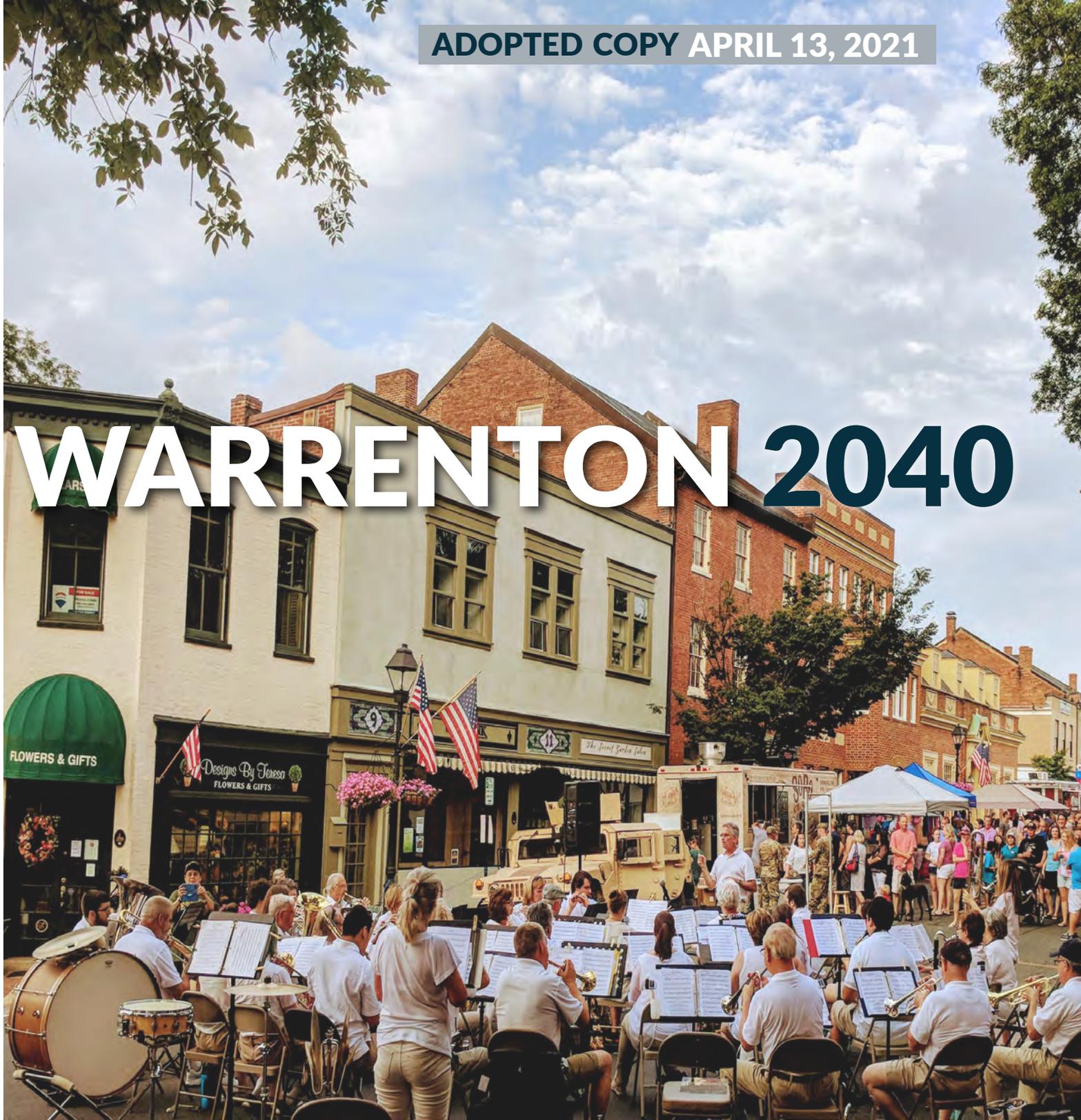




ADOPTED COPY APRIL 13, 2021

PLAN WARRENTON 2040



ACKNOWLEDGMENTS

The Town of Warrenton would like to acknowledge the dedication and commitment to the individual citizens, students, teachers, business owners, merchants, property owners, non-profits, and community partners who participated in the process of updating the Comprehensive Plan. In addition, the Town would like to thank Fauquier County, the Rappahannock-Rapidan Regional Commission, and the Virginia Department of Transportation for participating in the planning process. Special thanks to the PATH Foundation for their support of the Complete Streets and Walkability Audit components.

Town Council

Carter Nevill, Mayor
 Renard Carlos, At-Large
 Sean Polster, At-Large
 Heather Sutphin, Ward 1
 William Semple, Ward 2
 Brett Hamby, Ward 3
 James Hartman, Ward 4
 Kevin Carter, Ward 5

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 Ali Zarabi, Vice Chair
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MAYOR'S MESSAGE 2040

“We are a sum of our past, we are the hope of our future, all rolled into one, and we can see that every day when we walk down the streets of Warrenton. Whether its in Old Town, or going down to the WARF, or walking the streets in our neighborhoods. It is a genuine, sincere community, and it is defined by the people, and the place where we live.”

**THIS IS YOUR TOWN,
THIS IS YOUR NEIGHBORHOOD,
AND THIS IS YOUR PLAN.”**

- Mayor Carter Nevill

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EXECUTIVE SUMMARY 2040

Introduction

The Plan Warrenton 2040 was adopted in one of the most challenging years of recent history. The international pandemic of COVID-19 impacted fundamental aspects of personal and community life calling into question how people live, work, go to school, and recreate. It threw into high relief how our communities are designed to support, or fail to support, the needs of a functioning economy through infrastructure and public spaces. Simply, the pandemic exposed our collective community strengths and challenges.

Communities do well if they have the preparedness and flexibility to respond quickly to the changing nature of the environment. Communities who lay the groundwork for strategic investments can weather the many types of unforeseen storms. A comprehensive plan serves its greatest purpose in these instances. Plan Warrenton 2040 begins with recognition of the nexus between planning, economic resiliency, and public health. This plan is built on the premise that the physical, mental, social, and economic health of our community reaches into all aspects of our quality of life. These central themes have already been instilled in our community from the passage of the Healthy Eating Active Lifestyle (HEAL) Resolution by the Town Council in 2015, the Walkability Audit and Complete Streets Guide in 2017, the Fiscal Impact Model of 2019, the Robert Wood Johnson Culture of Health nomination, and the Eva Walker Park Master Plan in 2021.

Plan Warrenton 2040 lays out a vision that enhances these themes and protects the character

of the Town of Warrenton, while it works to anticipate a rapidly changing future due to technological advancements and the prolonged impacts of the pandemic. The plan focuses on the elements of community to maintain a standard of living. Public spaces, a notable goal in previous Comprehensive Plans, are now a necessity for the mental, physical, and social health of our residents. Opening the built environment of the Town's assets and right-of-way is essential for the economic health of our business and food supply. Further necessity of multi-modal, active transportation has become more apparent as people seek a means to safely leave their residences after working from home or learning virtually. The shifting demands on water, sewer, and telecommunications infrastructure become apparent as society begins to reallocate how and where it spends its time. Perhaps most importantly, the design of our community needs to support the needs of all residents and businesses through elements like attainable housing to encourage resident diversity and retention. These elements of community allow Warrenton to positively respond to the needs of its residents, ensuring that even through change we are still Warrenton: a community that deeply cares for all its members.

While no one can yet state with certainty the long-term shifts in behavior the pandemic will have on communities, the goals and objectives remain the same. Plan Warrenton 2040 seeks to capture the community spirit to ensure the Town is the best Warrenton it envisions for itself during the greatest and most trying of times.



WHO WE ARE

10,027

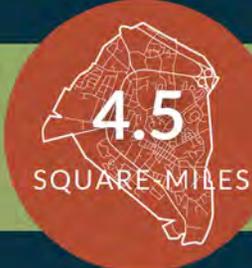
24.4%
Under the
Age of 18

19.0%

Over the
Age of 65

4.5

SQUARE MILES





SCHOOLS
2 High
4 Middle
5 Elementary



FAUQUIER COUNTY SEAT
3 Courts
1 Library
1 Hospital



ACTIVE LIVING
5 Parks
1 Rail Trail
2 Farmers Market



BUSINESS
1 Main Street Program
1 Local Chamber
857 Business Licenses

WHAT IS A COMPREHENSIVE PLAN?

A Comprehensive Plan is a holistic, aspirational vision to guide future decisions of the Town of Warrenton.

The Code of Virginia §15.2223 states the Comprehensive Plan’s purpose is to guide and accomplish a coordinated, adjusted and harmonious development, keeping in accordance with present and probable future needs and resources, to best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents, including the elderly and persons with disabilities. The Comprehensive Plan is to be general in nature, in that it designates the general or approximate location, character, and extent of features. Plan Warrenton 2040 serves as the official document tying together community features with the overall vision for its future.

WHAT IS PLAN WARRENTON 2040?

Plan Warrenton 2040 is the outcome of thoughtful conversations throughout the community. It contains a vision of equity for its residents, a high quality of life for the community, and fiscal vibrancy for the businesses. The vision contains three drivers that serve as the backbone of the seven topical elements.

DRIVERS

Community Character

Community Character seeks to preserve and enhance the identity and quality of life in Warrenton as a place for everyone to meet, talk, and be neighborly; as a place that is interconnected, human scaled, and walkable; as a place, historic and new, that combines aesthetic form, development patterns, and amenities that ensure the heritage of the Town is honored for current and future generations.

Community Health

Community Health prioritizes social, physical, environmental, and mental health through policies and equitable investments that promote personal well-being, fiscal strength, and a strong community fabric through a safe, vibrant, and thriving community.

Economic & Fiscal Resilience

Economic and Fiscal Resilience cultivates entrepreneurial opportunities by leveraging community-based assets, in conjunction with integral geographic and regional relationships, to attract high quality investors, creating a resilient multi-faceted fiscal base that provides residents the ability to live and work in the community.

TOPICAL ELEMENTS

Historic Resources

Preserve the place making features that continue to give the Town its unique identity, its character, and its feeling of home.

Community Facilities

Strategic investments in accessible community facilities improving health and overall quality-of-life for a diverse community.

Housing

Preserve established residential neighborhoods, while expanding housing options to ensure inclusive, attainable housing for all ages, incomes, and needs. Create walkable communities with shared open space developments compatible with existing uses in scale and character.

Open Space, Parks, & Environment

Boast a network of open spaces to strengthen community health, protect the natural environment, and maintain the aesthetic and image of Warrenton as a critical element of Town character.

Transportation & Circulation

Strategic investments for a safe, vibrant, and interconnected multi-modal transportation network.

Economic & Fiscal Resilience

Encourage a community where people may choose to live and work with a robust economy that cultivates entrepreneurial opportunities for a diverse and talented workforce.

Land Use & Character Districts

Expand amenity options within character districts and existing neighborhoods to improve quality-of-life and maintain community character.

HOW COMPREHENSIVE PLANS ARE IMPLEMENTED

Plan Warrenton 2040 sets the overall guidance for informed decisions, while the Virginia State Code identifies several methods for implementation of goals and strategies. Comprehensive plans are to be aspirational to communicate an agreed upon future form for the Town. The implementation tools are developed and updated to carry out the goals of the community. Below are a few of these implementation documents.

ZONING ORDINANCE

Zoning ordinances regulate the use of land within a locality and provide an official zoning map. This document details the allowable uses properties are entitled to utilize, the specifics to how the built environment will be structured (size, height, area, bulk, location, etc), the requisite areas and dimensions of the land and required elements, and identifies how localities may grant changes to these modifications.

SUBDIVISION ORDINANCE

The purpose of the Subdivision Ordinance is to establish reasonable and desirable subdivision standards and procedures for the Town of Warrenton. These regulations apply to all divisions of land into parcels or adjustments to the boundaries of parcels within the Town. This document incorporates a Public Facilities Manual that applies to all utilities constructed, including transportation, stormwater, water, and sewer.

HISTORIC DISTRICT GUIDELINES

The Historic District Guidelines provide the framework for consistent decision-making by elaborating upon the Zoning Ordinance's goal to identify, protect and preserve the buildings within historic district boundaries. The Secretary of Interior's Standards for Treatments of Historic Properties, in conjunction with the goals and strategies of the Comprehensive Plan, provide the framework for this important document.

CAPITAL IMPROVEMENT PLAN

The Capital Improvement Program (CIP) provides for an orderly implementation of short and long range plans for construction of Capital Improvement Projects and Land Acquisition. It further provides for the scheduling of the associated expenditures over a period of many years. The first year of the program represents the proposed Capital Budget for the upcoming fiscal year.

TOWN CODE

The Town Code is adopted by localities to enable the codification of ordinances. Related to the goals of Comprehensive Plan it enforces licensing, noise, how business is conducted, and a number of items specific to public streets, water, and sewer.

OTHER DOCUMENTS

While the Comprehensive Plan provides a “high level” set of goals and strategies, more focused efforts produce site, topical, or area specific objectives. For example, the Eva Walker Park Master Plan speaks to the long term improvements envisioned and specific to that public space. The Broadview Safety Improvement Project contains the engineered design to fulfill the Smartscale grant. Roll Out Warrenton and Warm Out Warrenton serve as examples of providing opportunities that seek to support the business community.

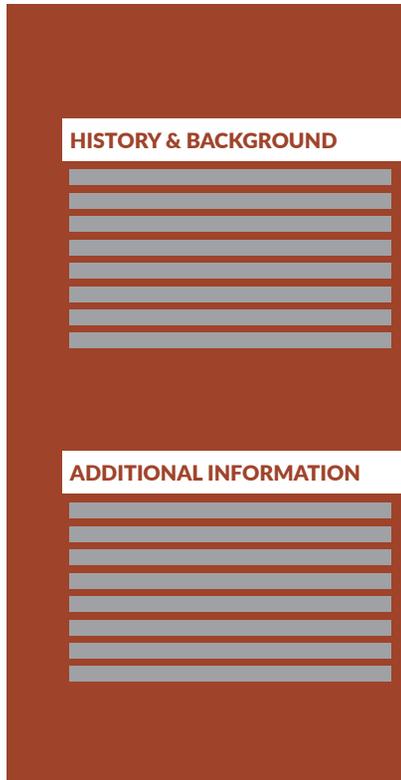
ADOPTION BY REFERENCE

Plan Warrenton 2040 includes the adoption of documents that were previously developed and produced as part of this process or in the same timeframe. Documents adopted by reference into the Comprehensive Plan include:

- Complete Streets Guidance Report (Toole Design Group, September 2017)
- Walkability Audit Report (Toole Design Group, September 2017)
- Urban Development Areas (Town Council Adopted March 13, 2018)
- Plan Warrenton 2040 Background Report
- Demographic and Housing Analysis White Paper (RKG Associates, February 1, 2020)
- Fiscal Sustainability Analysis White Paper (RKG Associates, February 1, 2020)
- Economic Base White Paper (RKG Associates, February 1, 2020)
- Character Districts Design Guide Book Plan Warrenton 2040 Hyperlink
- Density Bonus Recommendations Plan Warrenton 2040 Hyperlink
- Eva Walker Park Master Plan (Town Council Adopted February 9, 2021)

HOW TO USE THIS PLAN

Decision makers, staff, and the community should look to this document as a guide for important policies and land use decisions. It serves to inform budgeting and Capital Improvement Plans, regulatory documents, and legislative actions. The vision and goals, with the Future Land Use and Transportation maps, serve to coordinate the harmonious development of the Town’s current and future needs to best promote the prosperity and general welfare of all its residents.



HYPERLINKS

Each section will have a sidebar like this one to the left. The white bars are clickable hyperlinks that will pull up more information for each title subject.

Any words formatted like the example below are also clickable hyperlinks embed in the text for quick references.

EXAMPLE

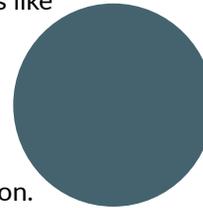
METRICS

Each section will have a metrics sidebar like below that lists markers to tract progress of Comprehensive Goals with successful implementations in Town.



ROLLOVERS

If you find a dot that looks like this one, rollover with you mouse for quick information.



OTHER TOWN PLANS AND RESOURCES

Plan Warrenton 2040 builds upon, and works in conjunction with, many other documents in the Town to support the vision. Throughout this document, hyperlinks are included to allow the reader to do a “deeper dive” into topical areas. Many of these documents are adopted on their own or serve as informational data points that are updated throughout time. They are not adopted in this official plan unless specifically stated. This structure allows for the long-term vision and goals to stay consistent, while the associated regulatory documents, small area plans, and data may be to be updated as needed on shorter time horizons.

PUBLIC INPUT

Plan Warrenton 2040 sought out innovative public outreach while also building upon words the community have spoken throughout previous planning efforts. It began with the simple premise that the adults of today hold our Town’s future in trust for our children. Almost 25% of Warrenton’s residents are under the age of 18. Yet, as Planning Magazine wrote “...young people sometimes fly under the radar even though they are a huge part of our communities and have very different needs, perspectives – and tech skills – than their parents and grandparents.” Warrenton decided to correct this in the Student Postcard Project by asking the youth ages 5-18 what they valued today and for the future. The over 1,000 students who participated have different needs and different perspectives, yet the values proved similar to the adults in the community:

- Community Gathering Spots
- Walkability
- Accessibility
- Age Friendly
- Sense of Place

After a reception presenting the voice of the youth, the larger community was invited to contribute to the conversation. The “This is Your Town, Your Neighborhood, Your Plan” video, linked on page 11, encouraged residents and businesses to add their voice to the developing vision and goals. Public outreach was conducted in multiple formats, across multiple groups. Warrentonians provided their unique perspectives by attending meetings, taking surveys, and participating in workshops to help shape the Town’s future. Listening to the whole community, across spectrums of age, income, background, gender, and employment, creates a vision to equitably serve the entire community. Plan Warrenton 2040 seeks to ensure ALL its residents are afforded a high quality of life.

PUBLIC OUTREACH



more than
16,012
INDIVIDUAL
ENGAGEMENTS
through public meetings, online, and published forms of outreach



equivalent of
3,313
HOURS
of public comment & response through surveys



13
PUBLIC MEETINGS
including workshops, walkability audits, & the open houses.



35
PUBLISHED ARTICLES & POSTS
written by or for newspapers, electronic media, & the Town Crier.



OVER 2,058
ONLINE PARTICIPANTS
for Virtual Town Hall and Plan Warrenton 2040 website visits.



OVER 12,288
SOCIAL MEDIA & WEBSITE VIEWS



21
WORKING MEETINGS
with the Planning Commission & Town Council work sessions, including those held for the UDAs and Steering Committee meetings.



34
COMMUNITY ORGANIZATIONS REACHED
including Habitat for Humanity, Rotary Club, Non-Profit Partnership for Community Resources, Old Town Merchants, Adult Day Healthcare Program, Chamber of Commerce, & more!

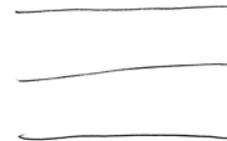
2016 STUDENT POSTCARD PROJECT

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



2040

Remember the vacant pink building on Culpeper Street I was talking about in 2016? Well, now that building is occupied and it is mine! I now have my donut shop called Rosemary's and it feels great giving back to the community!



BACKGROUND REPORT

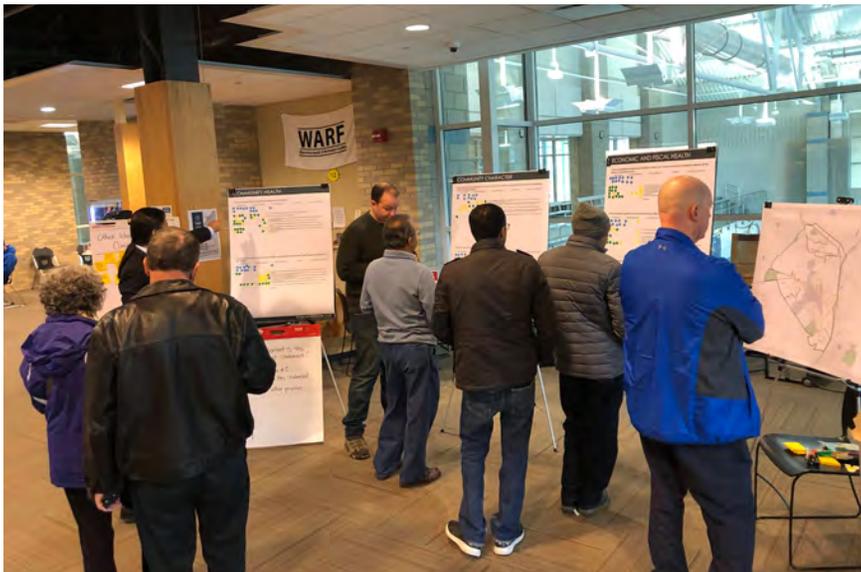
2018 analysis of the 2002 Warrenton Comprehensive Plan and subsequent planning, including an analysis of existing conditions and external influences outside the Town boundaries.

PUBLIC COMMENT SURVEYS

Response data from a public survey released in 2019 for community input on Town needs and enhancements.

Click here to watch
Let Your Voice Be Heard

Produced for the Town of Warrenton 2040 Comprehensive Plan



Plan Warrenton 2040 Vision : Your Town, Your Neighborhood, Your Plan

Warrenton in 2040 is a vibrant historic town with a strong sense of place. Families, retirees, students, young people just starting out, professionals, and business entrepreneurs live here because we have great pride in our community character, a healthy community and quality of life, and are economically strong and resilient.

Warrenton in 2040 has great neighborhoods, historic character and charm, community facilities and places to gather that reflect distinct architecture, and human-scaled design and housing options to meet people's needs at different stages of life.

Warrenton in 2040 is a healthy community with a thriving arts and cultural scene, well designed parks and open spaces for all citizens, access to local foods, interconnected trails, educational options, and nearby wellness services. Our residents enjoy safe streets and the ability to enjoy a 10-minute walk, bike ride or local bus trip to their favorite Town park, shopping area or other destination. Commercial corridors are thriving economically and support a mix of transportation modes designed to make them walkable and accessible.

Our Town is fiscally sound, and we provide a high level of services and public amenities for our citizens and visitors to enjoy.

Warrenton is recognized nationally as one of the best places to live, work and visit in the Virginia Piedmont region.

We are thriving as the county seat of Fauquier, where we have a clustering of jobs in government services, healthcare, education, tourism, non-profits, high-tech and specialty trades. We attract visitors to our Town that enjoy authentic experiences derived from our historic resources, recreational and wellness assets, local art, and local foods. People visit us for a day or stay for the weekend to escape the hustle and bustle of other parts of the region. We are a place where people want to be in 2040 and for a lifetime.



HISTORIC RESOURCES GOALS

- HR-1: Conserve, reuse, and promote historic resources to enhance the Town's sense of place and grow the economy.
- HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come through documentation.
- HR-3: Educate the community on the value of historic resources.
- HR-4: Enhance the environment through preservation and sustainability best practices.
- HR-5: Protect the rich histories of existing neighborhoods.
- HR-6: Promote asset-based economic development through historic resources.

COMMUNITY FACILITIES GOALS

- CF-1: Serve as the central inviting public service center for Town and County residents with a proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.
- CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.
- CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and environmental protections.
- CF-4: Ensure healthy, safe, adequate water and wastewater services.
- CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.
- CF-6: Identify telecommunications facility locations to ensure a broad range of communications services that also respect the character and viewsheds of the Town.

HOUSING GOALS

- H-1: Ensure equitable, attainable housing opportunities across residents of all ages, incomes, and abilities by catering to the needs of a diverse community, including young families, professionals early in their careers, essential workforce, and those entering retirement.
- H-2: Character Districts will accommodate a balance of available housing typologies that are compatible to existing neighborhoods in scale, character, and transition.
- H-3: Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.
- H-4: Create regional partnerships to address and enhance attainable housing supply.

OPEN SPACE, PARKS, & ENVIRONMENT GOALS

- P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.
- P-2: The Town of Warrenton's Parks, Open Space, and Environment serve as key elements to the Town's public health
- P-3: infrastructure. All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces and recreational amenities.
- P-4: Create a long-term approach to the development of parks, recreation, and open space in the Town of Warrenton.

TRANSPORTATION & CIRCULATION GOALS

- T-1:** Improve multi-modal capacity and safety that encourages trips by walking, bicycling, and transit.
- T-2:** Enhance the traveling experience by creating great streets.
- T-3:** Promote livability in the Town by creating great places where residents and visitors feel welcome and safe.
- T-4:** Provide an equitable and connected Multi-Modal Network.

ECONOMIC & FISCAL RESILIENCE GOALS

- E-1:** Grow a strong, diversified, and resilient economy that supports residents and businesses alike.
- E-2:** Increase the employment base to allow residents to live and work in Warrenton.
- E-3:** Promote Warrenton as a cultural, entertainment, and arts center.
- E-4:** Support Character Districts as unique mixed-use neighborhood centers.
- E-5:** Be proactive in the Town's Economic Development.

LAND USE & CHARACTER DISTRICTS

- L-1:** Organize Land Use According to Character Districts in select areas and protect existing neighborhoods.
- L-2:** **Old Town Character District:** The Old Town Character District will include a mix of infill and new mixed-use development that is designed to maintain, preserve, reuse, and renovate Old Town's historic character.
- L-3:** **New Town Character District:** The New Town Character District will support the revitalization of the commercial shopping malls with a walkable development pattern that includes a mix of uses, green space and public amenities, as well as provide a location for a major employer.
- L-4:** **Health and Wellness Character District:** The Health and Wellness Character District will support and promote a mix of uses that are health related, such as workforce housing, medical and emergency services and aging in-place related uses.
- L-5:** **Greenway and Makers District Character District:** The Greenway and Makers District will be promoted as the southern gateway into the Town and maintain the critical linkages between education, civic uses, and the surrounding neighborhoods, as well as the remaining industrial uses located in the Town.
- L-6:** **Experience Broadview Character District:** The Experience Broadview Character District will maintain and enhance the existing commercial corridor with mixed use residential nodes to serve as transitions to adjacent neighborhoods.



PLAN WARRENTON 2040

HISTORIC RESOURCES

“My favorite place in Warrenton is the [Old] Jail Museum. I love historical things. I like hearing what it was like back in the old days.” *Brittan, Age 9*



Main Street, 2019.

Vision

In the 21st Century, Warrenton’s historic fabric will be the place-making feature that continues to give the Town its unique identity, its character, and its feeling of home. Residents and visitors alike will appreciate the unique and distinctive heritage of this place while understanding the Town’s historic fabric is what makes Warrenton, Warrenton.

The Town and property owners will work toward a common goal of preserving the historic built environment for current and future generations, knowing their efforts will strengthen Warrenton’s neighborhoods, complement place-based economic development, encourage local economic growth, promote equity of its residents, and conserve natural resources.

Key aspiration related to vision include:

- Conserve, reuse, and promote historic resources to enhance the Town’s sense of place and grow the economy through economic activity.

GOALS

HR-1: Conserve, reuse, and promote historic resources to enhance the Town’s sense of place and grow the economy.

POLICIES & STRATEGIES

HR-1.1: Maintain the Historic District Guidelines to ensure relevant information is available by correlating modern building materials, preservation practices, and other forms of legislation.

HR-1.2: Create a Historic Preservation Plan to define the Town’s long-range historic resource goals and implementation standards.

HR-1.3: Update the Zoning Ordinance to complement Historic District Guidelines and Preservation Plan.

HR-1.4: Reward responsible property owners by streamlining the permitting process.

HR-1.5: Incentivize investment of responsible property owners through maintenance programs and tax incentive education.

HR-1.6: Explore all viable options to preserve and maintain historic resources, regardless of whether in the Local or National Historic District.

HR-2: Preserve the authenticity and tell the stories of historic resources for generations to come by thorough documentation.

POLICIES & STRATEGIES

HR-2.1: Maintain an accurate inventory of historic resources that stays current with the Period of Significance and integrates with the Town’s Geographic Information System (GIS).

HR-2.2: Update the National Register of Historic Places nomination to align with the local Historic District boundaries.

HR-2.3: Identify potential new historic resources that are eligible under the Period of Significance.

HR-3: Educate the community on the value of historic resources.

POLICIES & STRATEGIES

HR-3.1: Promote the Architectural Review Board as a resource for the entire community to consult on matters of materials, scale, massing for preservation, and new build best practices.

TOWN HISTORY & DEVELOPMENT

Outline of the Town development over 200 years and the background related to policies and information for historic resources.

WARRENTON HISTORIC DISTRICT

Updated information regarding the formation and development of the National and Local Warrenton Historic Districts, their relation to Town wide resources, and community importance.

VDHR VCRIS DATABASE

External link to the Virginia Department of Historic Resources VCRIS Database listing all Historic District surveys.

HISTORIC NEIGHBORHOODS

Descriptions of assessed historic neighborhoods with historic background and images where available.

HISTORIC RESOURCES

HR-3.2: Provide information to the community on federal, state, and local economic incentives available to help finance rehabilitation and restoration.

HR-3.3: Raise awareness of cultural and historic resources through awards programs, heritage related signage, events and tours, and training.

HR-4: Enhance the Environment Through Preservation and Sustainability Best Practices.

POLICIES & STRATEGIES

HR-4.1: Update the Historic District Guidelines and Zoning Ordinance to keep pace with emerging energy saving technologies promoted by the U.S. Secretary of the Interior.

HR-4.2: Encourage adaptive reuse of historic buildings to reduce new carbon footprints and resource consumption.

HR-4.3: Educate property owners on LEED Certifications when rehabilitating structures.

HR-5: Protect the Rich Histories of Existing Neighborhoods.

POLICIES & STRATEGIES

HR-5.1: Explore a Historic Gateway Corridor Overlay District.

HR-5.2: Creation of new local historic districts in appropriate existing neighborhoods within the period of significance to protect from demolition and provide review for by-right new builds.

HR-5.3: Help property owners preserve the historic building stock through maintenance programs.

HR-5.4: Ensure all infill is context sensitive and respects the existing character of the surrounding area.

HR-6: Promote Asset-Based Economic Development Through Historic Resources

POLICIES & STRATEGIES

HR-6.1: Encourage heritage tourism showcasing the Town's unique cultural resources.

HR-6.2: Partner with the Town's Main Street organization and other entities to strengthen economic opportunities highlighting the Town's historical, arts, and culinary assets for placemaking events.

HR-6.3: Conserve the natural and market-built landscape to encourage investments and job creation in historic resources.

METRICS

1. The creation of a comprehensive survey, including all parcels with both the National and Local historic significance.
2. Submission of a successful National Register of Historic Places district nomination update or expansion, approved by the Virginia Department of Historic Resources and the National Parks Service.
3. Complete a reconnaissance-level survey of historic-age resources throughout the Town.
4. Town sponsorship of one or more cultural resource training event(s) per year.
5. Review, revise, and amend the Warrenton historic preservation ordinance.
6. Initiate the Historic Gateway Corridor Overlay District through a zoning ordinance.
7. The completion of a stand-alone Historic Preservation Plan.

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PLAN WARRENTON 2040

COMMUNITY FACILITIES

“The [police] are important because if something goes wrong, they will be there. Also, in the mornings they give you free breakfast.” *Ashleigh, Age 9*



Warrenton Volunteer Fire Department, 2019.

Vision

In 2040 Warrenton residents and visitors alike benefit from strategic investments in accessible community facilities located throughout the Town that meet the 2040 vision of providing a high quality of life to a diverse community. Community facilities play an important role in a healthy, safe, and connected community. Recognizing Town residents are also County residents, in 2040 County facilities continue to be integrated into the fabric of the Town of Warrenton, providing economic benefits to reinforce the Town’s vibrant small-town appeal, while promoting the Town’s health by connecting assets and building on an economic and fiscal resilience strategy.

Key aspirations related to this vision include:

- Foster high-quality, equitable, and accessible community facilities that meet the Town’s service requirements and support a high quality of life for the community.
- Make responsible and strategic community facility investments that support the Town’s vision for a live/work community, sustaining its fiscal well-being and economic resiliency.
- Promote sustainability in all Town-owned facilities.
- Reinforce the role of County community facilities into the Town fabric
- Promote livability through properly located Town services, schools, libraries, courts, and County administrative functions.
- Support the connection of residential dwellings to public water and sewer.
- Provide a high quality of life to capture economic benefits through diverse businesses, employers, and residences.

GOALS

CF-1: Serve as the central, inviting public service center for Town and County residents with a proportionate share of community services provided by other governments, including a fair and reasonable balance in funding sources for community facilities.

POLICIES & STRATEGIES

- CF-1.1:** Foster high-quality, equitable, and accessible community facilities that meet the Town's service requirements and support a high quality of life for the community.
- CF-1.2:** Locate in person customer-serving facilities in high-visibility areas and incorporate design elements that speak to the character of the Town. Use technology and electronic capabilities to promote efficiencies for services.
- CF-1.3:** Ensure that community facilities are accessible to persons in all stages of life and all abilities.
- CF-1.4:** Encourage and strengthen a sense of community and the character of Warrenton through the design and appearance of public facilities.
- CF-1.5:** Encourage the use of community facilities and grounds for community events and public functions.
- CF-1.6:** Provide efficient, right-sized community facilities that meet identified levels of service.
- CF-1.7:** Address space needs in a cohesive partnership with the County, courts, and other agencies.
- CF-1.8:** Emphasize the retention of key economic driving facilities such as, County courts, library, school and administration offices, as well as the Post Office.
- CF-1.9:** Continue to promote Fauquier Hospital and Fauquier County as a contributor to the Health and Wellness Character District.
- CF-1.10:** Implement infrastructure improvements that benefit county-owned community facilities.
- CF-1.11:** Identify synergy between the Town's and County's Capital Improvement Programs and the infrastructure priorities in areas that serve Town residents like libraries, schools, and social services.
- CF-1.12:** Encourage schools to retain their presence in Town in walkable, safe, environmentally appropriate locations.

EXISTING CONDITIONS & BACKGROUND

COMMUNITY FACILITIES (TOWN, COUNTY, & PRIVATE)

Overview of the current facilities owned or provided in the Town boundaries.

WATER & WASTEWATER

Information on the status of water and wastewater facilities and capacities in and around the Town.

TELECOMMUNICATIONS & BROADBAND

Capacity and demand analysis for telecommunication in the region.

CRITICAL FACILITIES (HAZARD MITIGATION)

Emergency services in Town and future needs.

CF-2: Public safety services and policies are viewed as amongst the best in similar Virginia towns for the responsiveness, community trust, and effectiveness.

POLICIES & STRATEGIES

- CF-2.1:** Maintain accepted level of service in terms of staffing and response times.
- CF-2.2:** Incorporate security measures designed to be unobtrusive but affording protection for citizens and users alike at community built and electronic facilities.
- CF-2.3:** Partner with County on their space and operational needs for the Sheriff's Office, Joint Communications, and Fire Rescue and Emergency Management.
- CF-2.4:** Identify and provide new substation and public safety facilities as new development/redevelopment occurs.
- CF-2.5:** Continue cooperative agreements with the County for public safety needs.

CF-3: Green infrastructure and sustainability are incorporated into community facilities to promote energy efficiency and environmental protections.

POLICIES & STRATEGIES

- CF-3.1:** Promote energy efficiency, green infrastructure, pervious surfaces, and healthy building environments in all community facilities and parking lots through a Green Infrastructure and Facilities Program. Leverage green infrastructure and ecosystem services as key economic and health benefits to the Town.
- CF-3.2:** Prioritize energy and water conservation and waste reduction in community facilities.
- CF-3.3:** Promote the use of third-party building certification systems such as Leadership in Energy and Environmental Design (LEED) in the design of public facilities.
- CF-3.4:** Where appropriate, encourage the design of community facilities in a multi-story configuration to reduce building footprints.
- CF-3.5:** Encourage water conservation and adopt new technologies to conserve water in the Town's administrative buildings.
- CF-3.6:** Promote use of native and water-conserving landscaping in the design of community facilities.
- CF-3.7:** All public facilities and utilities should be designed and developed so as to limit environmental degradation and protect the public environment. Safeguard floodplain and environmentally critical areas through the prohibitions against public facility development.
- CF-3.8:** Minimize impervious areas in new developments and future road construction projects, thereby reducing stormwater flows and impacts to the Municipal Separate Storm Sewer System program.

CF-4: Ensure healthy, safe, adequate water and wastewater services.

POLICIES & STRATEGIES

CF-4.1: Maintain a reliable and sufficient quantity of wastewater treatment capacity and a sufficient quantity and quality of public water supply to meet the needs of expected long term residential and commercial growth.

CF-4.2: Meet the future infrastructure needs through careful planning and acquisition of required permits.

CF-4.3: Reduce Infiltration and Inflow (I&I) and promote sustainability within the wastewater infrastructure system.

CF-4.4: Ensure that the fee/rate structure is consistent with water and wastewater capital works expenditure to ensure financial operating capacity of the public works department.

CF-4.5: Evaluate and update the Town of Warrenton – Fauquier County Master Water and Sewer Plan’s Tri-Party Agreement as needed, creating a regional strategy for future needs, and reevaluating the Town boundaries in relationship to its service areas.

CF-4.6: Continue installing smart metering systems to identify user demands and optimize the load on the water system.

CF-4.7: Explore policies that give credits for development that use water conservation practices and reduce water consumption.

CF-4.8: Explore resources to help property owners and promote connection to public water and sewer within the Town boundaries.

CF-5: To provide a fiscally responsible infrastructure that maintains a high quality of life for residents, supports current businesses, and attracts new employers with a stable tax structure.

POLICIES & STRATEGIES

CF-5.1: Implement robust maintenance schedules on community facilities to extend the life of investments.

CF-5.2: Support the Town’s current and future population through the provision of timely and comprehensive community facilities.

METRICS

1. Development and maintenance of community facilities that meet the needs of the existing and future populations.
2. Increase of community facilities provision consistent with the LOS guidelines.
3. County, court, and school buildings that meet space needs while maintaining a Town address.
4. Construction of sustainable LEED-certified projects.
5. Increase patronage and promote greater user value for community facilities.
6. Invest in walkability improvements, transportation accessibility and linkages.
7. Increase in private developer interest in the Town.
8. Number of households or total population served by water and wastewater facilities.
9. Reduce I&I each year.
10. Number of buildings or developments with water conservation techniques or technologies installed.

CF-5.3: Anticipate and provide community resources where needed.

CF-5.4: Evaluate broadband to provide reliable high-speed broadband service to customers to attract residents and businesses and support civic, social, and educational purposes.

CF-6: Identify telecommunications facility locations to ensure a broad range of communications services that also respect the character and viewsheds of the Town.

POLICIES & STRATEGIES

CF-6.1: Survey and determine potential locations of future telecommunication facilities that address needs.

CF-6.2: Locate facilities in a manner that is compatible with adjacent and nearby uses and in conformance with federal, state, and county requirements and procedures for review and approval of such facilities.

CF-6.3: Prioritize and encourage wireless network deployment in a manner that protects the Town's historic resources, scenic byways, recreational amenities, visual landscape, natural resources.

CF-6.4: Prioritize and encourage the collocation of wireless facilities on any existing buildings or structures, such as the water tower.

CF-6.5: Develop new wireless structures only if it can be shown that no alternative location or co-location on existing structure is possible, that there is a justified need for service, and if service cannot be provided in any other way.

The hierarchy of preferred new telecommunication facilities, from most desirable to least, is:

- 1) co-location antenna on existing tower
- 2) co-location antenna on existing buildings or structures not a tower
- 3) non-concealed antenna on existing building or structures not a tower
- 4) concealed support structure
- 5) an un-concealed support structure (prohibit guyed and lattice towers)

CF-6.6: New telecommunication structures are prohibited in the Historic District.

METRICS

11. Develop a plan addressing the telecommunications infrastructure and broadband that meets the needs of the community and preserves community character.

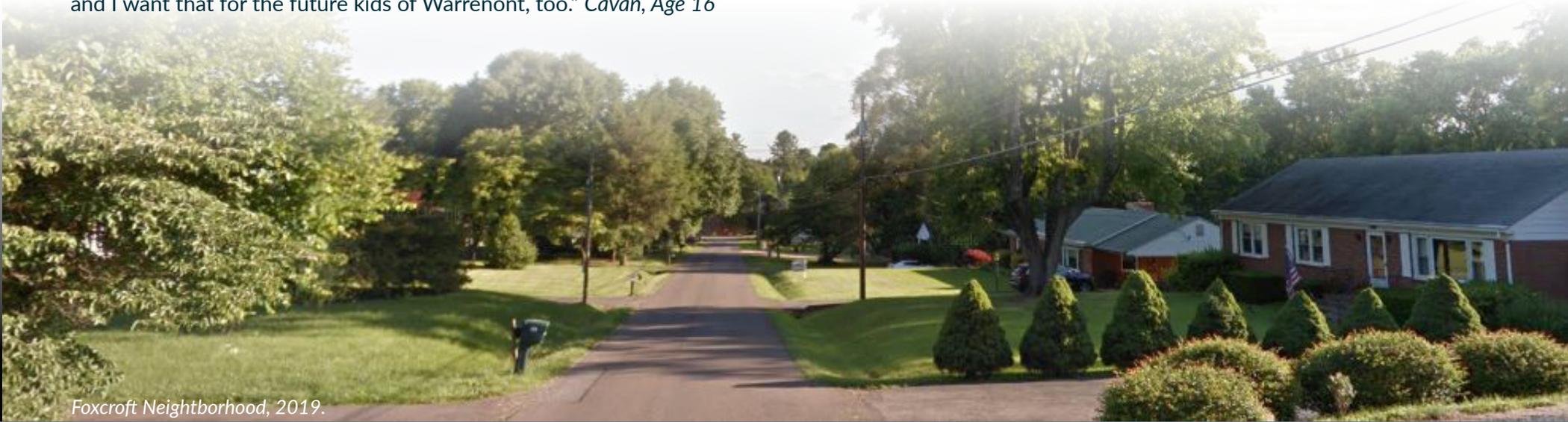
12. Implementation of Green Infrastructure and Facilities program.

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PLAN WARRENTON 2040 HOUSING

"I want Warrenton to be like it is today with a few additions [in 25 years]... Warrenton has become a great place for me to grow up and go to school and I want that for the future kids of Warrenton, too." *Cavan, Age 16*



Foxcroft Neighborhood, 2019.

Vision

In 2040, Warrenton will have inclusive and attainable housing for all ages, incomes, and needs that is compatible with existing Town character to create walkable communities with shared open space and a sense of place.

Existing housing stock is improved and maintained to preserve established residential neighborhoods, while expanding housing options in Character Districts to ensure that the Town supports infill development that contributes to the Town's small town feeling where neighbors know their neighbors.

Key aspirations related to this vision:

- Allow for housing types that cater to the needs of a diverse community: include young families, professionals early in their careers, essential workforce (e.g. teachers and police officers), and those entering retirement.
- Design new housing developments as walkable interconnected communities with shared open spaces, creating a sense of place.
- Promote Character Districts as the place to accommodate a range of housing typologies. Place an emphasis on physical form of the housing (e.g. number of stories, building profile, and appropriate transitions to adjoining neighborhoods), while protecting the character of existing residential neighborhoods.

Housing Recommendations

When considering implementation, conventional zoning that separates land uses and measures development intensities by dwelling units per acre (DU/AC) is not compatible with a vision of mixed-use, walkable neighborhoods with a range of housing types. The Character Districts use physical form rather than a separation of uses as the organizing

principal, providing a framework for the implementation of middle-range housing. For each Character District, the number of stories, setbacks, and range of design elements (such as exterior materials, terraces, stoops, awnings, etc.) are articulated to provide the Town with options to ensure its small-town character and friendly street frontages are maintained

Middle-range housing types are similar in form and scale to detached, single-family homes, but with more units, they often vary dramatically in their densities, making them impossible to regulate with a traditional dwellings-per-acre density-based system. For example, four (approximately 750 square foot) bungalow court homes cannot become part of a single-family residential zoning district that allows one 2,400 square foot home on a 10,000 square foot lot. The dwelling units per acre would be significantly higher than what is typically allowed in this zoning district. If the density requirements for a zoning district are revised accordingly, the chances are high that a typical multi-family building will be built. Setting district standards based on form (e.g., height, setbacks) rather than density offers flexibility to achieve the middle-range housing types desired by current and potential future residents. Specific zoning recommendations for middle-range housing types are provided in the Goals and Strategies section of this chapter.

Missing Middle Housing Options



GOALS

H-1: Ensure equitable, attainable housing opportunities across residents of all ages, incomes, and abilities by catering to the needs of a diverse community, including young families, professionals early in their careers, essential workforce, and those entering retirement.

POLICIES & STRATEGIES

H-1.1: Encourage development of the “Missing Middle” housing types beyond traditional single-family homes, townhouses, and apartments by updating the Zoning Ordinance to create a beneficial mix.

Accessory Dwelling Unit (Carriage House or ADU)

An accessory structure typically located at the rear of a lot providing space for a small residential unit, home office, or other small commercial or service use. This unit could be above a garage or at ground level.

Duplex: Side-by-Side

A small to medium-sized structure that consists of two dwelling units, one next to the other, both of which face and are entered from the street.

Duplex: Stacked

A small to medium-sized structure that consists of two dwelling units, one on top of the other, both of which face and are entered from the street.

Fourplex

A medium-sized structure that consists of four units: typically, two on the ground floor and two above often with a shared entry.

Bungalow Court

A series of small, detached structures providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and is an important community-enhancing element.

Courtyard Apartments

A medium to large-sized structure consisting of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry or up to three units may share a common entry.

Townhouse

A small to medium-sized structure consisting of two to eight (usually) attached single-family homes placed side by side.

Multiplex Apartment

A medium structure that consists of five to 10 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front.

Live/Work

A small to medium-sized attached or detached structure consisting of one or two dwelling units above or behind a flexible ground-floor space for residential, service, or retail uses. Both the primary ground-floor flex space and the second unit are owned by one entity.

EXISTING CONDITIONS & BACKGROUND

WHAT IS ATTAINABLE HOUSING?

RANGE OF HOUSING TYPES

Frurther definition for what a range in housing type looks like and how it interacts with the community.

DEMOGRAPHIC & HOUSING ANALYSIS

White Paper analysis identifying demographic and housing information on the Town.

ZONING RECOMMENDATIONS

PREVIOUS STUDIES & TOWN INITIATIVES

REGIONAL HOUSING STUDY

DENSITY BONUS RECOMMENDATIONS

- H-1.2:** Create a range of housing types that are compatible to existing neighborhoods in scale and character to attract a more diverse demographic.
- H-1.3:** Encourage the development of workforce housing by revising the existing density bonus program.
- H-1.4:** Expand the Accessory Dwelling Unit (ADU) ordinance by updating the Zoning Ordinance to allow for greater lot coverage for development of detached ADUs (i.e. converted garage or granny unit) and set appropriate square footage maximums.
- H-1.5:** Encourage the use of universal design principles for new construction and home renovations to allow residents to age-in-place.
- H-1.6:** Promote aging in place policies and revise the Zoning Ordinance to facilitate multi-generational residential development.
- H-1.7:** Engage community partners and residents to create a committee to address affordability, optimum percentages of housing typology mix, and design.



H-2: Character Districts will accommodate a balance of available housing typologies that are compatible to existing neighborhoods in scale, character, and transition.

POLICIES & STRATEGIES

H-2.1: Place an emphasis on physical form of the housing (e.g. number of stories, building profile, and appropriate transitions to adjoining neighborhoods) by updating the Zoning Ordinance, while protecting the character of existing residential neighborhoods.

H-2.2: Increase opportunities for multi-family and mixed-use residential development by updating the commercial corridors in the Character Districts to allow for appropriate use and scale transitions into existing neighborhoods.

H-2.3: Review the Zoning Ordinance minimum lot size, density requirements, setbacks, parking requirements, and open space requirements to realize opportunities to encourage affordability without sacrificing Warrenton's character and place-based, walkable design.

H-2.4: Examine allowing fee waivers and tax exemptions relating to lot and building regulations and the creation of Incentive Housing Zones to offer exemptions to regulations.

H-3: Preserve existing neighborhoods and promote infill that supports the character and heritage of Warrenton.

POLICIES & STRATEGIES

H-3.1: Encourage property owners for both rentals and owned homes to undertake renovations to modernize and maintain the Town's housing stock.

H-3.2: Preserve the existing neighborhoods by maintaining and improving existing housing stock for all income levels through financial incentives.

METRICS

- 1: Measure the total number of net new housing units by type.
- 2: Net new ADUs created by 2040.
- 3: Net new housing in mid-range housing price point and at varying density levels by 2040.
- 4: Total number of net new housing enabled by total DUs per acre by 2040.
- 5: Percentage of housing at price points affordable to households earning between 60 percent and 120 percent of resident AMI.
- 6: Track the number of new and renovated housing units that include universal design principles.
- 7: Measure the number of properties that have been rehabilitated, retained, and improved.
- 8: Measure the number of renovated housing units.

H-4: Create regional partnerships to address and enhance attainable housing supply.

POLICIES & STRATEGIES

H-4.1: Engage and expand existing partnerships for the rehabilitation and retention of existing affordable housing.

H-4.2: Continue working with non-profit partners to acquire at-risk properties to protect, rehabilitate, and retain affordable housing stock.

H-4.3: Partner with Commonwealth, County, and regional stakeholders to provide financing tools to defray costs for construction/renovation of accessory dwelling units.

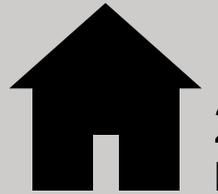
H-4.4: Encourage establishment and participate in a Housing Committee to address affordability on a regional level and the recommended qualifications of established Area Median Income.

HOUSING QUICK STATS

WARRENTON



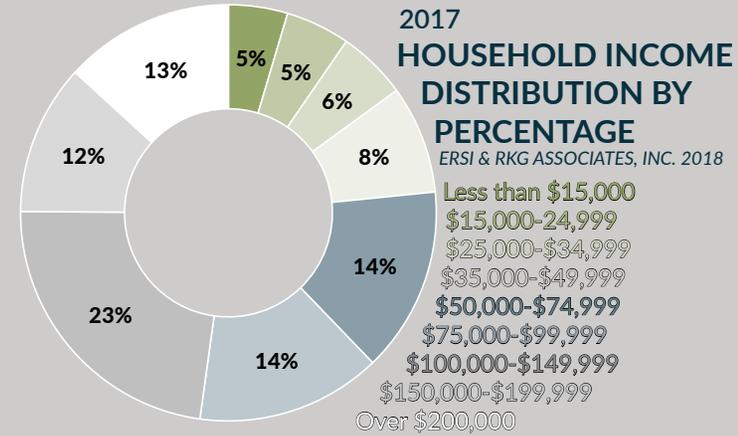
AVERAGE
6.2
New Construction
houses built (based on 5-year data)



2017 AVERAGE
2.52
Household Size

AVERAGE
61.7%
Owner Occupied Housing Unit
(based on US Census 2014-2018 data)

75.3%
Single Family
(attached and detached dwellings)
46.8% DETACHED
28.5% ATTACHED
5.4% 2-4 UNITS
18.9% 5+ UNITS
.30% OTHER



FAUQUIER COUNTY

"Since 1967, the underpinning of the Fauquier County planning goal is to concentrate and guide growth into Service Districts."
Fauquier County Comprehensive Plan



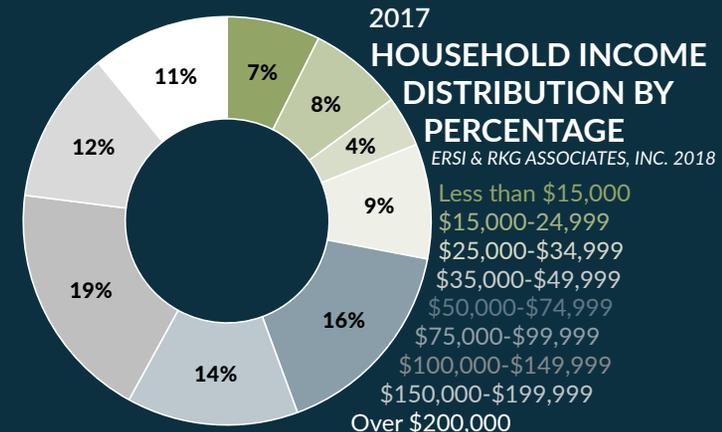
4.1
average new housing permits
per 1,000 population in Virginia
(based on 2019 US Census data)

NEW DWELLING PERMITS
30%
In-Service District

NEW DWELLING PERMITS
70%
Rural

AVERAGE
78.2%
Owner Occupied Housing Unit
(based on US Census 2014-2018 data)

90%
attached and detached single
family homes in Fauquier County
59.9% SINGLE FAMILY
3.5% MULTI FAMILY
8% GOVERNMENT
28.6% COMMERCIAL/ INDUSTRIAL





PLAN WARRENTON 2040

OPEN SPACE, PARKS, & ENVIRONMENT

"In 25 years I wish to have a garden area where people could plant or pick!...I wonder if maybe this will help our town become a more healthy and clean place."



Rady Park, 2017.

Vision

In 2040, Warrenton will boast an accessible network of active and passive open spaces that contribute to the community's well-being, while protecting the environmental health and unique natural features, to be enjoyed by a diverse mix of residents and visitors. The Town's open space, parks, trails, and rural buffer are just as much part of the aesthetic and image of the community as Old Town and Main Street, providing an important facet to the Town's character.

Key aspirations related to this vision:

- Embrace a long term approach to the development of open space, parks and recreation areas, and environment that provides safe, interconnected spaces that reflect the needs and priorities of the residents of the Town.
- Protect and enhance environmental features that honor the natural beauty of the Town's rolling hills, water features and springs, viewsheds, and native flora and fauna.
- Ensure access to a green space, trail, park, parklet, or pedestrian trail from anywhere within the Town.
- Incorporate green infrastructure and low-impact development into all new facilities.
- Promote a healthy community lifestyle through nature, active mobility, healthy food, and social interactions.
- Recognize that the visitor experience in open space parks is paramount, regardless of the size of the land. The Town will ensure equal consideration will be given throughout the Town for passive and active amenities.
- Aspire for open space access within a 10 minute walk radius.

GOALS

P-1: Preserve, enhance, and protect the environmental, scenic, and natural quality of the Town.

POLICIES & STRATEGIES

- P-1.1:** Create an environmental resources map that includes floodplains, wetlands, perennial streams, steep slopes, soils, Heritage trees, tree cover, and viewsheds. Consider adopting performance measures into the Zoning Ordinance to protect these features.
- P-1.2:** Incorporate green infrastructure and low impact development into new open space and park development and improvements to existing open spaces.
- P-1.3:** Use a nature-based systems approach in development to mitigate stormwater and improve habitat within the Town’s open spaces.
- P-1.4:** Protect and enhance environmental features that honor the natural beauty of the Town’s rolling hills, water features and springs, viewsheds, and native flora and fauna through policies and development regulations.
- P-1.5:** Minimize the loss of existing tree cover and promote the addition of new trees in the development process to realize air, noise, and water quality benefits as well as habitat preservation, reduced stormwater management costs, carbon sequestration, and energy conservation.
- P-1.6:** Review the landscaping requirements and update as necessary to reflect native species and best practices.

EXISTING CONDITIONS & BACKGROUND

Information regarding elements of the Town’s current environment.

PARKS FACILITIES & AMENITIES

OPEN SPACE & NATURAL ENVIRONMENT

WATERSHEDS & FLOODPLAINS

SOILS & TYPOLOGY

CLIMATE

SOIL MAPPING

Custom Soil Resource Report for the Town of Warrenton.

WATERS OF WARRENTON

Flood hazard zones and wetlands.

P-2: The Town of Warrenton's Parks, Open Space and Environment serve as key elements to the Town's public health infrastructure.

POLICIES & STRATEGIES

- P-2.1:** Provide a dynamic system of safe, interconnected spaces for a variety of public uses that promote healthy, active, recreational activities in spaces throughout the Town. These spaces will reflect the culture, ecology, and natural environment of Warrenton.
- P-2.2:** Recognize that the visitor experience in open space parks is paramount, regardless of the size of the land. The Town will ensure equitable consideration will be given throughout the Town for passive and active amenities.
- P-2.3:** Build connectivity improvements for sidewalks, shared roadways, and trails, including improving access and use of the Greenway Trail.
- P-2.4:** Dedicate Capital Improvement Program funding for land acquisition to create new public parks and open space.
- P-2.5:** Increase the number of safe routes for pedestrians, including safe routes to schools and parks, homes, and workplaces. Focus on increasing Walk Scores that rate safe active transportation routes.
- P-2.6:** Promote and support community gardens that will be managed by committed community groups, such as schools, clubs, and neighborhoods.

CHARACTER DISTRICT PARK DESIGN ELEMENTS

Guidance on elements of open space, parks, and environment tailored to each Character District. (Please see Land Use & Character District for more information on each Character District.)

EVA WALKER PARK MASTER PLAN

Complete master plan for Eva Walker Park adopted by Town Council on February 9th, 2021.

P-3: All Town residents will have the opportunity to access its recreational assets and natural resources, including public spaces and recreational amenities.

POLICIES & STRATEGIES

- P-3.1:** Ensure a 10-minute walk to a green space, trail, park, parklet, or pedestrian trail from anywhere within the Town per Trust for Public Land and NPRA guidance.
- P-3.2:** Acquire additional park and recreation spaces throughout the Town in areas that currently do not have these resources within a 10-minute walk (half mile radius).

P-4: Create a long-term approach to open space and environment, preserving existing trees and parks in the Town of Warrenton.

POLICIES & STRATEGIES

- P-4.1:** Create a Town-wide Tree Plan that promotes the health of the community by increasing the total tree canopy of Warrenton's public open spaces and parks through targeted stewardship.
- P-4.2:** Partner with the County to maintain rural buffers around the Town.
- P-4.3:** Develop a System Parks Master Plan for the Town to guide long term investments.

METRICS

1. Track parks, recreation, and open space success through public engagement surveys
2. Measure increasing percentage of residential units within a half mile of trail, green space, park, or parklet, number of linear feet (LF) of new trails and sidewalks built annually.
3. Measure participation in public events.
4. Measure the percentage of residential units within a half mile of a trail, green space, or parklet, and LF of new trails and sidewalks built annually.
5. Measure the number of new permanent, temporary, or pop-up parks.
6. Measure the total number of green infrastructure projects built over time.
7. Measure LF of improvement, Americans with Disabilities Act (ADA) access, and the number of new light fixtures added annually.
8. Measure square footage of garden space and community.
9. LF of new sidewalk and number of new canopy trees planted for each new or retrofitted residential development frontage.
10. Number of trees maintained and new trees planted.

PLAN WARRENTON 2040

TRANSPORTATION & CIRCULATION

“I want there to be a quicker road to Prince William County. My dad teaches there and I want him to come home earlier.” Tommy, Age 10



Circuit Rider at the Courthouse, photo courtesy of the PATH Foundation

Vision

In 2040, Warrenton residents and businesses benefit from strategic investments in a safe, vibrant, and interconnected multi-modal transportation network. This network promotes a pleasant travel experience for all modes, creates an accessible business environment, and provides a desirable place for a diversity of residents and their employers, all while preserving the Town’s character and established neighborhoods.

Key aspirations related to this vision:

- Improve multimodal safety by enacting access management strategies, incorporating bike-friendly policies into new development standards, and deconflicting through-travel and local traffic movements.
- Enhance the traveling experience into and throughout Town by recognizable gateways, implementing complete street typologies, increasing the attractiveness of public transit, and enacting innovative parking strategies to foster greater economic activity.
- Promote livability in the Town by integrating multi-modal, interconnected transportation solutions with land use development in each mixed-use Character District and applying traffic calming techniques that foster and protect non-vehicular street activities in established residential neighborhoods.
- Require linkages and connectivity that reduces dependence on the car for local trips, enlivens commercial areas, and addresses accessibility gaps and barriers currently limiting mobility.

Strategies for Implementation

Implementing transportation improvements requires many resources. Smaller towns like Warrenton, which own and maintain their roads often seek grant funding to help support projects. Grants are extremely competitive, requiring the Town to work closely with the Virginia Department of Transportation throughout the process. Below is an outline of the most applicable Federal and state grant funds the Town considers for transportation improvements.

Highway Funding:

Implementation of the recommended improvements will require the successful identification of funding sources. The VDOT SMART SCALE Program is a process that invests in projects that meet the most critical transportation needs in the State. Projects are evaluated based on improvements in certain categories such as congestion and safety. At the corridor level, more specific strategies and operational improvements can be assessed in studies and implemented using a variety of funding sources, including Federal funding streams such as the Surface Transportation Program (STP), National Highway System (NHS) funds, the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, Revenue Sharing, and the Highway Safety Improvement Program (HSIP), as well as through State or local funding or other discretionary funding sources. For larger projects, particularly capacity-adding projects, demand management and operational strategies should also be analyzed for incorporation in the project as part of the project development process.

Bicycle/Pedestrian Funding:

- The SMART SCALE program is a competitive application process and scores projects based on an objective, outcome-based process. Bicycle and pedestrian improvements are eligible for SMART SCALE funding.

- The Transportation Alternatives (TA) Set-Asides are intended to improve non-motorized transportation, enhance the public's traveling experience, revitalize communities, and improve quality of life. The program requires a 20 percent local match (80 percent Federal).
- The Revenue Sharing Program provides additional funding for use by a county, city, or town to construct or improve the highway systems within such county, city, or town, with statutory limitations on the amount of State funds authorized per locality. The program requires a 50 percent local match (50 percent State) and a portion of the funds must be expended within 1 year of allocation. Sidewalks and shared-use paths are eligible activities under the Revenue Sharing Program.
- The Highway Safety Improvement Program (HSIP)'s Bicycle and Pedestrian Safety Program (BPSP) provides funds for implementing short-term, low-cost bicycle and pedestrian safety projects in Virginia. This initiative is administered by evaluating each project application on a case-by-case basis and does not require a local match.

Currently, most transportation funds programmed by the State are allocated through VDOT’s SMART SCALE process. In accordance with SMART SCALE policies, regions of the State are classified into Area Types that each have unique scoring criteria upon which each project will be evaluated. The Town of Warrenton is currently classified as Area Type D, which scores safety and economic benefit above congestion, accessibility, and environmental quality. The recommended prioritization of the proposed projects and pursuits are aligned with VDOT’s

Near-Term Recommendations	Type	Cost Low	Cost High
Lee Hwy between Broadview Ave and U.S. 15/17/29 Interchange	Segment	\$ 5.4M	\$9.0M
Broadview Avenue and Roebbling Street	Intersection	\$ 7.2M	\$8.5M
Broadview Ave and Lee Hwy	Intersection	\$ 2.0M	\$8.5M
Bear Wallow Rd and Roebbling St	Intersection	\$ 3.0M	\$6.5M
Main Street Improvements	Segment	\$ 1.5M	\$2.5M
Walker Street and East Lee	Intersection	\$ 1.4M	\$2.7M
Shirley Ave between Culpeper St and Falmouth St	Segment	\$ 3.3M	\$8.6M
Shirley Ave between Broadview Ave and Culpeper St	Segment	\$ 5.7M	\$9.6M
Shirley Ave and Culpeper St	Intersection	\$ 3.0M	\$6.5M
U.S. 211 and Van Roijen St	Intersection	\$ 2.0M	\$6.5M
Blackwell Rd and Lee Hwy	Intersection	\$ 2.0M	\$3.5M

current SMART SCALE ranking criteria. These projects will have the highest potential to receive State funding based on the scoring system. It should also be noted that the Town has proposed multimodal improvements and transit considerations. Those improvements should be evaluated for incorporation into the proposed traffic projects, as transit and multimodal improvements often increase the chance of funding.

VDOT’s policy should continue to be followed and local officials are encouraged to coordinate with VDOT staff to maximize scoring when submitting applications. Other funding sources such as HSIP, grants, partnerships, and local funding should be explored for projects that may not be funded under the SMART SCALE program.

Finally, the table above is attached for projects that should be pursued immediately and could be implemented under the SMART SCALE or Revenue Sharing programs based on the current funding cycles and allowed number of submissions by a jurisdiction.

These priorities may shift over time as data and transportation systems adjust with the community. Partnering with the VDOT allows the Town to pursue funding applications that have the best chance for success to benefit the public. The following pages outline additional proposed projects and the 2040 Transportation Map that works in conjunction with the Complete Streets typology map.

	Proposed Projects	Type	Existing Capacity	Future Capacity	Crash History	Economic Development
1	Shirley Ave and Culpeper St	Intersection	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
2	Shirley Ave between Culpeper St and Falmouth St	Segment	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
3	Lee Hwy between Broadview Ave and U.S. 15/17/29 Interchange	Segment	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
4	Blackwell Rd and Lee Hwy	Intersection	HIGH	HIGH	POOR	SIGNIFICANT BENEFIT
5	Falmouth St between Shirley Ave and Old Meetze	Segment	MODERATE	HIGH	GOOD	POTENTIAL BENEFIT
6	Broadview Ave and Lee Hwy	Intersection	MODERATE	HIGH	POOR	SIGNIFICANT BENEFIT
7	James Madison between Falmouth St and Alwington Blvd	Segment	MODERATE	HIGH	POOR	SIGNIFICANT BENEFIT
8	Shirley Ave between Broadview Ave and Culpeper St	Segment	MODERATE	HIGH	POOR	SIGNIFICANT BENEFIT
9	Bear Wallow Rd and Roebling St	Intersection	MODERATE	MODERATE	POOR	SIGNIFICANT BENEFIT
10	U.S. 211 and Van Roijen St	Intersection	LOW	MODERATE	POOR	SIGNIFICANT BENEFIT
11	Roebling St and Broadview Ave	Intersection	MODERATE	HIGH	OBSERVE	SIGNIFICANT BENEFIT
12	Main Street Improvements	Segment	MODERATE	MODERATE	POOR	POTENTIAL BENEFIT
13	Blackwell Rd between Walker Dr and Lee Hwy	Segment	LOW	MODERATE	OBSERVE	SIGNIFICANT BENEFIT
14	Broadview Ave between Roebling St and U.S. 17	Segment	LOW	MODERATE	OBSERVE	SIGNIFICANT BENEFIT
15	Broadview Ave between Roebling St and Lee Hwy	Segment	LOW	MODERATE	OBSERVE	SIGNIFICANT BENEFIT
16	Falmouth St and Lee St	Intersection	MODERATE	MODERATE	OBSERVE	POTENTIAL BENEFIT
17	Walker Dr and Blackwell Rd	Intersection	LOW	MODERATE	GOOD	SIGNIFICANT BENEFIT
18	Blackwell Rd/ Alexandria Pike between Walker Dr and Main St	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
19	Walker Dr between Blackwell Rd and Lee St	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
20	Timber Fence Bypass	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
21	Southern Bypass	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
22	North Hill Dr Connection to Winchester St	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
23	Alexandria Pk between Blackwell Rd and Berm at Walker Dr	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
24	Moser Rd to Frazier Rd	Segment	LOW	LOW	GOOD	SIGNIFICANT BENEFIT
25	Waterloo St between Broadview Ave and Main St	Segment	LOW	LOW	OBSERVE	POTENTIAL BENEFIT
26	Old Waterloo Rd and Van Roijen St	Intersection	LOW	LOW	POOR	MINIMAL BENEFIT
27	Old Waterloo Rd between Broadview and Waterloo Rd	Segment	LOW	LOW	POOR	MINIMAL BENEFIT
28	Winchester St between Rappahannock St and Town Limits	Segment	LOW	LOW	GOOD	POTENTIAL BENEFIT
29	Walker Dr and East Lee St	Intersection	LOW	MODERATE	GOOD	MINIMAL BENEFIT
30	Missing Links (Roebling St, etc.)	Segment	LOW	LOW	GOOD	MINIMAL BENEFIT
31	Connector road between East Lee and Falmouth St	Segment	N/A	N/A	N/A	POTENTIAL BENEFIT
32	Walkability Audit Recommendations	Townwide	N/A	N/A	N/A	SIGNIFICANT BENEFIT

Recommended Policies and Projects

Desired Outcome Map

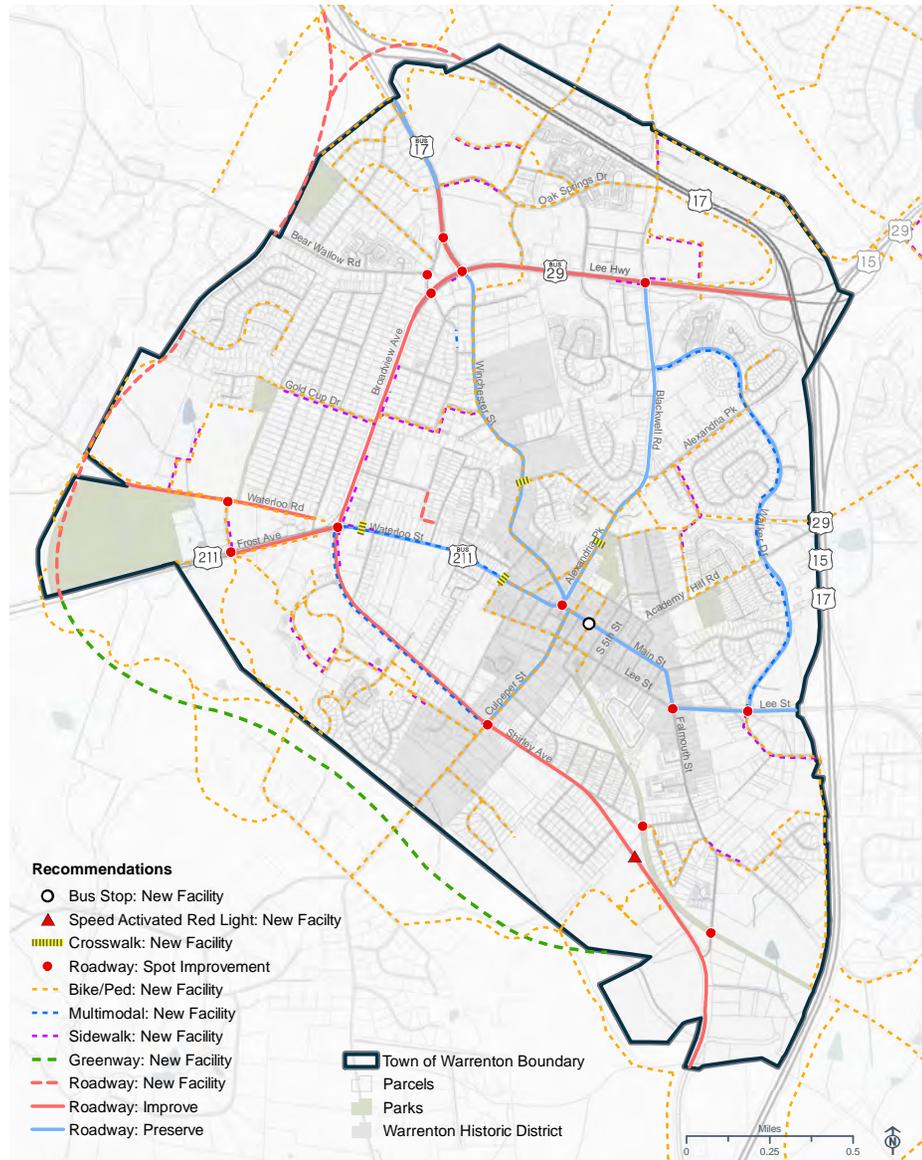


Figure 5-1: Town of Warrenton Transportation Plan map.

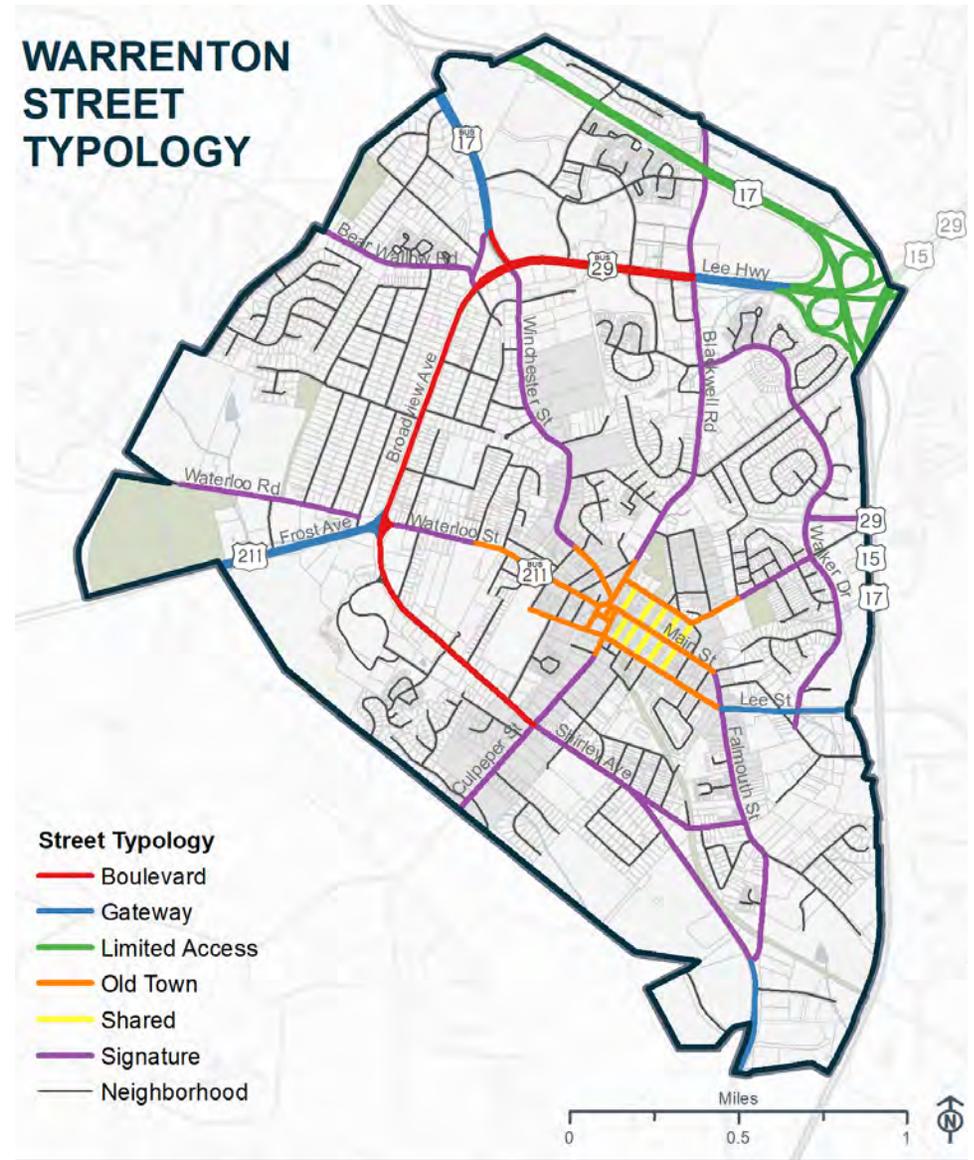


Figure 5-2: Warrenton Street Typology map; a part of the Complete Streets Classification System.

GOALS

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

POLICIES & STRATEGIES

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

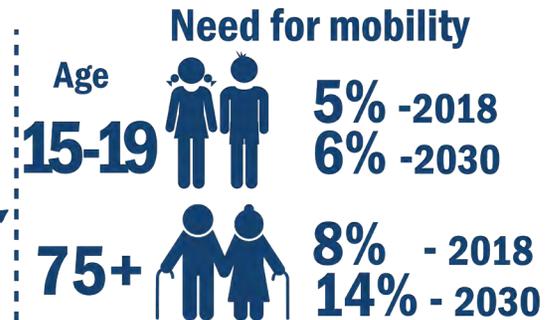
T-1.2: Assess the needs for access management strategies and capacity improvements along Warrenton's main corridors and boulevards.

T-1.3: Maintain the capacity and safety of Signature Streets by providing multimodal accommodations and incorporating innovative solutions.

T-1.4: Prioritize safety improvements for project implementation based on crash rates, congestion levels, and locations adjacent to schools.

T-1.5: Create an overarching vision for roadway safety through the development and adoption of a traffic safety policy. This safety policy should incorporate Vision Zero strategies with the goal of eliminating traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

Two Corridors
of Statewide Significance
meet in Warrenton



35 minutes
average commute time



11%
of commuters
carpool



Two transit routes operate

7:30 am - 6:45 pm
(Monday - Friday)



Every
45 minutes

98% of the town residents
own at least
one vehicle ⁺¹



24,550 trips
are provided
by Circuit Rider
annually



161
automobile crashes a year in Warrenton



are made through
Warrenton
without stopping

Sources: U.S. Census 2017 Five-year Estimates, Virginia Department of Transportation, Virginia Regional Transit

- T-1.6: Identify and analyze roadways with excessive vehicle speeds for engineering or enforcement countermeasures.
- T-1.7: Work with VDOT to incorporate multimodal and innovative design features as part of any new projects.
- T-1.8: Continue implementing traffic-calming measures on local streets, as appropriate, to improve safety, livability, and transportation choices, while meeting land use objectives.
- T-1.9: Prioritize the monitoring of comfort levels and safety metrics for motorists, bicyclists, and pedestrians at signalized intersections and within the vicinity of schools.
- T-1.10: Analyze locations with significantly higher crash rates to develop projects and programs to reduce the number of crashes and overall crash severity.
- T-1.11: Identify context-sensitive, forward-thinking transportation solutions that incorporate Warrenton's plans for growth through the development and adoption of a long-range transportation plan.

T-2: Enhance the Traveling Experience by Creating Great Streets

POLICIES & STRATEGIES

- T-2.1: Implement the 5 C's of a walkable community: Connected, Comfortable, Convenient, Convivial, and Conspicuous.
- T-2.2: Improve pedestrian and bicycle safety and connectivity to neighborhoods and destinations by implementing the recommendations of the Town of Warrenton Walkability Audit and the Town of Warrenton Complete Streets Recommendations Report.
- T-2.3: Create distinguished gateway features along routes leading into the jurisdiction.
- T-2.4: Preserve neighborhood and heritage streets through traffic calming and safety measures.
- T-2.5: Preserve and pursue targeted and demand-driven expansion for the local bus system to meet the transportation needs of the community.
- T-2.6: Increase the number of daily Circuit riders by providing additional features, amenities, and expanded hours for the existing transit service.

EXISTING CONDITIONS & BACKGROUND

CORRIDOR OF STATEWIDE SIGNIFICANCE

REGIONAL TRANSPORTATION DEMAND

STREET CLASSIFICATION

BICYCLE & PEDESTRIAN INFRASTRUCTURE/MULTI-MODAL CONNECTIVITY*

SAFETY

TRAFFIC VOLUMES

TRAFFIC FLOW

TRUCK ROUTING*

PARKING

T-2.7: Develop a wayfinding system that is simple, consistent, and intuitive for all users. Wayfinding should direct visitors and residents along the preferred routes to local destinations. Beyond the Town's boundary, wayfinding can help the active transportation network (streets and trail system) connect seamlessly to the county trail networks.

T-2.8: Limit through-truck movements on internal Town streets.

T-2.9: Reduce lane blockage and double parking, and improve site access with curbside access on internal Town streets.

T-3: Promote Livability in the Town by Creating Great Places Where Residents and Visitors Feel Welcome and Safe

POLICIES & STRATEGIES

T-3.1: Implement Complete Streets within the context of adjacent land uses to improve safety and neighborhood livability.

T-3.2: When constructing sidewalks on existing streets, sidewalks will be constructed on both sides of the street.

T-3.3: Facilitate new, compact redevelopment in Character Districts to introduce sidewalks and linkages to trails/paths and promote walkability.

T-3.4: Provide and improve sidewalks, crosswalks, pedestrian signals, lighting, and other amenities to make it safer, easier and more comfortable for people to walk.

T-3.5: Continue to provide more bicycle facilities as part of the road resurfacing program, where possible, by striping bicycle lanes and markings.

T-3.6: Continue to seek opportunities to increase the availability of bicycle parking.

T-3.7: Increase the availability of bicycle connections and amenities.

T-3.8: Develop an integrated parking system to efficiently manage demand, enforcement, and effectiveness of the historic Town's surface parking.

T-3.9: Continue to apply flexible transportation mitigation measures within UDAs, and along signature streets, in an effort to promote redevelopment.

MAIN ARTERIALS (TIMBER FENCE & SOUTHERN PARKWAY)

Information on main throughways in Warrenton including Timber Fence and the Southern Parkway.

PUBLIC TRANSIT

Synopsis on the availability and use of transit in the Town.

OPPORTUNITIES & CHALLENGES

Inventory of the needs related to the goals and strategies for transportation in the Town.

COMPLETE STREETS GUIDE (2017)

- T-3.10:** Encourage bicycle-friendly policies in new development standards (on-site showers, bicycle parking, etc.)
- T-3.11:** Explore implementing distinct wayfinding systems to communicate to residents and visitors alike, the unique branding of each Character District.

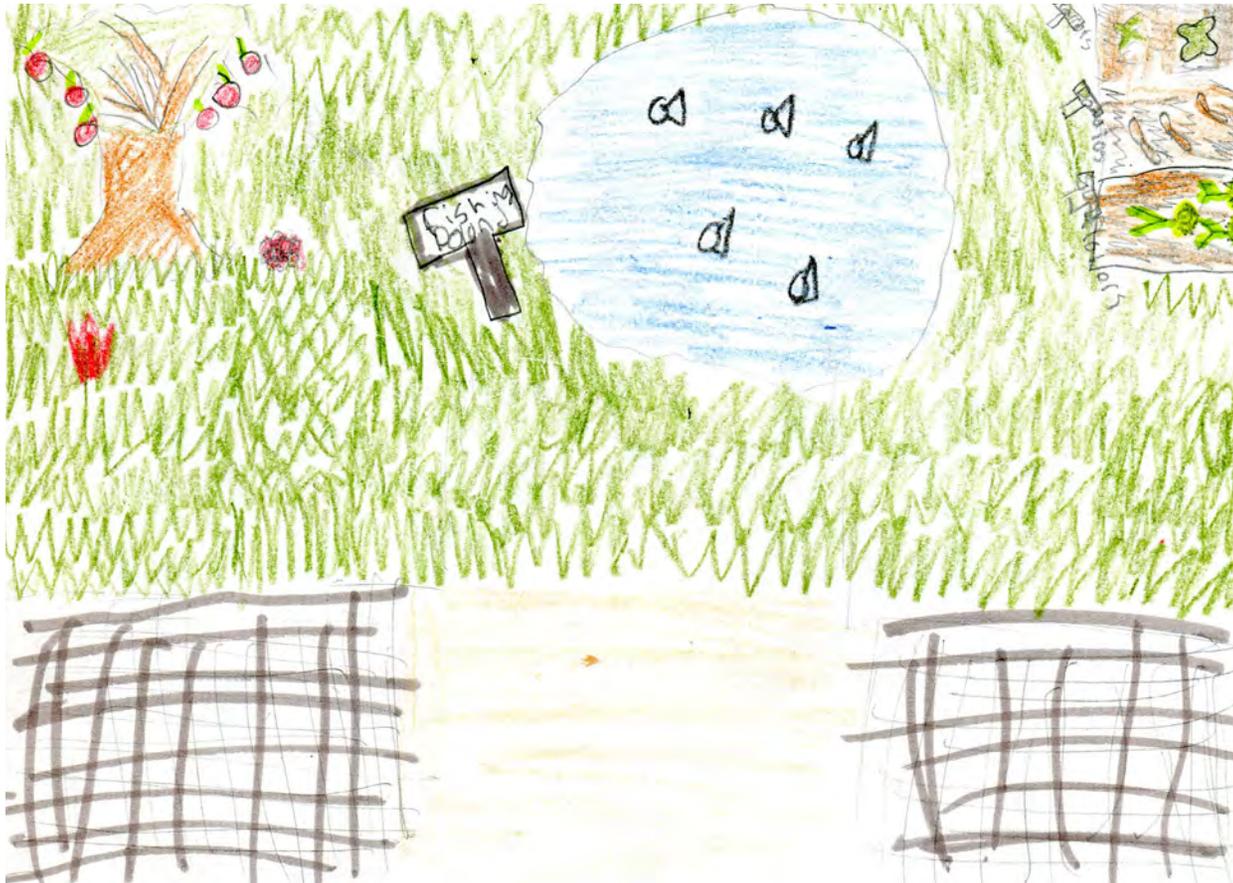
T-4: Provide an Equitable and Connected Multi-Modal Network

POLICIES & STRATEGIES

- T-4.1:** Coordinate the construction of sidewalk and trail connection projects as part of new redevelopment plans.
- T-4.2:** Require that the proposed street system for new developments will be designed to provide a network of interconnected streets.
- T-4.3:** In large development parcels, create compact development blocks with internal streets for pedestrian and vehicular circulation to support walk access and decrease auto-trip patterns.
- T-4.4:** Work cooperatively with VDOT to ensure that their transportation projects best distribute regional traffic demand within the context of future land use visions.
- T-4.5:** Connect bike lanes and trails into a cohesive network.
- T-4.6:** Support connectivity by continuing to create new connections, both through new development and by identifying and implementing connectivity opportunities.
- T-4.7:** Identify future multimodal connections by either restoring severed connections or incorporating multimodal features with emergency access lanes.
- T-4.8:** Work with regional partners to best leverage intercity bus, like Virginia Breeze, to serve the Town of Warrenton.
- T-4.9:** Reconfigure and add additional emergency access connections that accommodate bicycle/pedestrian connectivity.

METRICS

1. Decrease the frequency of rear-end and angle crashes along Broadview Avenue, Frost Avenue, Shirley Avenue, Business U.S. 17, and U.S. 29/211.
2. Decrease delay and queue lengths generated at major intersections.
3. Decrease the travel time between the Town of Warrenton's boundaries on major corridors and boulevards.
4. Reduction of the number of traffic infractions on roadways entering and traveling through the Town of Warrenton such as Alexandria Pike/Blackwell Road, Winchester Street, and Waterloo Street.
5. Reduction of the number of bicycle- and pedestrian-related crashes.
6. Maintain capacity at or below a VC of 1.00 on signature streets.
7. Reduced speeds within school zones.
8. Reduction in fatalities and injuries for the traveling public across all modes.
9. Increase in transportation projects that have proven safety benefits.
10. Increase in the number of applications for projects that focus on school transit and transportation (Safe Routes to School).
11. Increase in the miles of bicycle and pedestrian facilities of independent utility or that provide access to transit services.



“My absolute favorite place in Warrenton is the greenway! I always go there when I need fresh air. I enjoy riding my bike or scooter throughout the greenway. If the greenway wasn’t there I would be inside watching television.” Taylor, Age 11

From the 2016 Student Postcard Project

12. Increase the mileage of walkable facilities along existing roadway networks.
13. Increase the number of existing crossings to incorporate pedestrian and bicycle-friendly improvements.
14. Increase the preventative maintenance of existing and future pedestrian and bicycle markings and signage along Town streets.
15. Increased number of gateway cues and roundabouts.
16. Reduce the number of traffic infractions within neighborhoods.
17. Reduce the number of speed-related and pedestrian crashes within neighborhoods.
18. Increased daily ridership on the Circuit Rider.
19. Increased wayfinding signage installed throughout the Town.
20. Reduced through-truck movements on internal Town streets.
21. Reduced lane blockage and double parking.
22. Reduced number of crashes that involve pedestrians.
23. Increase the amount of sidewalk that is in good condition (not in need of repair).
24. Increase in ADA accessibility features at sidewalk curbs.

SMART MOBILITY CONCEPTS

Preparing for next generation technology

Smart mobility refers to the integration of information and communication technologies among roads, traffic signals, transit vehicles, parking systems, and shared on-demand providers to optimize the performance and convenience of interconnected mobility services.

This comprehensive plan enables Warrenton to proactively plan for emerging and future mobility technologies.

Potential Applications for Old Town:



Smart Parking - Identifies free spaces, provides pay-by-phone options, and can be used to reserve electric charging spaces.



Robot delivery - Last mile autonomous technology solutions to address short-trip congestion, integrated into shared pedestrian spaces.

Potential Applications for Corridors and Neighborhoods:



Autonomous shuttles - Connect residential developments and neighborhoods to other transit stops, commercial centers, or park and ride lots.



Intelligent traffic signals - Feature sensors and artificial intelligence to adapt to demand and provide transit priority and emergency vehicle preemption.

25. Increased bicycle counts on main corridors and trails.
26. Increased length of continuous demarcated bicycle routes.
27. Number of bicycle racks, repair and air stations.
28. Increased bicycle counts on main corridors and trails.
29. Maximum length of continuous demarcated bicycle routes.
30. Number of bicycle racks, repair and air stations.
31. Reduced number of parking violations
32. Walk score of new developments
33. First mile/last mile connections and gap closure
34. Coordination with VDOT and Fauquier County on development proposals in the corridors for Timberfence Parkway and the Southern Gateway.
35. Increased number of linkages between neighborhoods.
36. Reduced Volume to Capacity Ratio on main arterials.

Transportation in Character Districts

Each Character District provides a framework for transportation opportunities that accommodate all modes of travel within the context of each Character District. Strategies applicable to developing Character Districts include connecting pathways for pedestrians and bicycles with existing and planned active transportation improvements, minimizing curb cuts and creating interior circulation streets for access, service, and parking. For Character Districts in more established areas, strategies also include ways to protect existing residential neighborhoods from cut-through traffic and roadway treatments to slow traffic down. The following summaries highlight how each Character District is unique in how the transportation elements are framed, prioritized, and implemented.

1. New Town Warrenton (Lee Highway UDA)

Defined by large lots, direct access from Route 29, and high visibility, this gateway district represents a highly desirable location for a potential signature office/jobs center, characterized by mixed-use with strong live, work, and play options. Redevelopment of existing commercial parcels could provide the opportunity for compact development blocks with an interior street grid that includes sidewalks that connect to the adjoining neighborhoods. This district could also provide opportunities to connect new pathways for bicycles and pedestrians with existing and planned pathways. Opportunities exist for mixed-use developments with a park-and-ride facility for commuter service because of its proximity to Route 29 and the large parcel sizes. Finally, the district should focus on innovative solutions along Lee Highway and cohesive street designs within developments that incorporate roundabouts and raised intersections. An existing floodplain could provide an opportunity for a green or public gathering area with development planned around it.

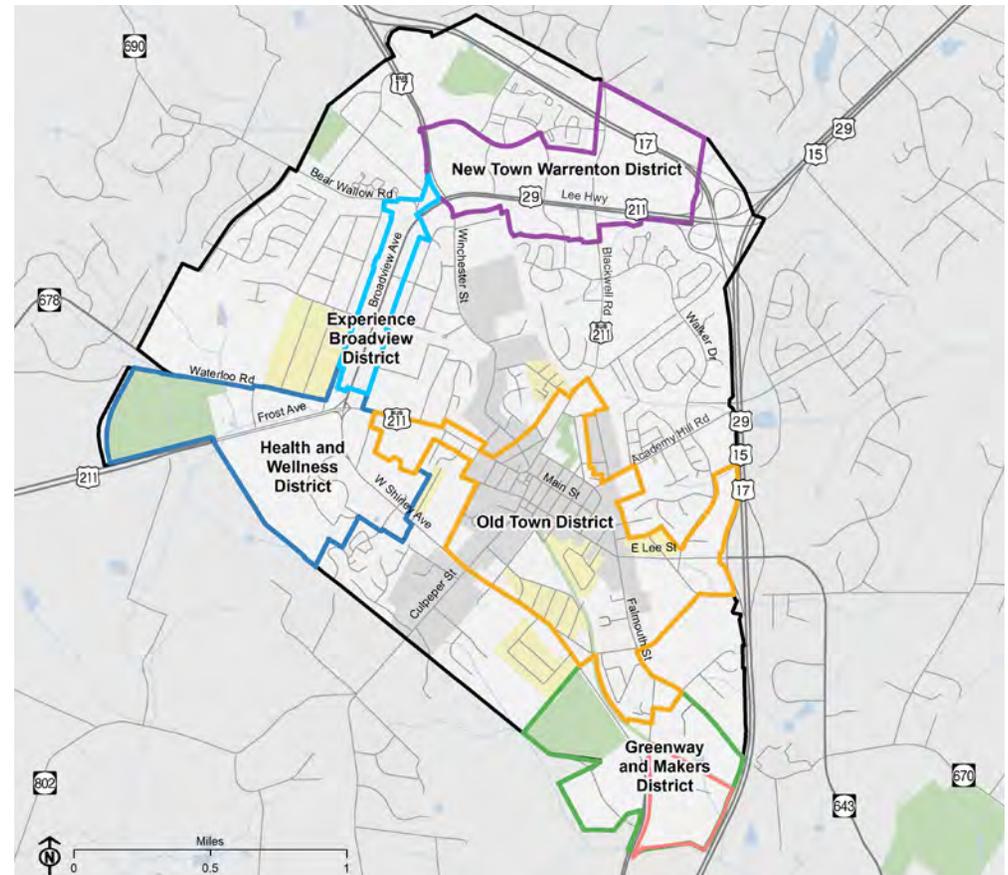


Figure 5-3: Character Districts map.

2. Health and Wellness District (Frost and Broadview UDA)

This gateway district is defined by the regional anchors of Fauquier Hospital and the WARF. Opportunities exist for improving all modes of travel, including the provision of safe linkages for pedestrians between the WARF and the hospital, and at the Frost and Broadview intersection.

By creating better access, this district could possibly include a shuttle connecting the hospital with surrounding medical offices, health services, senior housing and care, hotels, and commercial uses. This district serves as the western entrance into Warrenton, and improvement along Route 211 and at key intersections should be prioritized to improve safety

and provide a gateway. Simple traffic-calming features such as raised intersections, narrower streets, and bulb-outs for safe travel should be incorporated in areas near the hospital.

3. Greenway and Makers District (East Shirley UDA)

This district is defined as the southern gateway into the Town of Warrenton. While this district is largely defined by its vehicular movements, over the next 20 years the street design will need to accommodate other modes of travel such as pedestrians and bicyclists. The completion of sidewalks on both sides of Shirley Avenue throughout the district should be an immediate priority. There is also an opportunity for a vertical gateway element to emphasize the area as Warrenton's southern gateway, framing the experience as one enters the Town. The Town should capitalize on the existing roundabout at Shirley Avenue and Falmouth Street, as well as adopting a unified complete streets theme for Shirley Avenue within this District.

4. Old Town District (Old Town UDA)

The cultural heart of Warrenton will have more foot traffic over the next 20 years with the gradual infill and adaptive reuse of buildings. Enhancements to street intersection design such as curb bulb outs to facilitate safe street crossing and slow traffic will encourage pedestrian activity. Encouraging on street parking, narrower streets, median refuges, and mini-roundabouts will provide opportunities for safe pedestrian passage and maintaining the lower speeds expected within the Town. The development of a structured parking garage can activate constrained surface parking lots by accommodating required parking in the parking structure. Traffic-calming treatments between the CBD and the older single-family neighborhoods should be considered and the evaluation of through-truck restrictions will help preserve Old Town's character. Adjacent to the main point of entry into Warrenton from U.S. 29, the intersection at East Lee Street and Walker Drive is an exceptional opportunity to provide a Town gateway and improve safety.



Image 5-1: Broadview Avenue, 2019.

5. Experience Broadview

With revitalization occurring incrementally over time, new development as mixed use or multi-family anchors will provide opportunities at key nodes along Broadview Avenue to create a consistent street frontage. This would provide the opportunity to create internal connectivity between parcels to minimize curb cuts along Broadview Avenue through the designation of interior streets that provide access to service and parking. In addition, new development brings the opportunity to improve the transitional frontage to adjoining neighborhoods, which would include traffic-calming features to discourage vehicle cut-throughs and speeding. Opportunities to improve safety along Broadview Avenue exist through the consideration of access management strategies including appropriate median treatments. In order to maintain capacity and safety on Broadview Avenue, special focus should be given to intersections at Shirley Avenue, Roebling Street, and Business Route 29.

Additional Implementation Tools and Techniques

Curb Management

Curbside management must be involved in the creation of an organized curb layout that improves mobility and safety for all users through prioritized and optimized curb space use. Managing curb space effectively requires a policy for matching regulations and operations for the following purposes:

- **Mobility:** Move people and goods (sidewalks, bike lanes).
- **Access for People/Commerce:** Create Dropoffs, loading zones, or transfer between modes (bus, taxi zones).
- **Activation and Greening:** Develop vibrant social spaces (seating, food trucks) and landscaping (trees).

- **Special Function:** Create spaces for bus layover and reserve space for electric car charging, etc.

Current issues to solve:

- Address the need for reliable access to freight loading and unloading.
- Avoid blockages to travel lanes due to undesirable stopping.
- Meet the demand for ride-hail passenger loading/unloading space.
- Create space for bike storage and shared mobility devices.

Access Management

Access management is the proactive management of vehicular access points to land developments surrounding the roadway system to promote safe and efficient use of the transportation network. Balancing property access while preserving the flow of traffic may include the following measures:

- **Access spacing:** Increase the uninterrupted curb distance between access points and intersections.
- **Safe Turning Lanes:** Create dedicated lanes to keep through-traffic flowing and reduce conflict points.
- **Median Treatments:** Create physical separations to channel turning movements to safer and/or controlled locations.

- **Right-of-Way Management:** Preserve space for good sight distance and future access along corridors.

Current issues to solve:

- Improve safety and driver comfort.
- Improve non-motorized experience along the road.
- Reduce conflict and preserve traffic flow.
- Control turning movements on key locations.

Parking Management

- **Parking Minimums:** Local laws require private businesses and residences to provide at least a certain number of off-street parking spaces. This policy tends to make infill development less practical, often resulting in idle parking lots except during a few seasonal peaks.
- **Parking Maximums:** Limit parking supply, either at individual sites or in an area in order to encourage more efficient parking management. This approach may be too generalized and ignore context. In reality, occasional uses may benefit from a higher volume of parking maximum.
- **No parking requirements:** Developers and businesses decide how many parking spaces to provide for their customers. Removing parking mandates complements expanding sustainable transportation options and ensures better management of curb parking and loading.

PLAN WARRENTON 2040

ECONOMIC & FISCAL RESILIENCE

“In 25 years, I hope that Warrenton grows in size, and advances in tech, all while keeping that balance of urban and rural areas. Just expanding, not replacing.” *Ethan, Age 12*



Broadview Avenue, 2018

Vision

In 2040, Warrenton is a live/work community that cultivates and promotes economic and entrepreneurial opportunities and supports its public amenities and overall quality of life, while preserving its unique small-town character. The Town is an integral part of the regional economy with Character Districts that act as economic catalysts in key locations throughout the Town. The Town supports job creation by attracting major new employers through livable amenities and housing diversity to grow and attract a talented workforce. Warrenton in 2040 is a distinct yet integral part of the region, building on its recreational opportunities and enhancing its gateway location to Shenandoah National Park, wine and horse country, and beyond.

Key aspirations related to this guiding vision include:

- Create a robust strategy for housing and employment, become more proactive in business retention and recruitment, and locate major employers within the Town’s Character Districts.
- Promote the Town as an integral part of the regional economy that is manageable, maintain small-town character, and reduce the percentage of Town residents commuting for work.
- Promote the Town’s Character Districts as the focal point for revitalization to allow for mixed-use and multi-family development at an appropriate scale compatible with the Town’s character and existing neighborhoods. Transform aging commercial corridors to vibrant mixed-use neighborhoods.

GOALS

E-1: Grow a strong, diversified, and resilient economy that supports residents and businesses alike.

POLICIES & STRATEGIES

- E-1.1:** Promote locally-owned businesses and restaurants to maintain the unique character of Warrenton.
- E-1.2:** Allow for a range of housing, commercial spaces, and hotels at appropriate heights and square footage to meet market standards, and allow for ranges per Character District with context sensitive transitions into existing neighborhoods.
- E-1.3:** Leverage the Town’s location as a gateway to the Piedmont for tourism and economic development through wayfinding and promotion.
- E-1.4:** Preserve Old Town and the Town’s historic character to enhance Warrenton’s identity.
- E-1.5:** Promote a diverse, equitable stable tax base to maintain a healthy economy.
- E-1.6:** Warrenton’s Town Limits will be arrived at in a manner that reflects the Town’s best interests to meet its economic, fiscal, and service priorities.

E-2: Increase the employment base to allow residents to live and work in Warrenton.

POLICIES & STRATEGIES

- E-2.1:** Partner with local schools, universities, and employers to ensure a competitive workforce for a global economy.
- E-2.2:** Promote Warrenton’s high quality of life to attract employers to locate here.
- E-2.3:** Create economic development teams made up of property owners, schools, and local staff to recruit potential employers.
- E-2.4:** Leverage existing employers and location in the region to build upon technology and federal government synergies.
- E-2.5:** Develop a range of housing types and housing assistance programs for employees to live in Warrenton.

EXISTING CONDITIONS & BACKGROUND

ECONOMIC BASE ANALYSIS

Documentation of the economic trends shaping the western portion of the Northern Virginia Region

FISCAL SUSTAINABILITY ANALYSIS

A fiscal impact model to relay the relationship between land use decisions and the change in revenues and expenditures for the Town.

LABOR FORCE DATA

Tables of data related to labor force evolution in Fauquier County.

DEMOGRAPHIC & HOUSING ANALYSIS

Analysis identifying demographic and housing information on the Town.

E-3: Promote Warrenton as a cultural, entertainment, and arts center.

POLICIES & STRATEGIES

- E-3.1:** Coordinate and partner with local arts groups and business associations to promote artists and cultural events.
- E-3.2:** Market to creative arts and entrepreneurial businesses to locate within appropriate Character Districts.
- E-3.3:** Maximize the Town's public spaces and right-of-way to allow for arts and cultural events to operate, including outdoor dining and gathering places.

E-4: Support Character Districts as Unique Mixed-Use Neighborhood Centers.

POLICIES & STRATEGIES

- E-4.1:** Promote business attraction by considering business improvement districts.
- E-4.2:** Evaluate tax increment financing that can be used to fund infrastructure and site improvements.
- E-4.3:** Develop a marketing strategy for each Character District to encourage various types of businesses based on their envisioned unique themes:
 - New Town District: Class A Office, Future University satellite campus, and Employment Center
 - Health and Wellness District: Medical-related office and treatment
 - Greenway and Makers District: Overlay in Industrial zoned area to allow for creation of food and craft.
 - Old Town: Adaptive reuse to encourage tourism, locally owned businesses, and creative services.
 - Broadview District: Redevelopment through parcel consolidation, interparcel connections, and mixed-use at key nodes to create a synergy and investment strategies.
- E-4.4:** Leverage Town assets by exploring public/private partnerships to activate surface parking lots as potential development sites.

METRICS

1. Growth in the number of employers (health related), senior housing units, medical office square footage, and hotel rooms.
2. Growth in the number housing units, square footage of commercial space, Class A office square feet, and hotel rooms.
3. Businesses relocated to or started in Warrenton.
4. Growth in the square footage of retail and service businesses.
5. Increase in the number and variety of new businesses along Broadview Avenue.
6. BID established, funds raised, and programs and projects developed; Old Town business vacancy rates.
7. Number of gathering spaces and outdoor dining locations.
8. Number of public parking stalls provided, square footage of development produced, and leased parking space.
9. Number events planned, street closure permits, art/gallery space leased, pop-up arts-related ventures, new arts-related space, and hotel rooms added in Warrenton.
10. Tax Increment Financing (TIF) district established, funds raised, and improvements completed.

E-5: Be proactive in the Town's Economic Development

POLICIES & STRATEGIES

- E-5.1:** Create an economic development marketing strategy that includes a detailed retail retention and recruitment strategy.
- E-5.2:** Develop a site prospectus book to market properties seeking redevelopment.
- E-5.3:** Coordinate with the County and regional economic development partners to promote the Town.
- E-5.4:** Track industry and market trends to position Warrenton at the forefront.
- E-5.5:** Seek to establish a dedicated resource that is responsible for attracting new businesses with an emphasis on employers possessing the ability to hire multiple employees.

PLAN WARRENTON 2040

LAND USE & CHARACTER DISTRICTS

"I think that there should be way more places for children and social activity. I don't want my kids to have to be limited to our property... Then maybe we'd get off the devices everyone complains about." *Elizabeth, Age 10*

A blurred photograph of a park with people in the background and a sign in the foreground. The sign is white with black text that reads "#lovewarrenton". The background shows a grassy area with people walking and a blue and white striped structure, possibly a tent or a play structure.

#lovewarrenton

Warrenton, Virginia 2017.

Vision

In 2040, Warrenton's sense of place is found in its historical Old Town, existing neighborhoods, and mixed-use Character Districts. Town residents have numerous options to shop, dine, and be entertained within a series of walkable areas and will live within a half-mile radius of a park, green space, trail, or public amenity. There is attainable housing for residents of all age groups that encourage equitable, inclusive, and vibrant neighborhoods. The mix and balance of housing types and employment centers maintains the small-town character, in which people live and work.

Key aspirations related to this guiding vision:

- Create mixed-use Character Districts using appropriate intensities, with specific guidance for form and transition to adjoining neighborhoods.
- Develop Character Districts with places for people to meet, talk, and be neighborly, with gathering places that include parks, plazas, sidewalks, and shops.
- Protect, stabilize, and retain the character of existing neighborhoods while allowing for a diversification of housing types into mixed-use Character Districts.

CURRENT & FUTURE LAND USE

Warrenton is made up of cherished existing neighborhoods and an Old Town filled with history. Residents value the charm of their community and seek to enhance it. The Land Use and Character District format serves to preserve the existing neighborhoods by providing a guide of how to develop/redevelop subareas of Town that are candidates for revitalization in the coming decades. In 2018 the Town of Warrenton adopted Urban Development Areas (UDAs)*, thus designating to the state where future growth should be accommodated through a public process. Residents of the Town developed “branding” components to give each district an identity that links current land use functions and the future desires of the community. Warrenton 2040 provides a model on how to get from today’s reality to tomorrow’s vision as developed by the community. The following pages, and hyperlinked Character District Guidebook, provide a path forward on how Warrenton will create, parcel by parcel, a future that preserves its identity while meeting the goals of the overall Comprehensive Plan.

*“Urban Development Areas” is a Virginia Department of Transportation technical term

FUTURE LAND USE MAP

The Future Land Use Map is the Town’s visual guide to future planning for 2040. The Future Land Use Map brings together all of the elements of this Comprehensive Plan, such as land use, economic and fiscal health, housing, and transportation. The Future Land Use Map shows how the 2040 Comprehensive Plan foresees appropriate development over the next 20 years.

The following new mixed-use Character Districts with definitions will be added to the Future Land Use Map:

- New Town Warrenton
- Old Town
- Health and Wellness
- Experience Broadview
- Greenway and Makers

New Overlay Districts guidelines:

Broadview Commercial District:

“Experience Broadview” will allow for mixed-use residential at lower density, but nodal development with mixed-use anchors and improved edges to adjacent single-family neighborhoods. Current commercial uses will be maintained.

Makers District:

Maintain current light industrial zoned uses, but allow for, and foster, the new creative production economy in order to enable local purveyors to produce the goods they sell and distribute throughout the region. This new district overlay would complement existing light industrial activities and attract small-scale entrepreneurs and larger companies looking to start and expand businesses within Warrenton.

Arts and Culture District:

Allows for temporary events, pop-up storefronts that are arts and culture focused along Main and Culpeper streets through a streamlined permitting process.

FUTURE LAND USE

Character Districts

- Greenway and Makers District
- Health and Wellness District
- New Town District
- Old Town District
- Broadview Commercial District

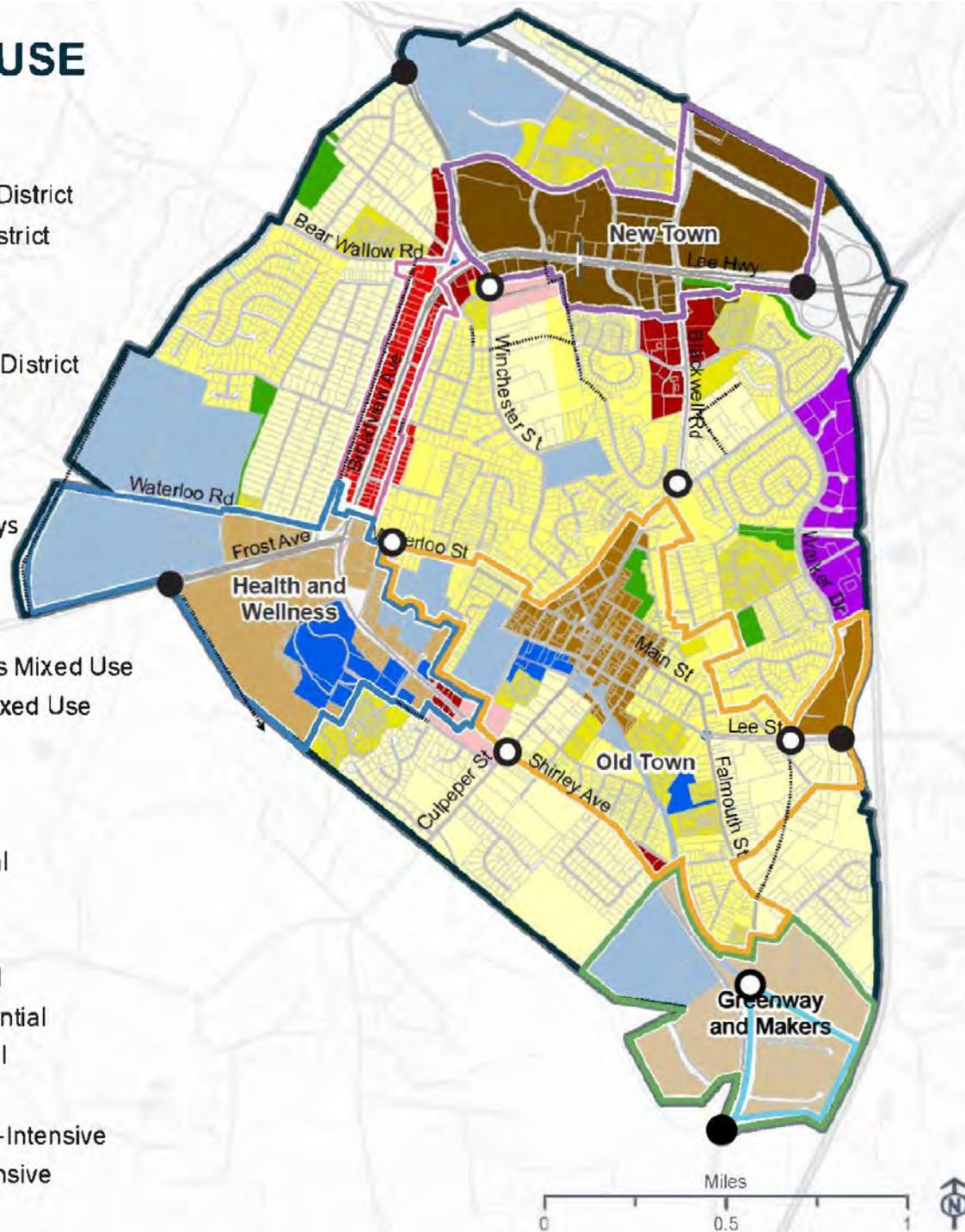
Overlay Districts

- Makers District
- Gateways
- Historic District Gateways

— Sampling of Future Road Connections

Future Land Use

- Greenway and Wellness Mixed Use
- Health and Wellness Mixed Use
- Old Town Mixed Use
- New Town Mixed Use
- Office
- Re-Planned Commercial
- Commercial
- Light Industrial
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Park
- Public/Semi-Public Non-Intensive
- Public/Semi-Public Intensive



FUTURE LAND USE DESCRIPTIONS

CHARACTER DISTRICT SUMMARIES



New Town Warrenton District

With large lots, direct access from Route 29, and high visibility, this district could be a location for a signature office/jobs center; with greater intensity of mixed use and strong live, work, and play options. A mix of uses could be organized around an internal street network and public amenities, such as civic spaces, parks, green space, and public gathering areas.



Health and Wellness District

This district could leverage Fauquier Hospital with businesses, services, and housing options that promote aging in place, expanded health and wellness amenities; medical offices, and commercial uses.



Greenway and Makers District

This district could maximize use of industrial areas for maker space with a food and arts focus, create connective elements to the greenway, and enhance gateway form and function.



Old Town District

Warrenton will continue to promote Old Town as the signature cultural, social, and historic hub. The Town will encourage infill housing and other adaptive reuse of structures to bring more foot traffic to Old Town, but maintain the historic character and scale.



Experience Broadview District

Maintain and enhance the existing commercial corridor, but add nodal development with mixed-use residential anchors and improve transitions to adjacent single-family neighborhoods. A Form-Based Transect is the best tool to transform Broadview Avenue to a neighborhood commercial corridor, with a consistent street frontage along Broadview and graceful step-downs in scale adjacent to adjoining neighborhoods.

THE TEN GUIDING PRINCIPLES FOR CHARACTER DISTRICTS

Many parts make a neighborhood.

A neighborhood has stores and shops that satisfy everyday needs within an easy walk with safe and friendly streets on which people feel they “belong.” Residential streets should feel public and more like open space than traffic ways. Streets can be a pleasant part of the neighborhood. A great neighborhood has many choices to move by foot, bicycle, transit, and auto. A great neighborhood has places for people to meet, talk, and be neighborly with gathering places that include parks, plazas, sidewalks, and shops. Lastly, a great neighborhood has its own character, shaped by its physical setting, streets, buildings, open spaces, history, and the people who live in it. The following are Ten Guiding Principles to guide development in each of the Character Districts.



1. A discernible center. Every neighborhood should have a discernible center that is walkable within a quarter-mile radius. The center can accommodate programmed or spontaneous events, or simply be a place people relax or meet friends. The center is often a hardscaped plaza or a green or park space; sometimes it can even be a busy street corner or a main street.



2. Connected sidewalks with a clear pedestrian path, street trees, and lighting. Streets within the Character District form a connected network, which disperses traffic by providing a variety of pedestrian and vehicular routes to any destination. There is an interconnected street grid network that disperses traffic and eases walking.



3. Buildings that are placed close to the street to create a sense of place. All buildings are directly accessible with front doors from the street.



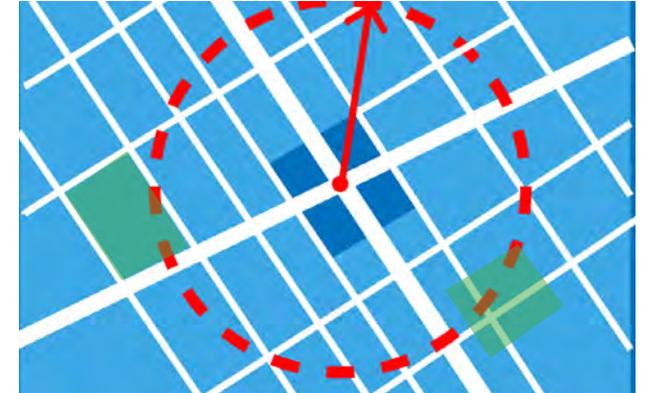
4. Parking placed behind buildings and away from street frontages. Interior access roads to services and parking are designed into the site plan.



5. Complete streets create a balance between cars, pedestrians, and bicyclists. Complete Streets have no singular design prescription. Each one is unique and responds to its community context; however, complete streets are designed to balance drivers, pedestrians, and bicyclists.



6. Compact street blocks encourage walking. Compact street blocks that are 200 to 400 feet wide and up to 600-feet deep provide a comfortable neighborhood scale that facilitates a fine-grain development pattern and walking experience. For blocks that exceed the maximum recommended length of 600 feet, a mid-block pedestrian path is recommended to allow for passage.



7. A park, trail, or activity center is within a half mile walking radius. Linkages to pedestrian amenities can be made with continuous sidewalks, street trees, and through-block pedestrian pathways.



8. A variety of dwelling types accommodates a wide range of family sizes and income levels and commercial activity. The variety provides synergy among uses and creates an immediate critical mass to sustain retail and commercial uses.



9. Neighborhood identity connects district wayfinding and identification with a larger marketing effort to bring private investment to the neighborhood. Neighborhood identity provides the brand and image of the area, and a basis for a marketing strategy to promote businesses, events, and future development opportunities.



10. The neighborhood edge provides the means of transition from the Character District to adjoining properties. The edge would transition to adjacent established neighborhoods and future land-use categories and exhibit compatibility in scale, massing, and setback with existing and planned developed on adjacent land.

RECOMMENDATIONS TO THE EXISTING RESIDENTIAL ZONING DISTRICTS

Refer to Housing Section II for housing definitions.

R-15 Residential District

Contains low-density, single-family dwellings and other uses that are customarily incidental.

Recommendation: Accessory Dwelling Units (ADU) allowed by special permit.

R-10 Residential District

Single-family, detached homes and limited groups are allowed. Limited service uses are allowed with a special use permit. This zone allows for smaller lot sizes and setbacks than R-15.

Recommendation: Bungalow Court to be allowed by-right and ADUs by special permit.

R-6 Residential District

Allows medium to high concentrations of predominantly residential uses, generally intended to encompass and preserve those residential structures which have developed over the years along the traffic arteries serving the Central Business District (CBD).

Recommendation: Bungalow Court to be allowed by-right and ADUs by special permit.

RT Residential Townhouse District

This district is composed of certain medium concentrations of residential use, often located between lower density residential and commercial areas.

Recommendation: Bungalow Court and Duplex to be allowed by-right and ADUs by special permit.

RMF Residential Multi-family District

Contains higher concentrations of residential uses recommended for those sections of Town in proximity to the CBD, adjacent to existing intensive land uses, used as a transitional area between commercial and lower density residential areas, or need revitalization.

Recommendation: Bungalow Courts, Duplex, Fourplex, Courtyard Apartments, and Townhouses to be allowed by-right and ADUs by special permit.

R-40 Residential District

Allows low-density, single-family dwellings and other selected uses that are compatible with the low-density residential character of the district.

Recommendation: ADUs by special permit.

R-E Residential District

This district is comprised of low-density, single-family dwellings and other selected uses that are compatible with the open and rural character of the district. All commercial activities are prohibited.

Recommendation: ADUs allowed by special permit.

RO Residential Office District

Allows business and professional offices and certain personal service uses. This is a transition area between a commercial area and a residential area.

Recommendation: Duplex, Fourplex, Courtyard Apartments, Bungalow Courts, Townhouses, Multiplex, Live/Work, and Mixed-Use Residential to be allowed. ADUs allowed by special permit.

CBD

The intent of this district is to provide for orderly development, infill, and revitalization of the CBD.

Recommendation: Live/Work and Mixed-Use Residential (with commercial at the ground level) to be allowed.

GOALS

L-1: Organize Land Use According to Character Districts in Select Areas

POLICIES & STRATEGIES

- L-1.1:** Create Mixed Use Character Districts, based on the Town’s adopted Urban Development Areas.
- L-1.2:** Create and encourage implementation tools to support the individual Character Districts policies.
- L-1.3:** Create the Experience Broadview Overlay to allow for mixed-use or multi-family developments.
- L-1.4:** Redevelopment and new development is encouraged, and each Character District will use the suggested illustrations in the design manual as guidance.
- L-1.5:** Create a Makers District Zoning Overlay in the light-industrial zoned area of the Greenway and Makers Character District (West Shirley UDA) to foster the new creative-production economy.
- L-1.6:** Update the Density Bonus Program.

EXISTING CONDITIONS & BACKGROUND

DENSITY BONUS RECOMMENDATIONS

Suggested updates to the bonus program identified in the Town’s Zoning Ordinance to create a more comprehensive approach for desired uses and public amenities within the Town.

UDAS/ CHARACTER DISTRICTS

Information about the adopted UDA’s and corresponding Character Districts.

NEW TOWN

HEALTH & WELLNESS

GREENWAY & MAKERS

OLD TOWN

EXPERIENCE BROADVIEW

L-2: Old Town Character District – The Old Town Character District will include a mix of infill and new mixed-use development that is designed to maintain Old Town’s historic character. ADOPTED MARCH 13, 2018

POLICIES & STRATEGIES

- L-2.1:** Maintain Old Town Historic Character through preservation and protection of contributing historic resources.
- L-2.2:** Create cultural anchors at both ends of Main Street.
- L-2.3:** Evaluate the feasibility of financing and constructing a structured parking garage that is designed to be compatible to the character of the Historic District and is located behind street facing buildings.
- L-2.4:** Evaluate the location, design and feasibility of a Pedestrian Mall.
- L-2.5:** Evaluate the design and feasibility of a traffic circle at the intersection of Culpeper and Shirley streets.
- L-2.6:** Develop revitalization strategies for Lee and Horner Streets
- L-2.7:** Promote the possibility of a Bed and Breakfast concept in appropriate locations.
- L-2.8:** Promote new development typologies and a mix of uses in Old town that includes mixed-use development, adaptive re-use of existing buildings, live-work lofts, restaurants, new infill development on vacant lots and higher density residential development that comport to and maintain the historic character of Old Town.
- L-2.9:** Locate an event space in the Old Town UDA that can be used to accommodate public and private events, festivals of all types appropriate and other opportunities.
- L-2.10:** Develop a marketing and branding strategy for Old Town that promotes business and events.
- L-2.11:** Develop a parking policy that maintains adequate parking supply for businesses, residents, workers, tourists and shoppers.
- L-2.12:** Create a streetscape plan for the Old Town Character District that promotes a consistent walking experience and maintains the historic character of Old Town. The streetscape plan should define specifications for sidewalk, crosswalks, street trees, seating, lighting, bicycle parking and locations for a pocket park, where appropriate.
- L-2.13:** Evaluate traffic calming measures at locations where public safety issues are evident.
- L-2.14:** Develop Traditional Neighborhood Design Guidelines (TND) specific for Old Town, for the design for new buildings, infill development and the adaptive reuse of existing buildings.
- L-2.15:** Develop a Façade Improvement Program that promotes and incentivizes the improvements of facades as well as the potential of a Business Improvement District (BID) that would finance such a program.

L-3: New Town Character District – The New Town Character District will support the revitalization of the commercial shopping malls with a walkable development pattern that includes a mix of uses, green space and public amenities, as well as provide a location for a major employer. **ADOPTED MARCH 13, 2018**

POLICIES & STRATEGIES

- L-3.1:** Evaluate a variety of branding strategies for the New Town Character District as a Town gateway, possible entertainment hub or a mixed-use development integrated with an educational institution, such Virginia Tech, exploring a Campus Business Hub concept.
- L-3.2:** Create a development plan for key sites that plans for the redevelopment of aging big box shopping centers to include mixed-use and infill development with a variety of uses, such as restaurants, entertainment venues, a hotel, breweries and office.
- L-3.3:** Create a streetscape plan for the New Town Character District to support the development plan for key sites, promoting development within a compact street grid that includes a mix of uses, entertainment, and park space, as well as being walkable along the edges and adjacent parcels with sidewalks and striped crosswalks.
- L-3.4:** Evaluate the establishment of a Business Improvement District to promote business development and events within the New Town Character District, and maintain pedestrian amenities, such as public-accessible parks and plazas.
- L-3.5:** Evaluate the design and implementation of roundabouts within this Character District.
- L-3.6:** Evaluate development incentives that stimulate private investment and new development.

METRICS

1. Square footage of mixed-use developments, and number of residential units
2. Number of contiguous street blocks with street trees, clear pedestrian paths, and street lights
3. Number of new arts, and craft businesses opening in the Makers District
4. Number of projects using the Density Bonus Recommendations

L-4: Health and Wellness Character District – the Health and Wellness Character District will support and promote a mix of uses that are health related, such as workforce housing, medical and emergency services and aging in-place related uses.

ADOPTED MARCH 13, 2018

POLICIES & STRATEGIES

- L-4.1:** Evaluate the marketing and development strategy of creating a “Hospital as Hub” concept within the Health and Wellness District that could grow to become a Medical Center Campus or Sustainable Living neighborhood that promotes compatible hospital-related land uses, such as medical offices, senior housing, and other hospital medical-related concepts.
- L-4.2:** Evaluate the concept of a bus circulator system that would connect the hospital with future senior housing, medical offices and mixed-use developments within the Health and Wellness Character District.
- L-4.3:** Develop a streetscape transition at intersection Frost and Broadview Avenue intersection to where the boundary of Old Town starts, for aesthetics and traffic calming.
- L-4.4:** Evaluate development incentives that stimulate private investment and new development.
- L-4.5:** Promote several types of land use within the Health and Wellness Character District, such as hotels, adaptive re-use of existing buildings, senior housing, medical offices, and all levels of care.
- L-4.6:** Create a development plan for large key sites located within the Character District that identify massing and profile, types of uses, and phasing of development, ensuring walkability within the site and to adjacent parcels and neighborhoods.
- L-4.7:** Create a streetscape plan for the Health and Wellness Character District that promotes a consistent walking experience. The streetscape plan should define specifications for sidewalks, crosswalks, street trees, seating, lighting, and bicycle infrastructure.
- L-4.8:** Develop traffic calming measures at locations along East Shirley, Frost, and Broadview avenues where public safety issues are evident.
- L-4.9:** Leverage Conservation Easements south of Town boundary and promote context sensitive viewshed treatments.

L-5: Greenway and Makers District Character District – the Greenway and Makers District will be promoted as the southern gateway into the Town and maintain the critical linkages between education, civic uses and the surrounding neighborhoods, as well as the remaining industrial uses located in the Town. **ADOPTED MARCH 13, 2018**

POLICIES & STRATEGIES

- L-5.1:** The Town, County, and School District properties should be walkable and accessible from the adjoining neighborhoods.
- L-5.2:** Develop a land use strategy that keeps industrial use in the southeast half of the Character District and residential use in the northern half of the Character District.
- L-5.3:** Evaluate a possible pedestrian linkage to Walker Drive from the area to the north east, above the Warrenton Greenway Trail.
- L-5.4:** Evaluate more possibilities for pedestrian access to the Warrenton Greenway Trail from adjacent neighborhoods.
- L-5.5:** Design and implement a vertical gateway feature announcing arrival into the Town of Warrenton at the south end of the Character District along James Madison Highway.
- L-5.6:** Promote a mix of housing in the northern half of the Character District that includes mixed-use residential development, multi-family housing, and affordable housing that uses high quality materials.
- L-5.7:** Create a streetscape plan for the Character District that promotes a consistent walking experience.
- L-5.8:** The streetscape plan should define specifications for sidewalks, crosswalks, street trees, seating, lighting, and bicycle infrastructure.
- L-5.9:** Create development incentives that stimulate private investment and new development.
- L-5.10:** Evaluate locations for a new park space within the Greenway and Markers Character District.

L-6: Experience Broadview Character District: The Experience Broadview Character District will maintain and enhance the existing commercial corridor with mixed use residential nodes to serve as transitions to adjacent neighborhoods.

POLICIES & STRATEGIES

L-6.1: Implement a consistent street frontage along Broadview with the commercial uses brought closer to the street.

L-6.2: Improve and implement interparcel access to encourage linkages between commercial and mixed use sites.

L-6.3: Limit new access points and consolidate current entrances off Broadview to improve safety, circulation, and congestion along the corridor.

DEFINITIONS & DESCRIPTIONS

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Future Land Use Descriptions

Greenway and Wellness Mixed Use

The Greenway and Wellness Character District provides policies for this area.

Health and Wellness Mixed Use

The Health and Wellness Character District provides policies for this area.

Old Town Mixed Use

This designation covers the historic, mixed-use downtown area and closely matches the area of the existing Central Business District's zoning district. The Old Town Character District provides policies for this area.

New Town Mixed Use

The New Town Character District provides policies for this area.

Office

Office land use is incorporated into the character districts, with key acreage being reserved in the New Town Character District for a potential major employer in the future. The remaining few office land uses are found in current areas off of Shirley Avenue and Winchester Street. These are intended to be small scale office buildings to serve as

a transition to between character districts and adjacent residential neighborhoods and to provide locations for the conduct of small shops, studios, and professional offices. Residential uses of low and medium density may be permitted in these areas if they are carefully designed as transitional uses between existing residential neighborhoods and office areas.

In many cases, these areas can be classified as infill development and such development should be compatible with existing uses and likely future uses through appropriate buffering and screening. Controlling vehicular access points so that traffic patterns do not infringe upon adjacent residential areas will also reduce the incompatibility with the adjacent uses. Office uses should be the predominant use in the established districts, whether located within remodeled single-family structures or new structures. Architecturally, new structures should blend in with the architecture of the neighborhood in which its located.

Re-planned Commercial

The majority of commercial follows the Experience Broadview Character District policies. These are older highway commercial areas which are encouraged to be re-planned to provide pedestrian-oriented streetscapes with parking behind buildings, interparcel connections, access and buffers between neighboring residential neighborhoods and, in certain cases, on-street parking.

Commercial

The majority of commercial follows the Experience Broadview, New Town, Health and Wellness, or Old Town Character District policies. For the small portion outside of the character district there continues to be retail and service commercial uses which require high-volume truck activity, and should be placed under strict site plan control with particular emphasis on adequate screening, vehicular access, and restrictions on bulk and height of structures. Zoning regulations for the districts that permit these uses should require interparcel connections, limited points of access from major streets and substantial landscaping, as well as discourage large expanses of parking areas that exceed minimum parking regulations while encouraging shared parking.

Commercial expansions should only occur where compatible land uses exist, and the local street system can accommodate the additional traffic demand. In addition, such uses should be designed to fit into the character of the area in which they are located. Any adjacent residential areas should be linked by convenient pedestrian access. Since commercial strip development is discouraged, access to adjacent streets should be restricted, also. Therefore, shared access points should be encouraged to assist in consolidating small parcels in order to limit traffic congestion. Incentives to promote this concept should be provided in order to achieve a well-designed commercial development that coordinates vehicular and pedestrian access,

parking, signage, architecture, and site design.

The commercial uses included in this category are primarily those uses that serve the daily needs of the residents of the Town. They include restaurants, drug stores, personnel services, banks, grocery stores, and general merchandise items.

The future land use map presumes that the commercial pattern of land uses that is already established is generally appropriate for the community. Any change should be evaluated in the context of the change being appropriate to its surroundings and an established need. The following issues should be considered and resolved when development that suggests changes to the future land use map is proposed.

- **Town Services.** All developments must be connected to the Town’s public water and sewer system, and the project must demonstrate that it does not exceed the capacity of the water and sewer systems to meet the needs of the development. If the proposal exceeds the capacity or delivery system of either the existing water, sanitary sewer, or storm sewer systems, improvements to meet the increased demand must be provided by the applicant.

- **Traffic Demand and Circulation.** Any new project should maintain a level of service that is in keeping with the surrounding road networks capability. Any level of service that is lower than “D” should be reevaluated, as this is not be an

acceptable level of service. Interparcel access and service roads are encouraged in order to limit access to arterial streets. Where necessary, deceleration lanes should be provided, and where conflicts exist, left turns into and out of a site should be avoided. In order to reduce vehicular traffic, a pedestrian access should be provided on the site, as well as linking it to adjacent neighborhoods and all adjacent commercial uses. The project should also make provisions for bicycle access and parking.

- **Design Guidelines.** All new or redeveloped projects should seek to minimize impacts on surrounding land uses and the public right of way by providing landscaped buffers, placing parking to the side and rear of buildings, coordinating the siting and massing of buildings, using monument signs or signs integrated into the building facades, and using the massing and materials of the buildings to create pedestrian-oriented, human scaled outdoor spaces.

- **Consolidation of smaller properties** is encouraged to provide the opportunity for efficient use and design of the site.

- **Placement of pedestrian areas** near main entrances to buildings, which includes seating, planting, and bicycle facilities should be provided, as well as any other outdoor architectural features.

- **Delivery of services** should occur behind the buildings and screened from

public view. This can be achieved by the use of natural vegetation and/or landscaping buffers.

- The site should be well landscaped in order to provide a visual barrier to adjacent non-compatible uses, soften lengthy expanses of buildings and parking lots, and provide shade in the parking areas.

Light Industrial

The Greenway and Makers Character

District seeks to incorporate previous uses envisioned for Light Industrial. The remaining Light Industrial is located off the east side of Walker Drive. This area includes light manufacturing, flex industrial uses and wholesale commercial uses, and limited office uses with floor area ratios generally not exceeding 0.35 on a single site. These areas have been designed to provide additional types of employment opportunities within the Town in addition to services and commercial retail uses. Industrial land use designations should be limited to light industrial uses that do not generate inordinate amounts of noise, smoke, dust, odors, heat, or electrical disturbances. Environmentally heavy uses that draw significant water, like data centers, are better served in locations not utilizing public water and sewer.

Particular attention should be given to vehicular access and reducing the impact on adjacent properties.

Integrating certain industrial land uses in

Town will enable residents to live and work in the Town. This concept will encourage the integration of the workplace with residential and commercial land use components already existing in Town. Industrial sites should be co-located or located near one another. Scattered sites or strip sites are strongly discouraged. For business parks, a true campus-style site plan is encouraged.

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

- Access to industrial areas should not conflict with residential traffic and, therefore, should be separated from other types of traffic. This should be accomplished by a road system that permits separation of uses. The non-residential traffic should be routed to collector roads and highways as quickly as possible.
- Industrial uses should be supported with public utilities. In addition, where other utilities are not available, such as natural gas, electric, and phone, those companies should be encouraged to extend their services into industrial areas.
- A set of performance standards should be established in order to mitigate any potential adverse impacts that may be

emitted by a particular use.

- When designating, and/or developing industrial sites, particular attention should be given to buffering adjacent non-industrial uses, including appropriate landscaping, screening, setbacks, and open space.
- When evaluating new locations for industrial sites, compatibility with adjacent uses should be carefully considered. Industrial uses should be located adjacent to compatible uses.
- Uses should be limited to those providing a variety of light industrial uses that will contribute to the creation of new businesses, as well as retention and expansion of existing businesses. Very limited support for commercial uses will be allowed as integrated elements of the industrial development for the purpose of reducing traffic generation from the site.

Low Density Residential

This designation includes single family, detached residential dwellings at densities ranging from existing levels of development (no change) up to 2.5 dwellings per net acre, contingent upon adequate pedestrian and vehicular access, compatibility with surrounding properties, and mitigation of potential impacts. Certain areas specified in the text are intended to remain at densities well below 2.5 d.u. per acre and should follow the policies of any corresponding character

district. These include the areas of existing low density historic neighborhoods along Winchester and Culpeper Streets.

The designation of low density residential is generally applied to established residential neighborhoods which should be conserved and/or expanded in a manner similar to, and compatible with, the existing surroundings. Many neighborhoods in these areas have older homes and are characterized by mature vegetation and social interaction between neighbors.

New lots within established subdivisions should contain an area that approximates those existing lots. Neighborhood recreational facilities, small parks or “green space”, and other neighborhood amenities should be provided in compatible locations within such developments.

Although residential infill will sometimes be a slightly higher density than existing lot configurations, any such infill development should be generally similar in density and lot size, and the placement of structures on the lot(s) should be sensitive to the existing structures and lots on neighboring properties. The exterior elevations of the structures should complement and respect the surrounding neighborhood’s existing design and architectural elements.

Retaining the high quality of established neighborhoods is a continual challenge. Since the low density areas are a desirable place to live, they are becoming attractive for infill development. The low density

residential areas are located so as to protect the character of existing neighborhoods and to provide quiet residential areas attractive for single family housing.

Where site characteristics permit, and where negative impact to adjacent properties is minimal, non-residential home occupations and businesses may be permitted as provided for in the Zoning Ordinance. However, neighborhoods should retain their distinctive character, incorporating those characteristics of architecture, mature vegetation, and open spaces appropriate to the character of the neighborhood. Mature vegetation should be retained.

This Plan seeks to preserve the integrity of existing residential neighborhoods by limiting and discouraging incompatible uses in established residential spaces while maintaining and improving neighborhood qualities by eliminating substandard housing. In doing so, this will enhance the physical features that include streets, sidewalks, street lights, and other public improvements.

Winchester Street: The larger lots along Winchester Street containing historic houses are important elements of Warrenton’s downtown character. The large size of the lots present an opportunity to preserve the majority of each lot, including the frontage along the street as very low density residential, while developing the back portion of the lot with medium density residential uses.

Culpeper Street: Like Winchester Street,

the larger lots and historic houses are important elements of Warrenton’s downtown character. These lots should remain essentially as they are, at very low densities, with only very carefully designed, small scale infill structures that preserve the essential character of the street.

Falmouth Street: Like Winchester and Culpeper Street, Falmouth has important buildings that establish the historic character of the entrance to the downtown. The lots with historic buildings, and those adjacent to them, should be maintained as very low density uses, with only very carefully designed, small scale infill structures that preserve the essential character of the street.

Medium Density Residential

This designation includes single family detached residential dwellings at densities up to five dwellings per net acre, contingent upon pedestrian and vehicular access, compatibility with surrounding properties, and mitigation of potential impacts.

Much like the designated low density residential areas, the medium density areas are made up largely of established single family neighborhoods. The neighborhoods are located in many areas of the Town and have access to all Town services.

Medium density areas are composed of high concentrations of residential uses. The areas that border the Central Business District (CBD) have been developed over the years along the vehicular

entryways to the CBD. Many have now been incorporated into the policies of the Old Town Character District. It is the intent to protect and enhance these areas, while at the same time permitting changes to occur in an effort to ensure that the use of these areas is economically feasible. Since the areas adjacent to the CBD consist of predominantly single family houses, that character must be protected. Approving non-residential uses should be done in a very limited fashion and in a manner that maintains the essential character of the residential areas. Small scale, non-residential uses like home occupations and offices may be appropriate in some of these areas.

The designation of medium density residential is also applied to established residential neighborhoods which should be conserved and/or expanded in a manner similar to, and compatible with, the existing surroundings. Many neighborhoods in these areas have older homes and are characterized by mature vegetation and social interaction between neighbors. Medium density areas are intended to permit densities of up to five dwelling units per net acre, and new lots within established subdivisions should contain an area that approximates the size and configuration of existing lots in the neighborhood. The higher densities should be considered as more appropriate near major thoroughfares and commercial areas. Recreational facilities and other neighborhood amenities should be provided in developments when densities exceed three units per net acre.

New subdivisions and lots within this designation should complement and enhance the area in which it occurs. Residential infill areas should be compatible in density, lot size, and placement of structures on the lots with existing neighboring structures and lots. The exterior elevations of the structures should complement and respect the surrounding neighborhood's existing design and architectural elements.

Retaining the high quality of established neighborhoods is a continual challenge. Since the low density and the medium density areas are a desirable place to live, they are becoming attractive for infill development. The medium density residential areas are located so as to protect the character of existing neighborhoods and to provide quiet residential areas attractive for single family housing. Where site characteristics permit, and where negative impact to adjacent properties is minimal, non-residential, home occupations and businesses may be permitted as provided for in the Zoning Ordinance. Mature vegetation should be retained.

In order to support the goals and objectives of medium density residential areas, the Plan seeks to preserve the integrity of existing residential neighborhoods. In order to do so, the plan limits and discourages incompatible uses in established residential neighborhoods, maintaining and improving neighborhood qualities by eliminating substandard housing and improving its physical features such as, streets, sidewalks, street lights, and other public improvements.

High Density Residential

These designations include single family attached and/or multi-family dwellings up to 12 dwelling units per net acre, contingent upon adequate pedestrian and vehicular access, compatibility with surrounding properties, and mitigation of potential impacts.

The density in these areas can accommodate townhouses, apartments, and similar residential types. Because these areas provide for more intensive development, they should be carefully integrated into the existing townscape to ensure that the existing character is protected. Further, any such developments should be carefully integrated into the area with attention given to creating spatially defined open space areas such as parks and "greens", trail and sidewalk connections, street connections, recreational facilities, parking, and landscaping. The scale and mass of buildings should be compatible with the historic fabric of the Town as a whole, and neighboring properties in particular.

The high density residential areas can be developed at a density of up to 12 units per net acre. The areas for high density development have been designated for those sections of Town which are adjacent to areas of a similar existing density or similar zoning. Housing types permitted in these areas include single family, two, three, and four family dwellings, townhouses, triplex and quadruplex, and apartments. Higher density developments may function as a transition between commercial and lower

density residential areas and should be located where streets are capable of carrying the expected traffic. These are key areas encouraged for creative development to help fill the "missing middle with attainable, diverse housing types.

Along with the low and medium density areas, the high density residential areas will provide a variety of options for residential housing types in the Town. It further encourages housing types, and costs, at different levels which will serve the needs of the Town's citizens. As provided in the low and medium density areas, new multi-family residential buildings should be arranged so that the buildings define outdoor spaces, including a human scale streetscape.

Park

This designation includes public and private parkland and park facilities serving local neighborhoods, passive and/or active. It includes the three Town parks: Eva Walker, Sam Tarr, Academy Hill, and Rady Park, as well as the Warrenton Branch Trail. Additional proposed small parks and "greens" that should be developed in conjunction with new residential neighborhood development are not included as they are addressed in character district and park policies. The specific size, design, function, and configuration of these parks will depend upon the particular needs and attributes of the proposed development and surrounding uses.

Public/Semi-Public Uses

Intensive. This designation includes hospitals, utility plants, government administrative uses, and other uses which have a relatively high degree of development intensity and building coverage.

Non-Intensive. Schools which have significant outdoor recreational components, cemeteries, churches, buffer areas, and similar areas of very low intensity development.

A number of areas on the future land use map have been designated as public/semi-public. These designations provide for the maintenance and expansion of existing community facilities. Specific decisions about locating these services should be made in the context of their impact and location on other related decisions which are made by both the Town Council, County Board of Supervisors, and Fauquier County School Board. Therefore, as specified in the Community Facilities section, the Town and County should coordinate their planning and capital programming efforts.

The areas designated for public and semi-public uses include both County and Town facilities, as well as semi-public facilities such as the hospital.

Town residents are also County residents, and receive the same services that the County residents receive. Warrenton has historically been the center of governmental and commercial activity for the County and plans to remain so for the foreseeable future. Thus, the Town is an appropriate location to provide the full range of public and semi-

public services such as a library, schools, and fire and rescue services, as well as various state agencies.

It will be necessary to provide public services to not only the residents of the Town, but to day-time employees, customers, and visitors, as well. This larger population will place additional demands upon the services provided by the Town, including solid waste collection, water and sewer, fire and rescue, and police services. This overall population will continue to grow and increase demands for services.

Specific areas designated for the public/semi-public category include the following:

- The area around and including the Fauquier Hospital, now incorporated into the Health and Wellness Character District. This area should continue to be maintained as the community’s medical center. This designation encourages ancillary medical services be located in proximity to the existing hospital, and takes advantage of the proximity of the rescue squad and a public health center. Future complementary development to the hospital should continue, and land for its future expansion reserved.
- Areas that include the Bradley Elementary School, Warrenton Middle School, Brumfield Elementary School, Taylor Middle School, Fauquier High School, the Highland School, St. James Episcopal Church and School, and St. John’s Church and School. The land

adjacent to these sites should continue to be maintained and protected for public and semi-public use. Because the public schools are part of the Fauquier County system, the Town has no direct responsibility for them. However, the Town should ensure that adjacent areas are carefully planned and that any new development is compatible with the site. Further, the Town should work closely with the County, or the relevant private organizations, to carefully plan for and utilize schools in conjunction with the Town’s growth and development. These schools provide Town and County residents a setting for educational, social, and recreational activities.

- The area in the vicinity of the WARF, the Virginia Department of Forestry and the Town’s Sewage Treatment Facilities off Route 211 and the area adjacent to the National Guard Armory. These areas should be recognized as important elements of the Town and should be fully protected to allow for future expansion. Any future expansion should be carefully planned and screened from adjacent properties.
- These areas include the many churches located within the Town, which are not all mapped specifically, but are planned to remain as churches, including areas for future expansion.
- Town resources that include the

Public Works facility and cemetery, as well as Town and County functions in the downtown area that include municipal offices, court buildings, sheriffs office, municipal parking lots, and jail should also be reserved for their continued and expanded use.