



**NEWCASTLE**  
DEVELOPMENT GROUP

**SPECIAL USE PERMIT  
#SUP 22-5**

**WARRENTON VILLAGE CENTER**

**PLANNING COMMISSION WORK SESSION  
APRIL 23, 2024**



## **WORK SESSION #2 – APRIL 16<sup>TH</sup>, 2024**

- A Product of Plan Warrenton 2040
- Warrenton Housing Market & Economic Impacts
- Architecture
- Public Improvements

## **WORK SESSION #3 – APRIL 23<sup>RD</sup>, 2024**

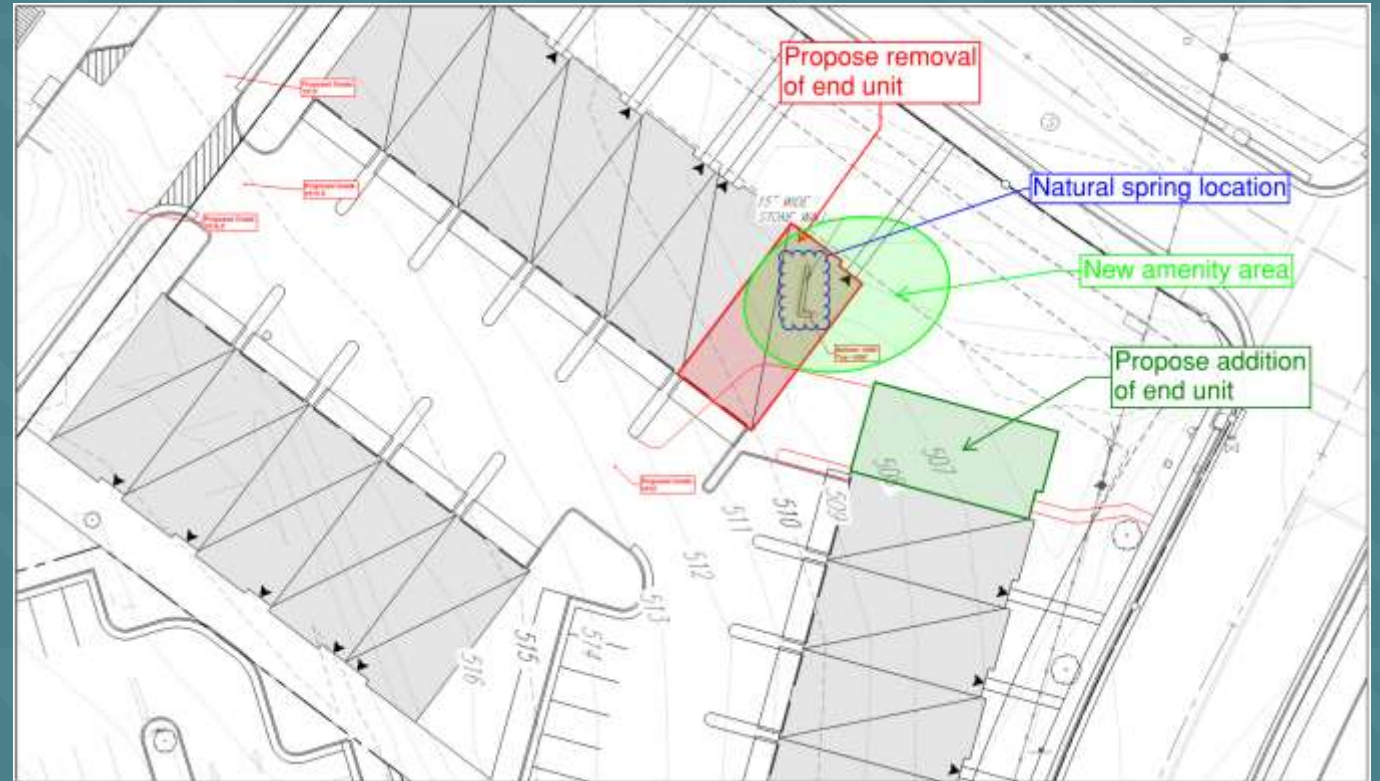
- Water/Sewer Impacts
- Transportation
- Schools
- Modification/Waiver Requests



# FOLLOW UP FROM WORK SESSION #2 (4/16/23)

# OAK SPRING

- It has been requested that we explore the preservation and restoration of Oak Spring—located near the intersection of Oak Spring Drive and Branch Drive
- Restoration of this natural spring will preserve a unique piece of Warrenton history and character
- We are looking into a site plan revision that will allow the spring to be preserved and reconditioned into a public amenity



# INCREASE SHADE AT SPLASHPAD

- Shade trees have been added to the Central Plaza to provide coverage for the surrounding seating areas



Storm Water Management Plan is conceptual at this time and will be fully designed and approved during Site Development Plan.

Bohler Engineering is here tonight to answer general questions pertaining to the potential system; however, the scope and methodology of the system are yet to be determined.

# ARCHITECTURE

- While the goal of our proposed aesthetic is to introduce a modern and fresh design to Warrenton, we recognize the request to incorporate more components that reflect the character of the community
- Renderings here show a revised color pallet, with incorporation of beige brick in lieu of white and softening of previously dark gray siding to a lighter brown
- Our team is currently studying additional design enhancements with the goal of implementing features that are more representative of the Town's character





# WATER / SEWER IMPACTS



# WATER / SEWER IMPACTS

NewCastle's average daily water usage across its Virginia apartment community portfolio:

Community	Units	Total Usage (GAL)	Total Daily Usage (GAL)	Daily Usage Per Unit (GAL)
Community 1	250	3,295,006	9,027	36.1
Community 2	316	7,344,232	20,121	63.7
Community 3	212	5,543,803	15,188	71.6
Community 4	280	6,729,187	18,436	65.8
Community 5	242	5,181,400	14,196	58.7
Community 6	452	14,757,676	33,449	74.0
Avg. / Total **	1,752		20,278	67.0

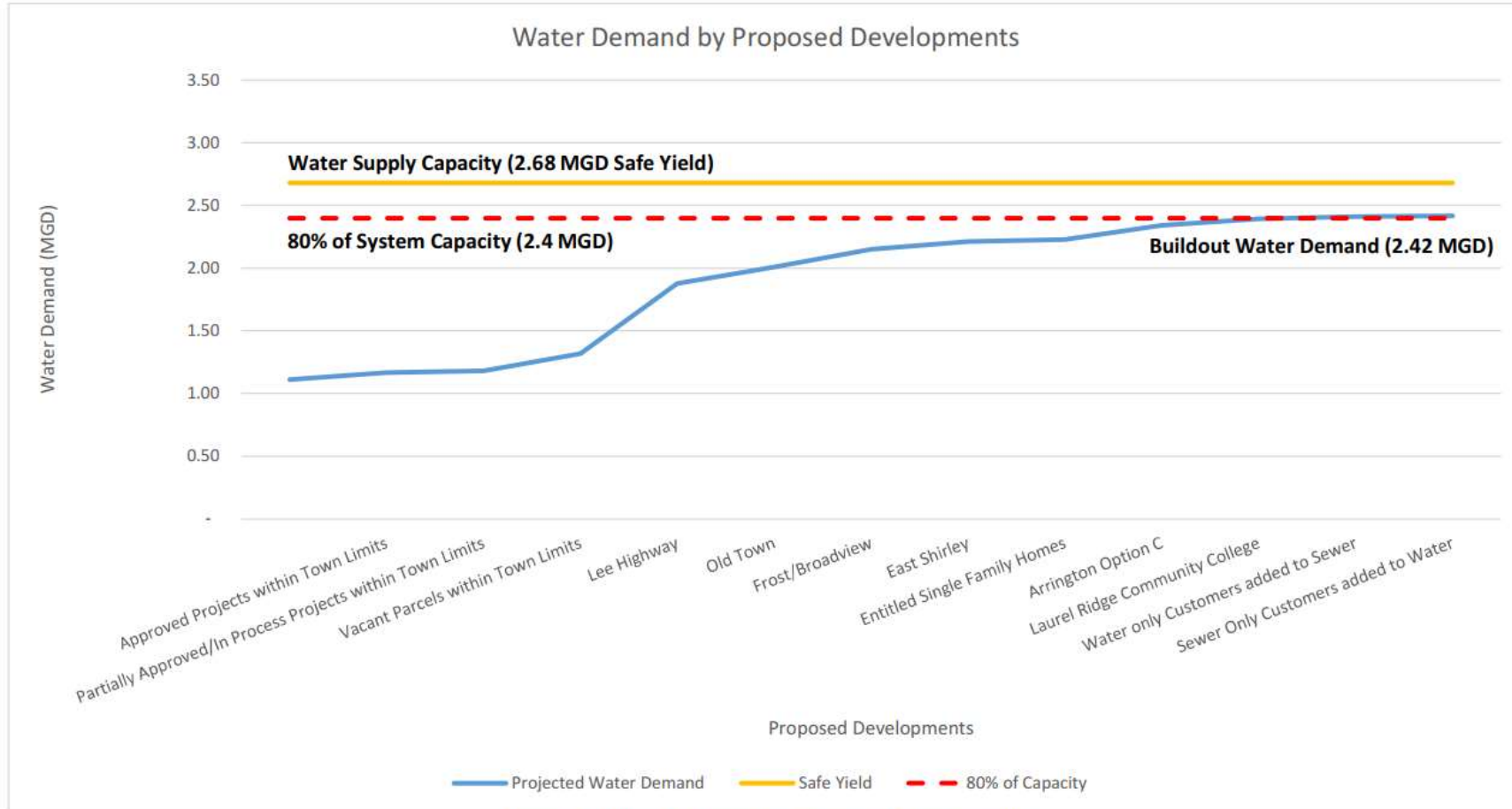
\*Data is from January ,1 2023 through December 31, 2023

\*\*Community 1 was finishing lease up for the first half of 2023 so data does not represent a full calendar year of stabilized occupancy. Community 1 data has been excluded from average data presented and was excluded from usage analysis.

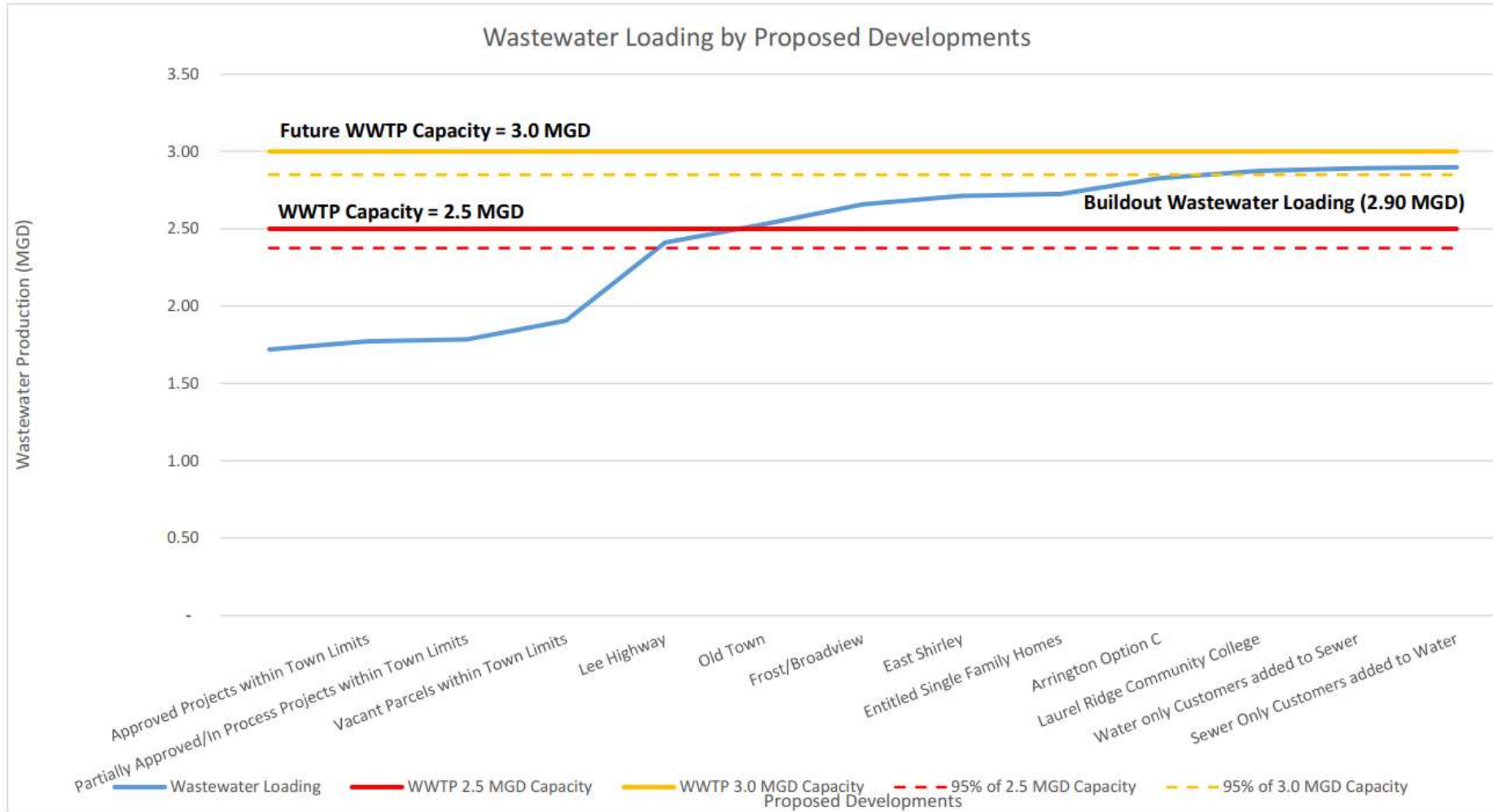
- Average daily community usage across Virginia portfolio is 20,278 gallons per day (GPD)
- Assuming the daily usage per unit of 67.0 GPD, we would project 25,862 GPD for Warrenton Village Center (386 units x 67.0 GPD)

## WATER / SEWER IMPACTS

- Town of Warrenton uses their own daily usage amounts when making their capacity determination:
  - For 386 residential units, the Town assumes 116,000 gallons per day
- This is significantly higher than the data collected across NewCastle's Virginia communities – 25,862 GPD vs. 116,000 GPD
- **Even with the assumed usage of 116,000 GPD, the Public Works Department has determined that there is adequate capacity for this project**



**Figure 5.1: Water Demand by Proposed Developments**



**Figure 6.1: Wastewater Loading by Proposed Developments**



# TRANSPORTATION

# ■ SITE PLAN OVERVIEW

## Primary vehicular access:

- Full-movement entry on Oak Springs Dr, forming 4th leg of Highland School Driveway intersection
- Full-movement driveway on Oak Springs Dr, forming 4th leg of Hastings Ln intersection
- Access also provided via existing shopping center connections to the south
- A total of 6 access points to the surrounding streets



# ■ SITE PLAN OVERVIEW

## Pedestrian Connectivity:

- Extensive sidewalk network proposed along all streets and within site to promote walkability
- Connects to and augments pedestrian network within existing center
- Crosswalks will be added on Oak Spring Dr at Hastings Ln and Highland School to promote safe pedestrian access from the north
- Retain crosswalks on Broadview Ave and Branch Dr



# TRAFFIC STUDY AREA

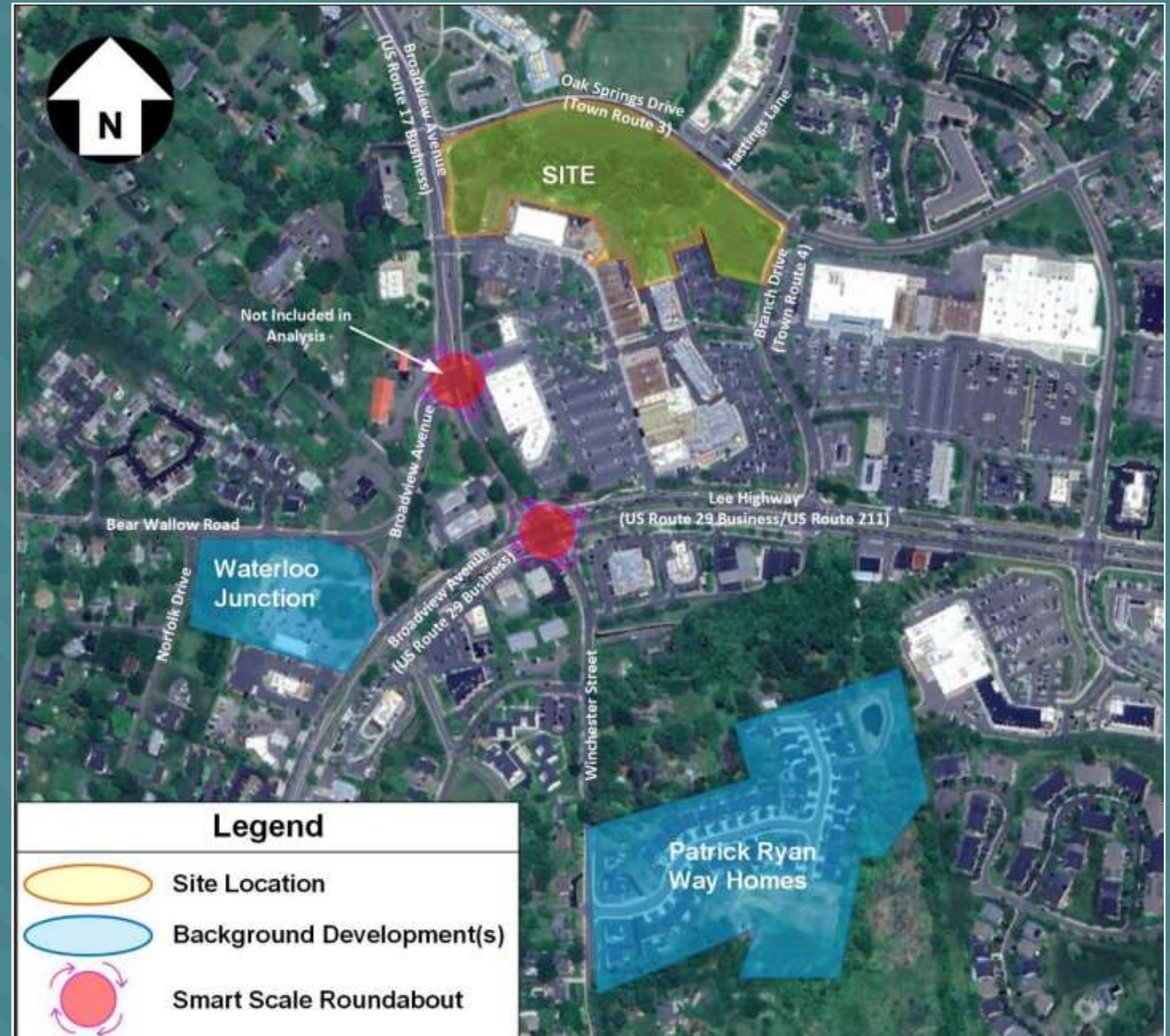




# ■ FUTURE CONDITIONS WITHOUT PROPOSED DEVELOPMENT

## Assumptions:

- Accounted for 1% annual regional growth on Lee Hwy mainline
- Other approved developments in the area will add some traffic, including 47 new townhomes and 40 new single-family homes
- Roundabout at Broadview Avenue, Broadview Avenue, and shopping center entrance not funded through SMARTScale



# ■ FUTURE CONDITIONS WITHOUT PROPOSED DEVELOPMENT

## Assumptions (cont.):

### ■ Planned Roundabout at Rt 29/211 and Broadview Ave Intersection:

- Separate VDOT project, not triggered by this development
- \$29M in SMARTScale funding awarded for this and Blackwell Road roundabout
- Expected to improve traffic operations and safety
- Includes accommodations for pedestrians



## PROJECT PIPELINE

Roundabout: reconfigures the intersection to a multi-lane hybrid roundabout. The roundabout can improve operations by 60%, reduce crashes up to 60%, and improve the safety of pedestrian crossings.

Figure 17. Broadview Avenue Roundabout Concept



# FUTURE CONDITIONS WITHOUT PROPOSED DEVELOPMENT

## Traffic Operations:

- Overall, the road network assuming the “future without development” condition is expected to continue operating similar to the existing conditions
- Some minor increases in delays are projected for some movements at unsignalized intersections, but signalized intersections and the new roundabout would operate efficiently
- The maximum “future without development” increase in delay at any study intersection is 7 seconds, as compared to existing conditions
- The planned infrastructure improvements, like the roundabout, will improve traffic flow compared to existing conditions

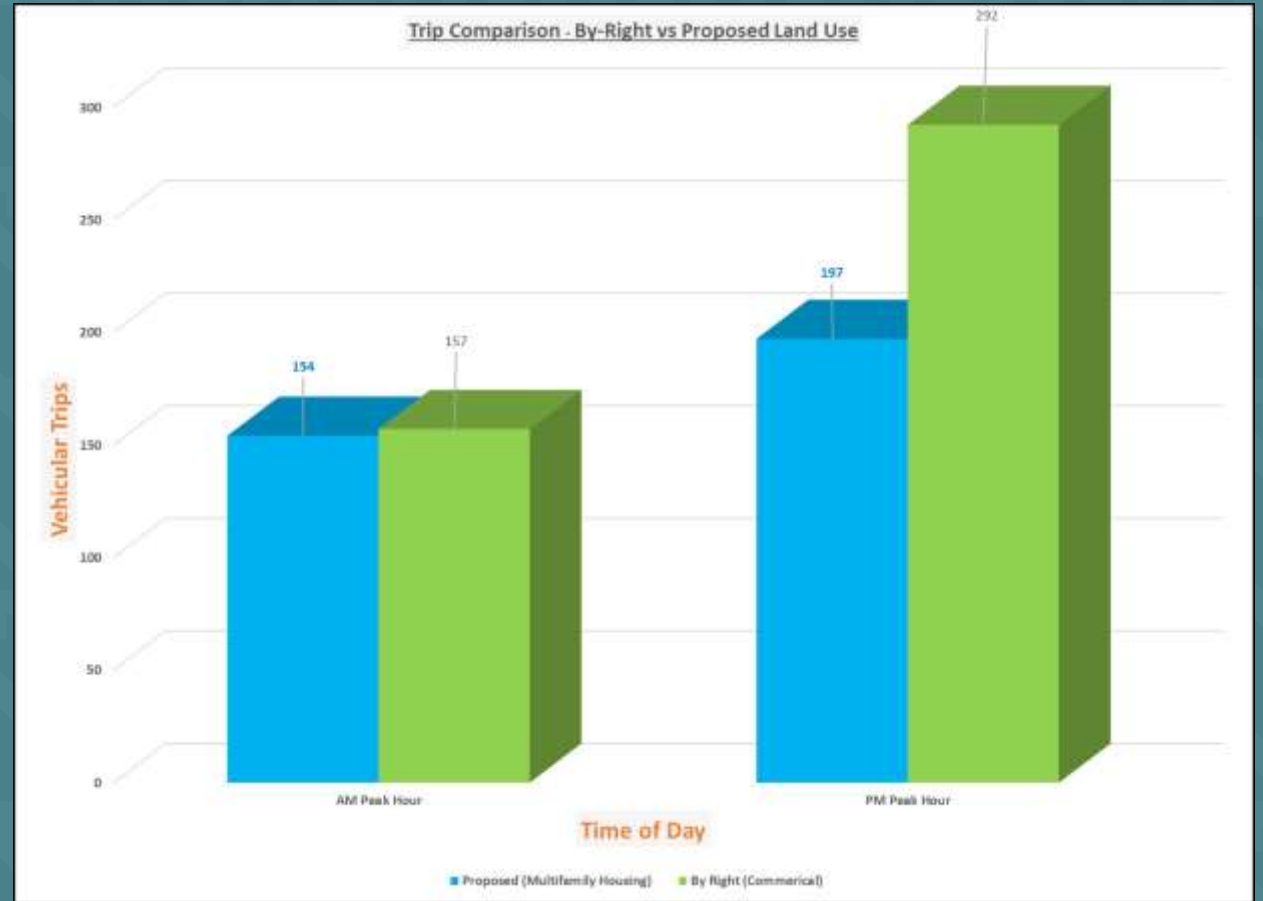
# SITE TRIP GENERATION

## New Trips Generated by the Development:

- The proposed 386 new residential units are expected to generate around 154 new vehicle trips during the morning commute hour and 197 new vehicle trips during the evening commute hour
- These are distributed across the internal connections and 6 access points, reducing impact at any single location

## Less Than By-Right Commercial Development:

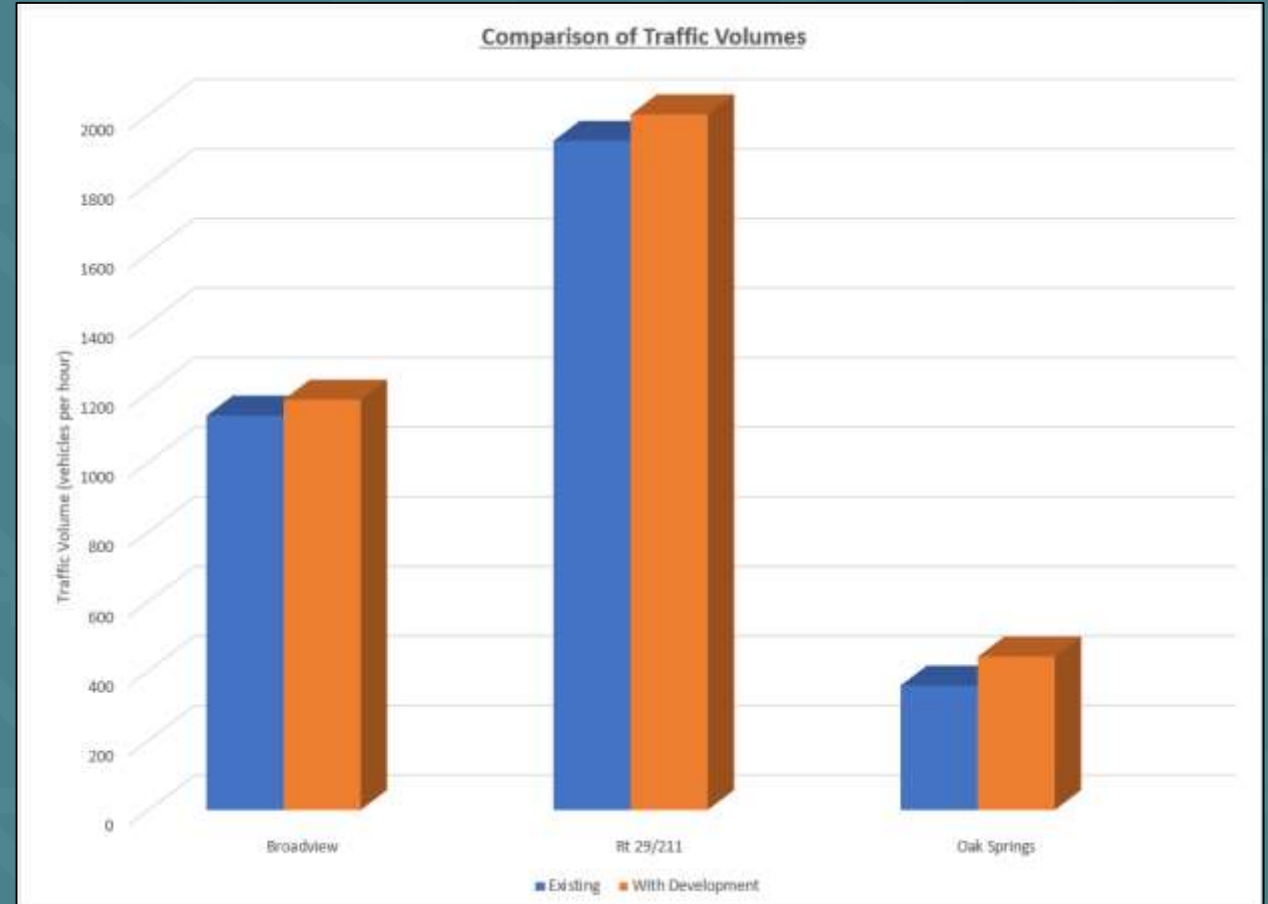
- The residential traffic volumes are lower than what would be seen if the site was developed by right with 40,000 sf of retail instead



# SITE TRIP IMPACTS

## Minimal Traffic Impact:

- Site-generated traffic represents a small percentage of the existing volumes:
  - 3 - 4% on Broadview Avenue
  - 0.1 - 4% on Rt 29/211
  - Greater proportion on Oak Spring Dr and Branch Dr, where current volumes are lower
- Capacity analysis confirms these modest additions can be accommodated by the surrounding road network without degrading operations





# INTERSECTION CAPACITY ANALYSIS - 2027 WITH DEVELOPMENT

## Minimal Impact on Intersection Operations:

- The addition of site-generated traffic does not significantly increase delays when compared to the future conditions without the development

## Maintaining Efficient Traffic Flow:

- Signalized intersections and the new planned roundabout will continue operating efficiently, demonstrating the surrounding network can accommodate the new trips

## Manageable Impacts at Unsignalized Intersections:

- The unsignalized intersection of Warrenton Village South Driveway and Broadview Avenue is anticipated to operate with higher delays, but the site-generated traffic only constitutes approximately 3.5% of the total volume at this location
- At all other unsignalized study intersections, the minor increases in delay represent conditions no worse than what is projected to occur without the development

## Accommodating Site Traffic:

- Queues can still be fully accommodated within the available storage at all intersections, similar to the existing and future no-build conditions

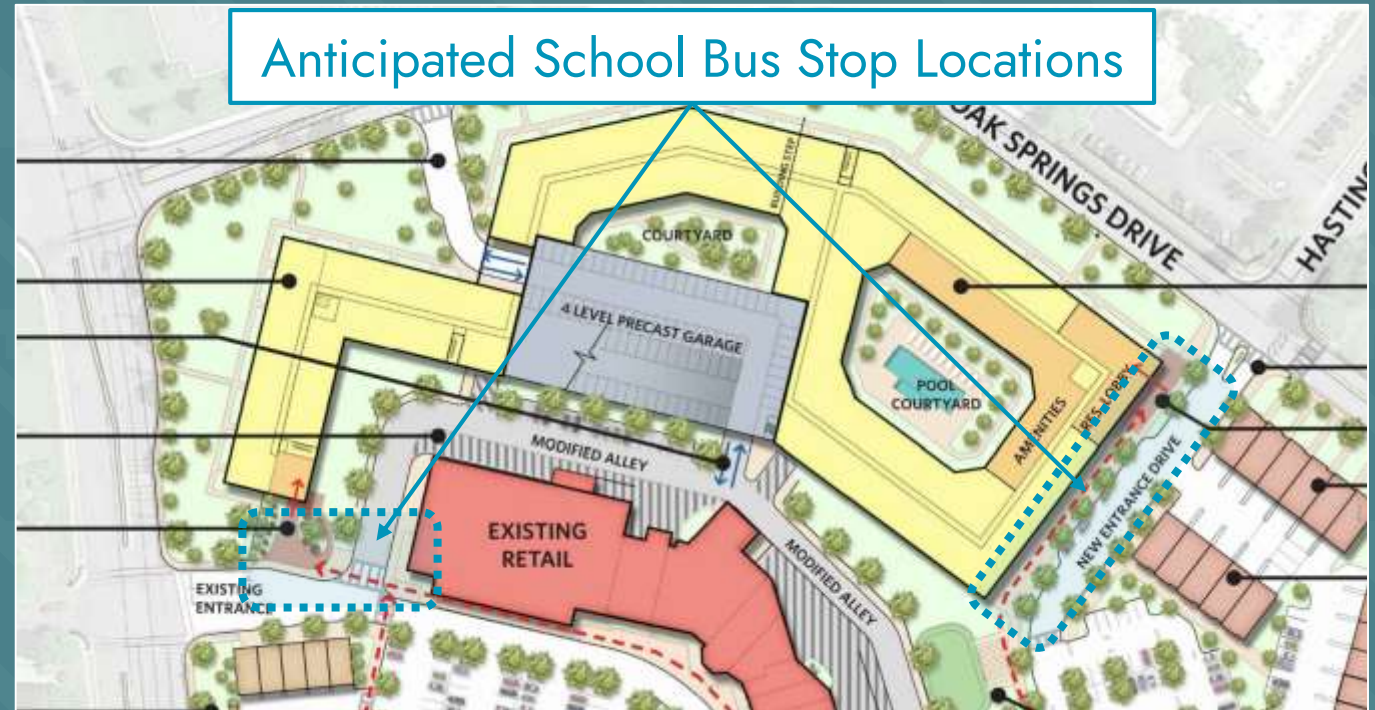
# SCHOOL BUS ACCOMMODATIONS

## School Bus Stops:

- The developer will work with County schools on exact locations of school bus stops
- Expected to be near the residential lobbies

## Impact on Traffic:

- Anticipated that buses will stop on internal streets, rather than adjacent public roads
- Maintain the flow of through traffic on the surrounding streets during peak school travel times



# HIGHLAND SCHOOL TRAFFIC

## Balancing Access and Minimizing Disruption:

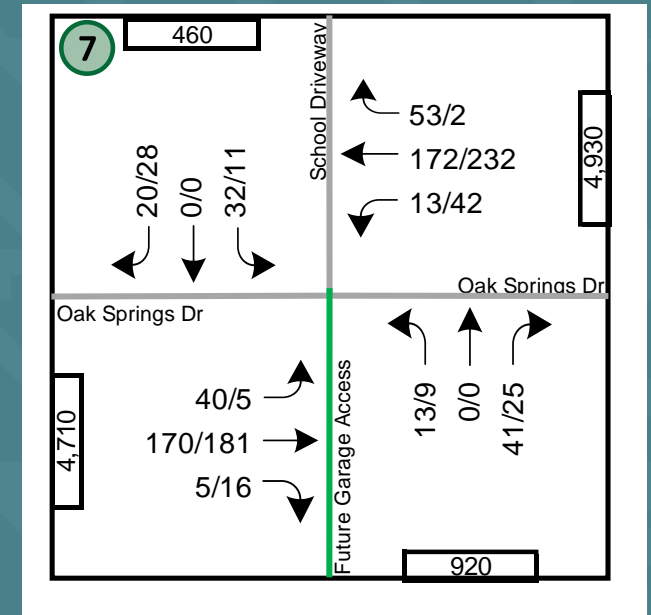
- The proposed parking deck entry is positioned across from the Highland School driveway to balance access needs while minimizing disruption to the existing intersection

## Minimizing Conflicts with School Peak Hours:

- Analysis found Highland School and residential AM peak hours have a 15-minute overlap, during which conflicts are expected to be minimal
- Analysis found no overlap in PM peak hours
- It is anticipated that residents will use secondary garage entrance during AM peak hours, which will further reduce conflicts

## Accommodating School Operations:

- Observations showed limited queuing of vehicles along Oak Springs Dr at the existing Highland School access point, even during peak times
- The school has multiple pickup/drop-off locations and two entrances, which helps distribute the traffic

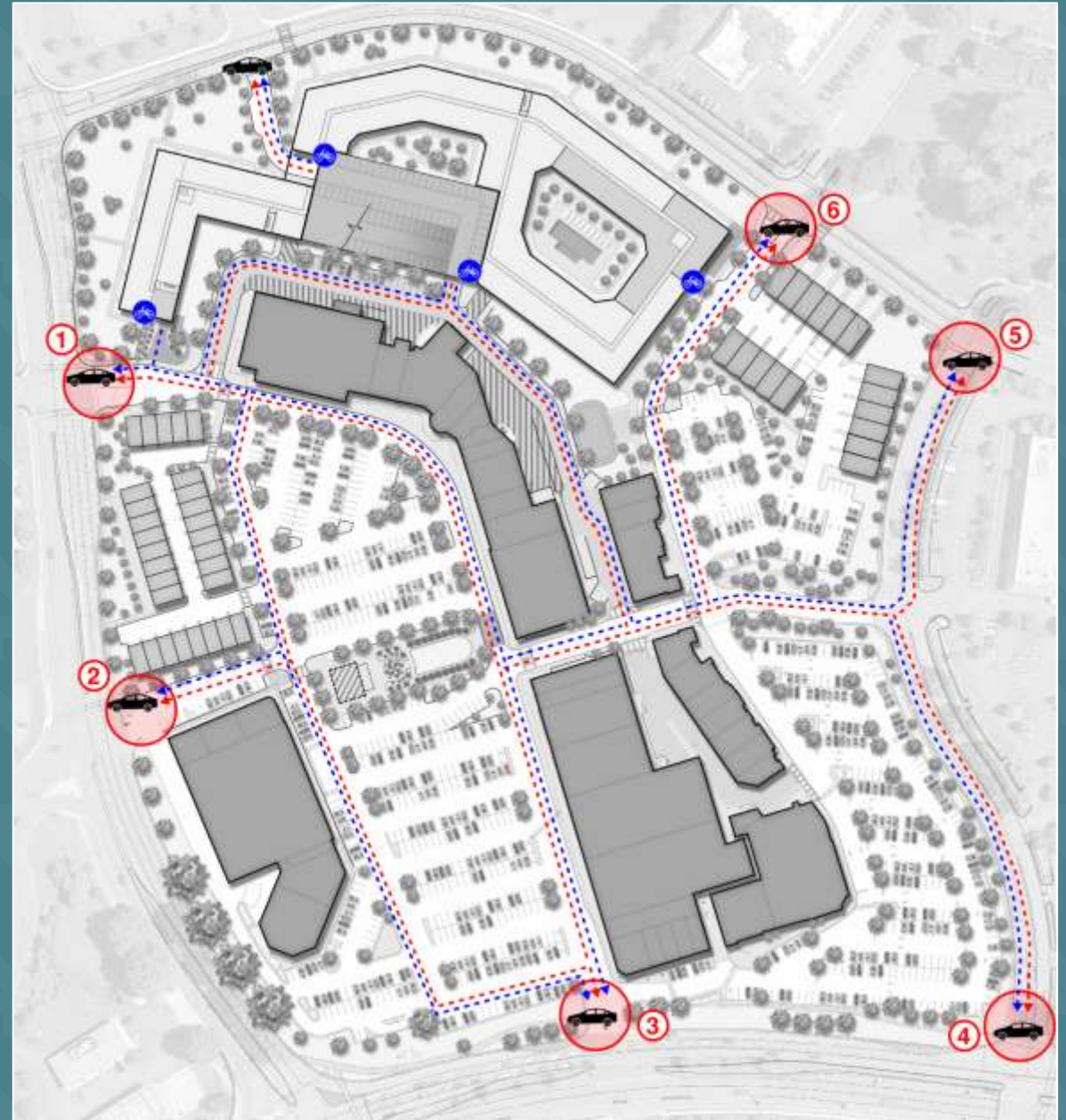


Overall, the traffic impacts from the proposed development are not anticipated to significantly disrupt or impede the normal operations of Highland School



# HIGHLAND SCHOOL TRAFFIC

- Residents of Warrenton Village Center will want to avoid traffic as much as those dropping off/picking up students at Highlands School
- The site provides 6 alternative points of ingress/egress for vehicles and bicycles that will be the preferable route of travel during peak traffic hours to avoid congestion on Oak Springs Drive
- These alternative points of ingress/egress will further reduce what the Traffic Impact Analysis has determined to be minimal conflicts to the Highland School traffic





# ROAD IMPROVEMENTS

## Turn Lane Warrant Analysis:

- No new turn lanes warranted at proposed site access points per VDOT standards
- No new turn lanes recommended to be constructed by the development

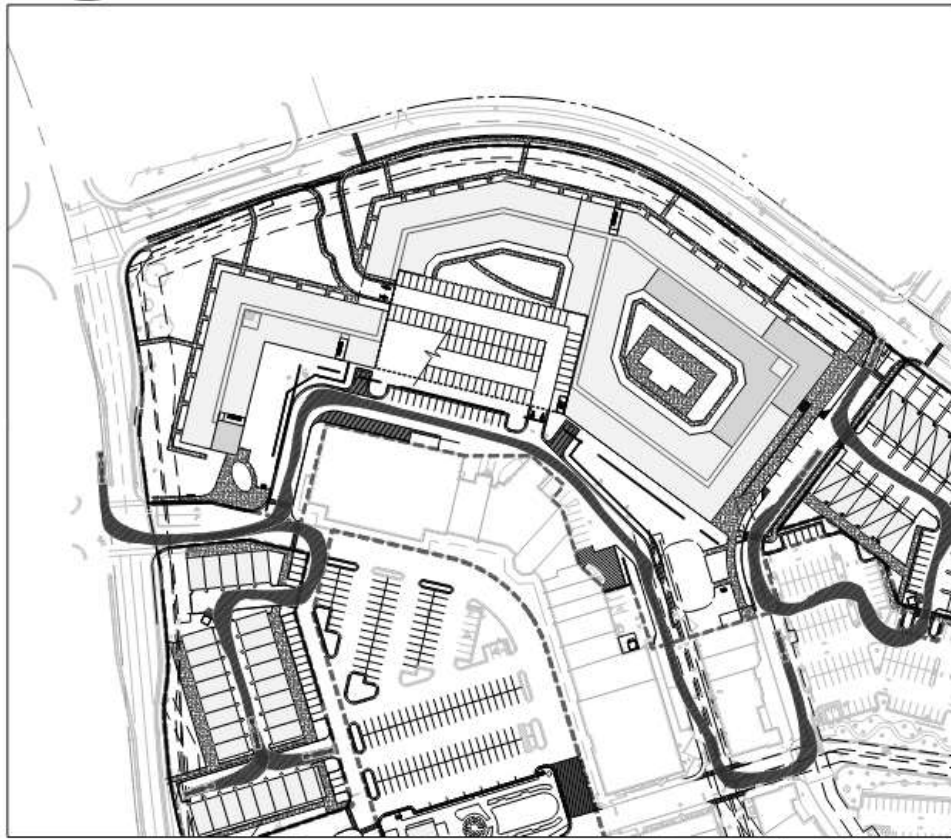
## Signal Warrant Analysis:

- Signal warrant analysis performed for Broadview Ave/Oak Springs Rd intersection
- Traffic volumes do not meet MUTCD signal warrants, so signalization is not recommended
- Unsignalized operations projected to function acceptably at LOS C or better

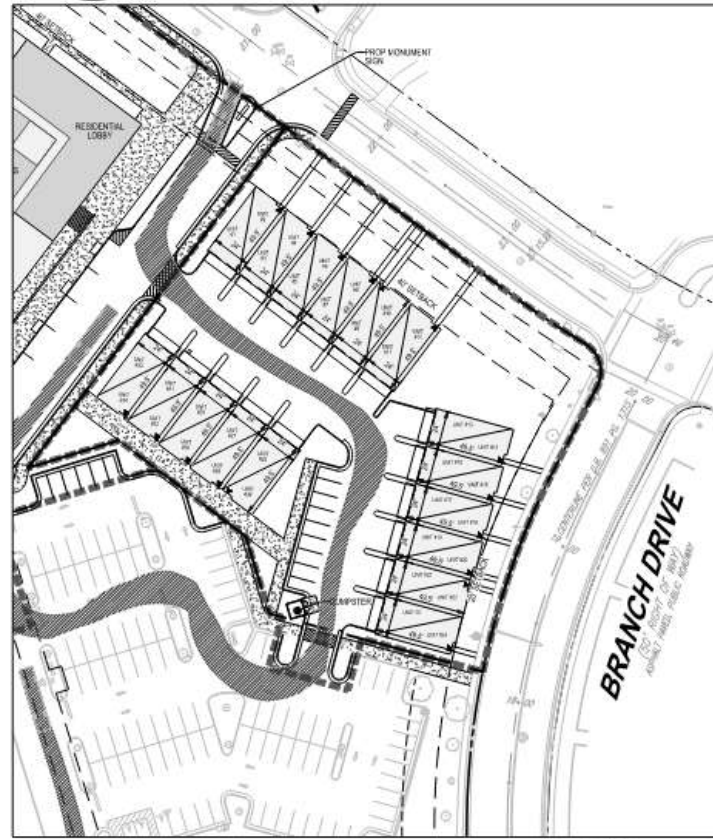
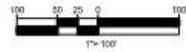
**The Warrenton Village Center development does not necessitate any additional roadway improvements beyond what is already planned by VDOT and the Town**



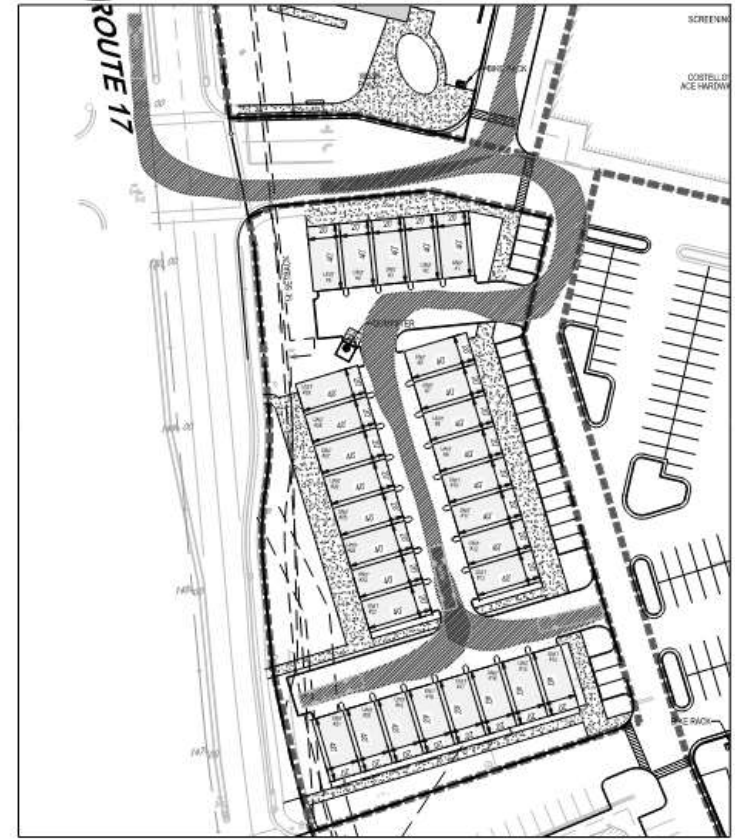
# EMERGENCY & DELIVERY VEHICLE MOVEMENTS



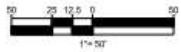
**BLOCK 1**



**BLOCK 2 (2 OVER 2 BLOCK)**




**BLOCK 3 (TOWNHOME BLOCK)**



Vehicle turning analysis has confirmed maneuverability throughout all blocks

Mountable curbs can be included at desired locations during site plan



<b>Pumper Fire Truck</b>	
Overall Length	40.000ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°



# SUMMARY OF IMPACTS

## Additional Traffic:

- The proposed 386 residential units will generate 154 new trips in the AM peak and 197 in the PM peak hour
- This equates to about 4% of the current traffic on most surrounding roadways

## Dispersed Access Points:

- Multiple entry/exit locations directly to Oak Springs Dr and through shopping center driveways
- Distributes new trips across the road network, avoiding concentration at a single point



# SUMMARY OF IMPACTS

## Leveraging Existing and Planned Infrastructure:

- The mixed-use nature of the development will help reduce external trips generated, as some trips can be captured internally
- Surrounding street grid offers multiple route choices, dispersing trips
- Planned roundabout will improve operation at Rt 29/211 and Broadview Ave
- Capacity analysis confirms surrounding intersections and roads can accommodate the new traffic with minimal impact

## Outcome:

- The Warrenton Village Center development would improve walkability, vibrancy, and housing choices, with a marginal increase in traffic that does not warrant new road improvements



# SCHOOLS

# PROJECTED STUDENTS

## Fauquier County Student Generation Calculation:

- 0.72 students per single family detached dwelling
  - 0.45 students per single family attached dwelling
  - 0.20 students per apartment dwelling
- 
- Allocation per school type assumption is:
    - 52% elementary school
    - 22% middle school
    - 26% high school

# PROJECTED STUDENTS

## Warrenton Village Center Projection at Full Buildout and Occupancy:

- Block 1: 320 apartments x 0.20 = 64 students
- Block 2: 36 attached dwellings x 0.45 = 16
- Block 3: 30 attached dwellings x 0.45 = 14
- Total proposed students = 94
  
- Allocation per school:
  - Bradley (52%) = 49
  - Taylor (22%) = 21
  - FHS (26%) = 24





# FAUQUIER COUNTY ENROLLMENT PROJECTIONS

## Enrollment Projection

This is an 5-year analysis of program capacity based on projected enrollment. This analysis is a cohort progression model, looking at birth rates and considers a growth factor. Areas of concern are:

- Elementary (South and Central)
- Middle School Growth
- Liberty HS

	Program Capacity	95% Cap	Actual Enrollment					% Cap	Projected Enrollment				
			2019-20	2020-21	2021-22	2022-23	2023-24		2024-25	2025-26	2026-27	2027-28	2028-29
<b>ES South</b>													
Miller	580	551	493	476	484	489	505	87.2%	503	492	504	505	522
Pearson	532	505	385	347	365	367	381	71.6%	397	394	407	422	433
Pierre	560	532	550	487	514	531	533	95.2%	537	546	554	543	551
Water	568	559	410	363	412	399	396	67.3%	409	430	451	452	474
<b>Subtotal South</b>	<b>2,260</b>	<b>2,147</b>	<b>1,838</b>	<b>1,673</b>	<b>1,775</b>	<b>1,786</b>	<b>1,816</b>	<b>80.4%</b>	<b>1,846</b>	<b>1,864</b>	<b>1,916</b>	<b>1,922</b>	<b>1,980</b>
<b>ES Central</b>													
Bradley	588	559	369	332	339	356	349	59.4%	341	354	355	363	360
Bramfield	716	680	495	458	482	492	508	70.9%	530	560	580	608	644
Greenville	604	574	531	437	479	495	494	81.8%	506	506	496	488	471
Ritchie	548	521	483	416	478	491	522	95.3%	532	529	543	547	563
Smith	572	543	414	356	414	418	393	68.7%	418	443	465	505	524
<b>Subtotal Central</b>	<b>3,028</b>	<b>2,877</b>	<b>2,292</b>	<b>1,999</b>	<b>2,192</b>	<b>2,262</b>	<b>2,266</b>	<b>74.8%</b>	<b>2,327</b>	<b>2,394</b>	<b>2,441</b>	<b>2,491</b>	<b>2,562</b>
<b>ES North</b>													
Coleman	520	494	347	276	311	332	315	60.6%	312	302	280	270	266
Thompson	368	350	254	224	257	256	262	71.2%	267	280	310	327	344
<b>Subtotal North</b>	<b>888</b>	<b>844</b>	<b>601</b>	<b>500</b>	<b>568</b>	<b>588</b>	<b>577</b>	<b>65.0%</b>	<b>579</b>	<b>582</b>	<b>590</b>	<b>597</b>	<b>610</b>
<b>TOTAL ELEMENTARY</b>	<b>6,176</b>	<b>5,867</b>	<b>4,731</b>	<b>4,172</b>	<b>4,535</b>	<b>4,626</b>	<b>4,659</b>	<b>75.4%</b>	<b>4,752</b>	<b>4,840</b>	<b>4,947</b>	<b>5,010</b>	<b>5,152</b>
Available Capacity			1,445	2,004	1,641	1,550	1,517	24.6%	1,424	1,336	1,229	1,166	1,024
<b>Middle Schools</b>													
Auburn	622	591	568	513	575	552	578	92.9%	588	590	613	647	668
Cedar Lee	900	855	650	622	613	596	637	93.0%	677	664	605	651	659
Marshall	654	621	466	445	419	408	405	61.9%	396	391	391	413	414
Taylor	618	587	470	422	435	424	607	96.2%	607	601	569	601	606
Warrenton	-	-	432	368	366	392	-	-	-	-	-	-	-
<b>TOTAL MIDDLE</b>	<b>2,794</b>	<b>2,654</b>	<b>2,586</b>	<b>2,370</b>	<b>2,408</b>	<b>2,372</b>	<b>2,427</b>	<b>86.9%</b>	<b>2,468</b>	<b>2,445</b>	<b>2,379</b>	<b>2,512</b>	<b>2,547</b>
Available Capacity			208	424	386	422	367	13.1%	326	349	415	282	247
<b>High Schools</b>													
Fauquier	1,612	1,531	1,254	1,217	1,170	1,134	1,122	69.6%	1,089	1,111	1,153	1,147	1,170
Kettle Run	1,360	1,292	1,184	1,147	1,112	1,172	1,164	85.6%	1,165	1,214	1,233	1,241	1,267
Liberty	1,370	1,302	1,250	1,252	1,259	1,324	1,300	94.9%	1,261	1,263	1,326	1,341	1,368
<b>TOTAL HIGH</b>	<b>4,342</b>	<b>4,125</b>	<b>3,688</b>	<b>3,616</b>	<b>3,541</b>	<b>3,630</b>	<b>3,586</b>	<b>82.6%</b>	<b>3,515</b>	<b>3,608</b>	<b>3,714</b>	<b>3,729</b>	<b>3,805</b>
Available Capacity			654	726	801	712	756	17.4%	827	734	628	613	537
<b>District Total</b>	<b>13,312</b>	<b>12,646</b>	<b>11,005</b>	<b>10,158</b>	<b>10,484</b>	<b>10,628</b>	<b>10,672</b>	<b>80.2%</b>	<b>10,735</b>	<b>10,893</b>	<b>11,040</b>	<b>11,251</b>	<b>11,504</b>

\*Data provided by Fauquier County Public Schools

# NEW STUDENTS VS. AVAILABLE CAPACITY

## Bradley

New students = 49

Available Capacity (min.) = 225

## Taylor/Warrenton Middle

New students = 21

Available Capacity (min.) = 243

## FHS

New students = 24

Available Capacity (min.) = 464

	Actuals		% of Capacity	Projections				
	2023-24			2024-25	2025-26	2026-27	2027-28	2028-29
<b>Bradley Elementary School</b>								
Max Capacity	588							
Enrollment	349	59.4%	341	354	355	363	360	
Available Capacity	239		247	234	233	225	228	
<b>Taylor/Warrenton Middle School</b>								
Max Capacity	850							
Enrollment	607	71.4%	607	601	569	601	606	
Available Capacity	243		243	249	281	249	244	
<b>Fauquier High School</b>								
Max Capacity	1,634							
Enrollment	1,122	68.7%	1,089	1,111	1,153	1,147	1,170	
Available Capacity	512		545	523	481	487	464	
<b>COMBINED</b>								
Max Capacity	3,072							
Enrollment	2,078	67.6%	2,037	2,066	2,077	2,111	2,136	
Available Capacity	994		1,035	1,006	995	961	936	



# MODIFICATIONS & WAIVERS

# ZONING ORDINANCE 9-25: MIXED-USE DEVELOPMENT OPTION

The mixed-use development option is created within the Commercial District to allow a mixture of uses when consistent with the Comprehensive Plan. The mixed-use option is intended to encourage development in a creative and integrated manner that encourages pedestrian walkability, shared open spaces and an alternative form of housing within the Town.

## Section J. – Modifications:

Modifications from the standards set forth in Section 9-25 may be approved by Town Council in conjunction with the Special Use Permit upon a determination that the intent of the Comprehensive Plan is being met.

# ■ SUP MODIFICATION & WAIVERS – WAIVER REQUEST #1



- Section 3-4.10.3 of the Zoning Ordinance provides that density in a mixed-use development within a Commercial zone may be calculated pursuant to Sec. 9-25 of the Zoning Ordinance
- Sec. 9-25 allows for calculation of density in a mixed-use development to be up to 1 dwelling unit per 500 square feet of non-residential space. This section also provides that density above 5 units per acre must be approved by the Town Council.
- While this is a modification of Sec. 3-4.10.3, the requested density is fully consistent with the provisions of Sec. 9-25 for a mixed-use development, and less than what could be achieved
- This modification will allow for realization of the concentrated increased density that is a primary objective of the New Town Character District
- **Waiver Request #1:** Increase density above 5 units per acre to 13.28 units per acre, which will yield 386 units

# DENSITY CALCULATIONS

## By-Right Density Calculation:

- 5 dwelling units per acre
- $5 \times 29.05 \text{ acres} = 145 \text{ units}$

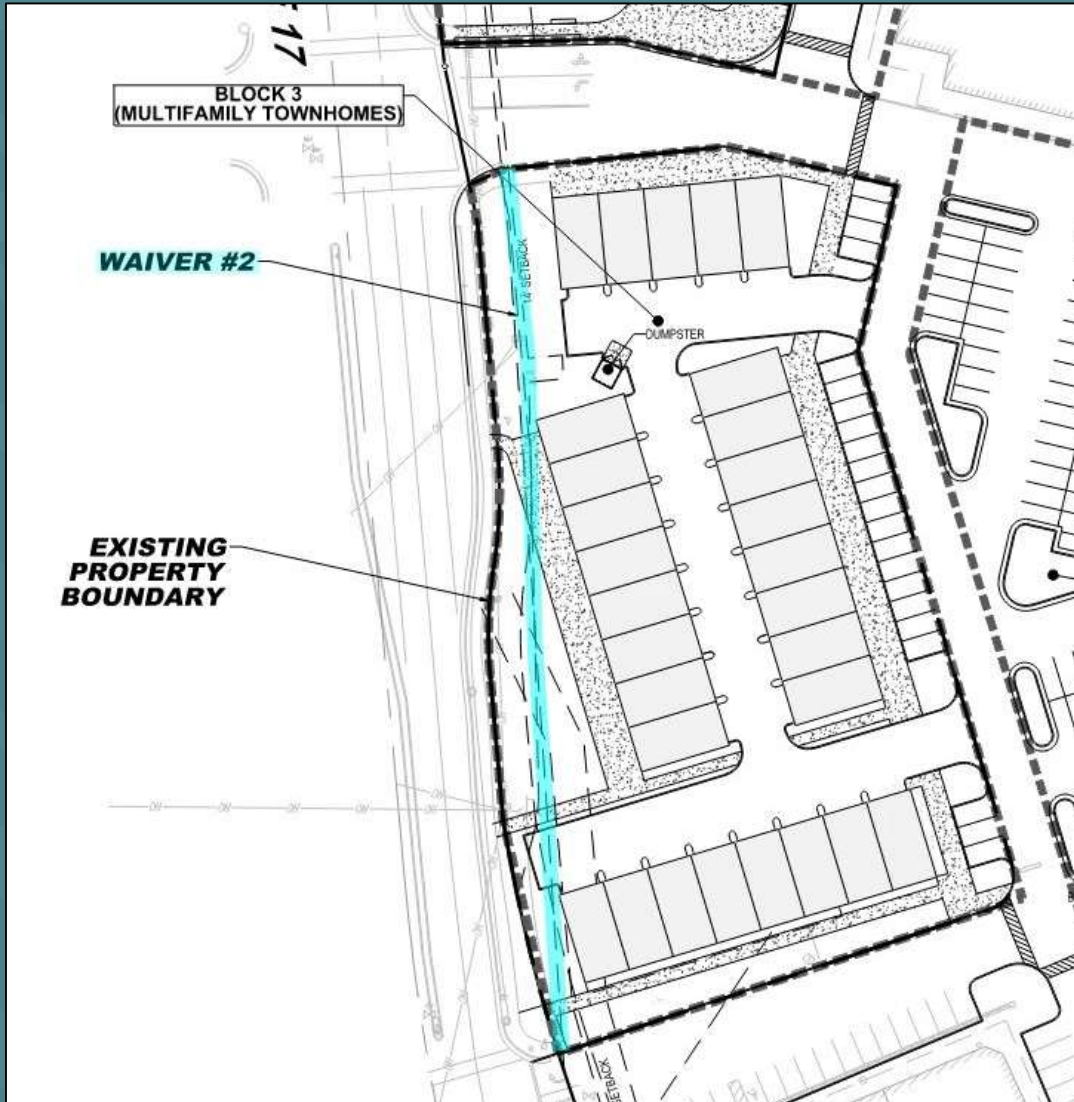
## By-Right Density Calculation, with affordable housing bonus:

- 10 dwelling units per acre
- $10 \times 29.05 \text{ acres} = 290 \text{ units}$

## Mixed-Use Density Calculation (with SUP approval):

- 1 dwelling unit per 500 GSF of non-residential floor space
- $218,142 \text{ GSF} / 500 = 436 \text{ units (15 units per acre)}$
- Requested Density = 386 (13.28 units per acre)

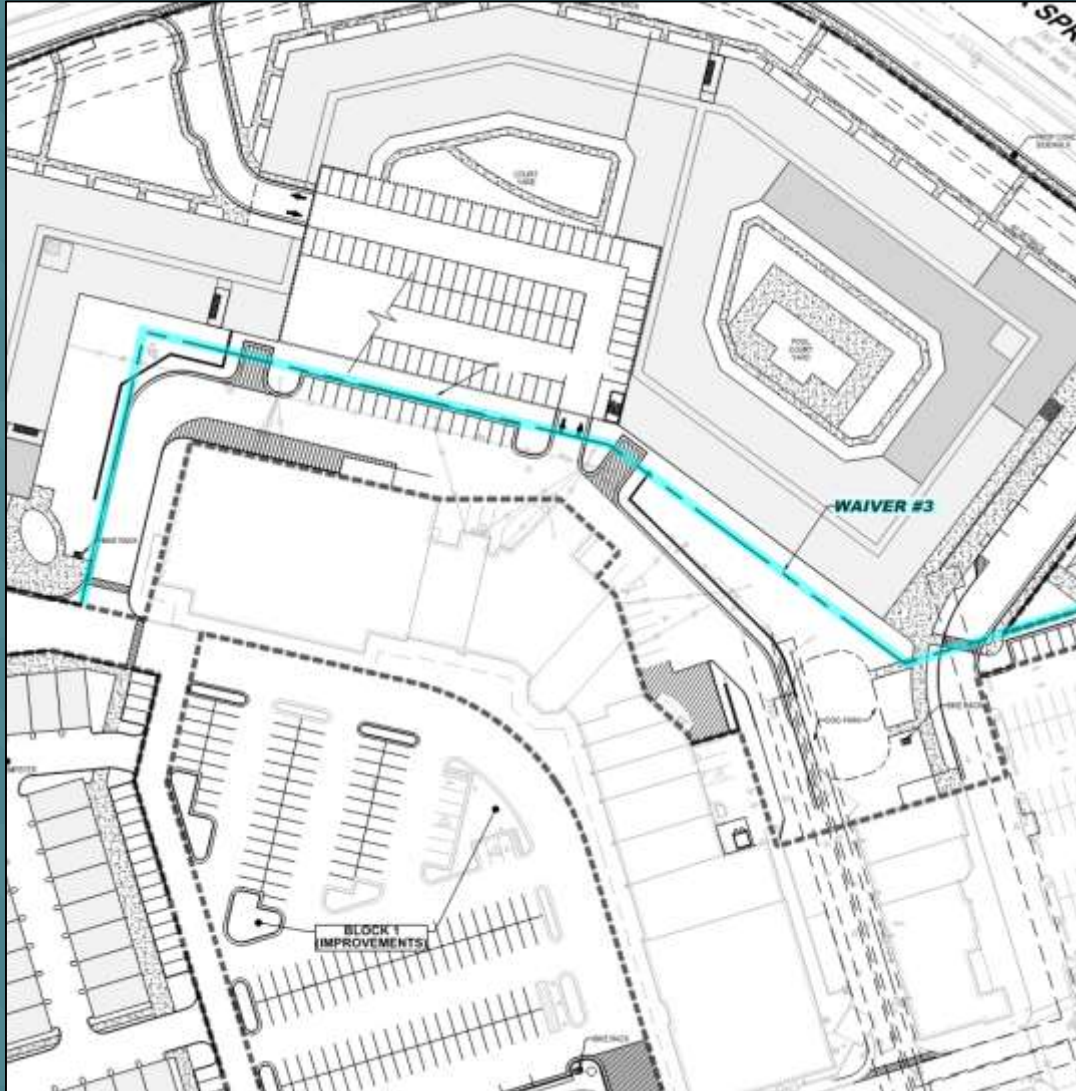
# SUP MODIFICATION & WAIVERS – WAIVER REQUEST #2



- Article 3-4.10.4: Required front yard setback from ROW greater than 50' is 40' minimum, if no parking or loading is proposed.
- This modification will allow the units to be closer to the street, creating a more consistent edge that is representative of the New Town Character district
- Waiver Request #2:** Decrease minimum setback to 14' along Broadview Avenue



# ■ SUP MODIFICATION & WAIVERS – WAIVER REQUEST #3

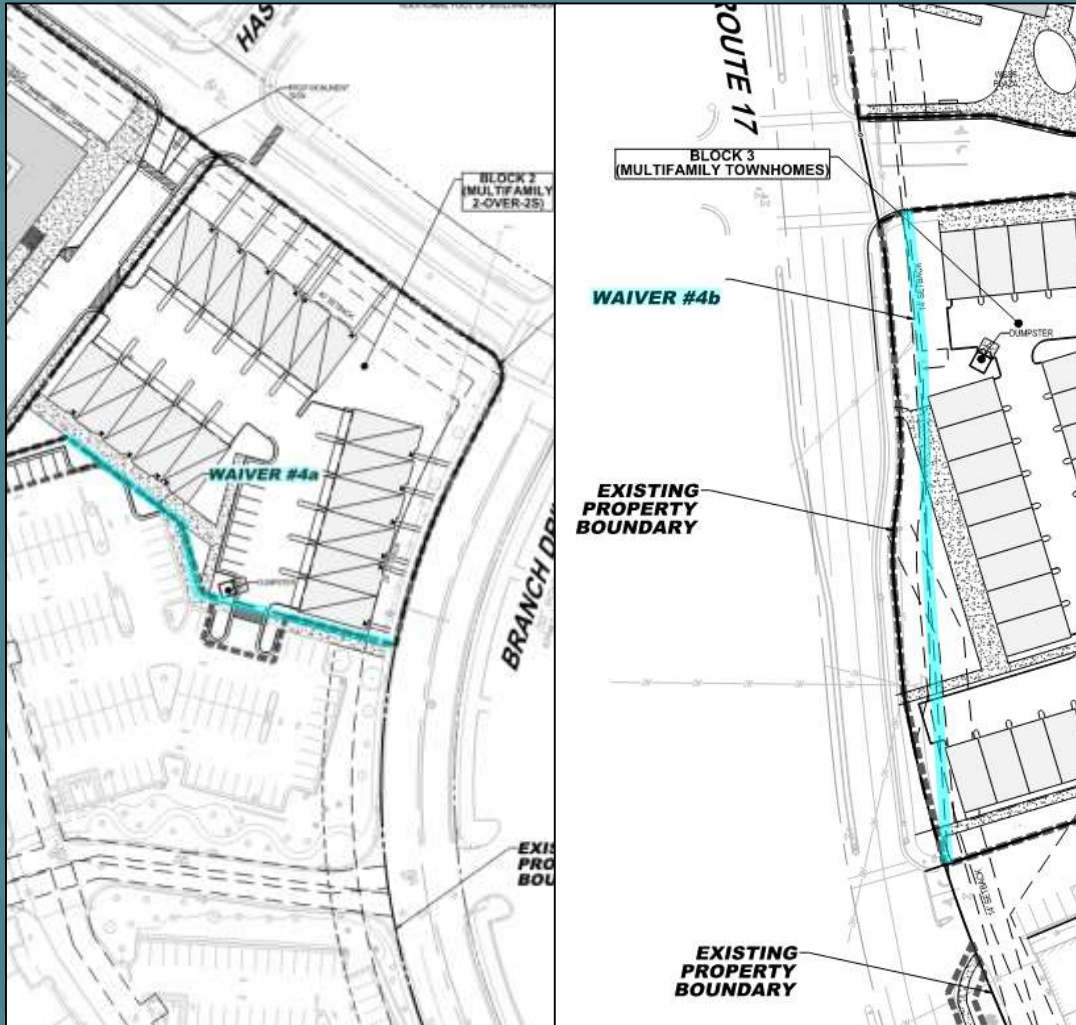


- Article 3-4.10.4: Required side/rear yard setbacks is 5' minimum.
- This modification will allow the overall development to function as a true mixed-use development that will not be segmented by internal separations.
- **Waiver Request #3**: Decrease side/rear yard setbacks along internal proposed and existing property lines to 0'





# SUP MODIFICATION & WAIVERS – WAIVER REQUEST #4



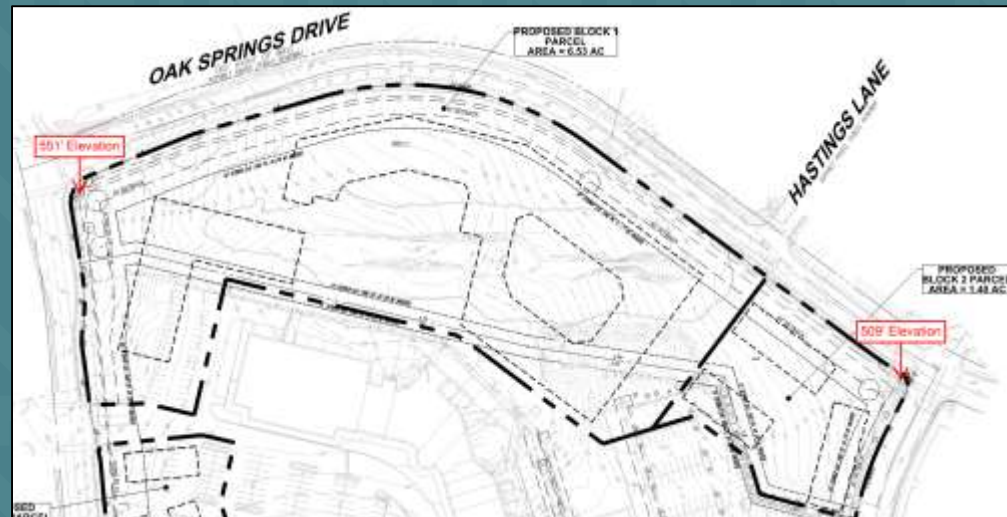
- Article 8-8.5: Minimum buffer width for commercial uses adjacent to residential uses is 25', plus 1' for each foot of building height over 35'. Minimum buffer width for rear boundaries of residential uses from public ROW is 25'.
- This modification will allow the overall development to function as a true mixed-use development that will not be segmented by internal separations
- This modification will allow the units to be closer to the street, creating a more consistent edge that is representative of the New Town Character district
- Waiver Request #4a:** Decrease buffer width between commercial and residential uses to 0'
- Waiver Request #4b:** Decrease rear buffer width for residential uses from public ROW to 14'

# ■ SUP MODIFICATION & WAIVERS – WAIVER REQUEST #5




- Article 2-20: Height limit for dwellings may be increased up to 45' and up to three stories provided that front, side and rear setbacks increase 1' for each additional foot of building height over 35'.
- **Waiver Request #5**: Increase height limit for dwellings as follows:
  - 54' max height for Block 1, Oak Springs Drive Frontage
  - 36' max height for Block 1, Broadview Drive Frontage
  - 45' max height for Block 2
  - 36' max height for Block 3

# WHY ADDITIONAL HEIGHT IS NEEDED

- Site drops 42' from Broadview Avenue to Branch Drive
- The building starts as 3-stories on the west side at the higher elevation and increases to 4-stories on the east side as the elevation drops
- Increasing height as a building moves down a hill is a technique to keep consistency in scale across a building's elevation, as well as a way to conceal retaining walls within the building's foundation, as opposed to creating unsightly external walls

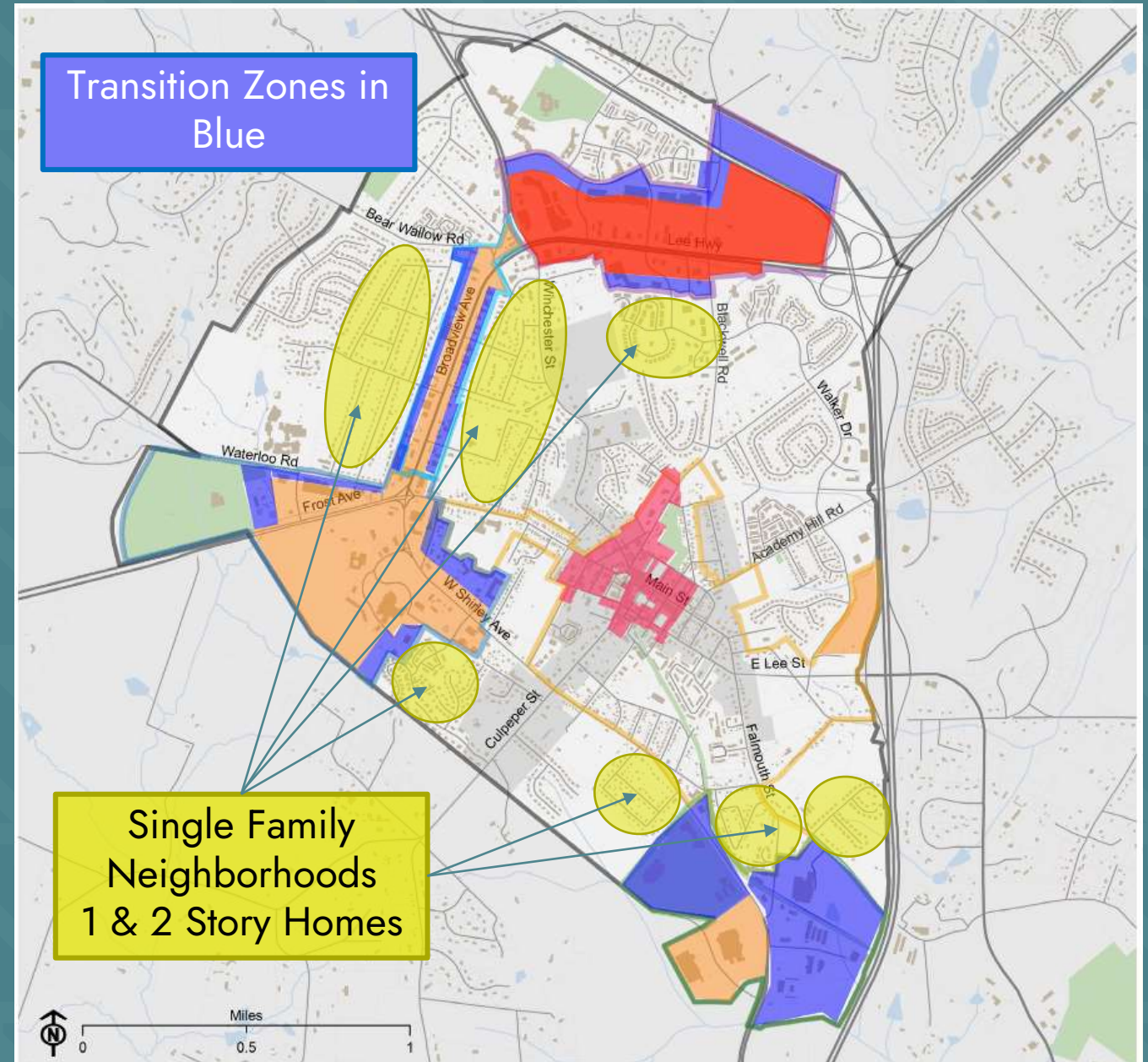


## WHY ADDITIONAL HEIGHT IS NEEDED

-  The New Town Character District has been established in Plan Warrenton 2040 as a designated area of high density—3-story residential does not allow for the concentrated density desired in the District
-  The New Town Character District calls for “greater intensity of mixed-use and strong live, work, and play options” and notes that this district has “high visibility,” due to its proximity to Route 29. The requested modifications to increase density and height support the need for greater intensities and higher visibility in this Character District.
-  4-stories allows for the internal parking garage to be hidden from the exterior of the building

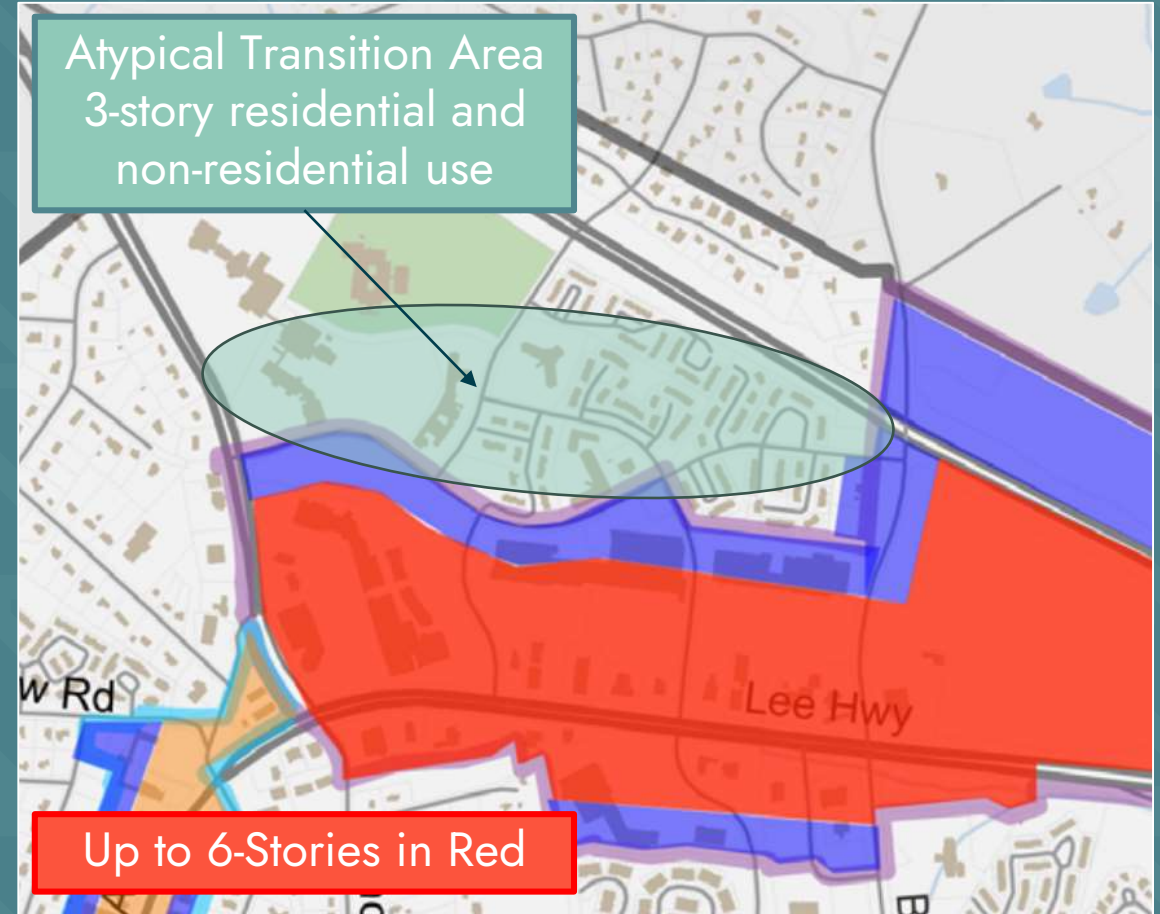
# TRANSITION ZONES

- The area along the south side of Oak Springs Drive is located within in a “Transition Zone” as defined by Plan Warrenton 2040
- Transition Zones are “specifically defined as adjoining neighborhoods to articulate a step down in the number of stories for greater compatibility to adjoining single-family neighborhoods”
- These areas are intended to be a max of 3-stories to provide a step down to the adjacent 1- and 2-story single family neighborhoods
- Transition Zones have been placed in accordance with this definition across the Future Land Use map



# TRANSITION ZONES

- With the exception of the Transition Zone placed along Oak Springs Drive
- The uses on the north side of Oak Springs Drive are not 1- & 2-story single family neighborhoods
- This area is occupied with 3- & 4-story apartments, 3-story townhomes, Brookside Rehab & Nursing Center and Highland School
- Because of this, increasing building heights to 4-stories at Warrenton Village Center still provides the intended step-down affect, given that the uses on the north side are atypical, 3-story and non-residential uses and the uses along Lee Hwy may go up to 6-stories



# SURROUNDING BUILDING HEIGHTS



# NOTABLE WARRENTON BUILDING HEIGHTS

## Warrenton Manor Apartments

- Stories: 4
- Location: Hastings Lane
- Zoning: Residential Multi-Family
- Future Use: Live-Work Neighborhood



## 98 Alexandria Pike Office Building

- Stories: 5
- Location: North of Old Town
- Zoning: Central Business District
- Future Use: Old Town Mixed Use





# NOTABLE WARRENTON BUILDING HEIGHTS

## 28 Blackwell Park Lane Office Building

- Stories: 3
- Location: Blackwell Business Park
- Zoning: Commercial
- Future Use: Commercial



## Hampton Inn

- Stories: 5
- Location: Blackwell Road
- Zoning: Commercial
- Future Use: Commercial



# NOTABLE WARRENTON BUILDING HEIGHTS

## Fauquier County High School

- Stories: 4
- Location: 705 Waterloo Road
- Zoning: Public-Semi-Institutional
- Future Use: Public/Semi-Public Non-Intensive

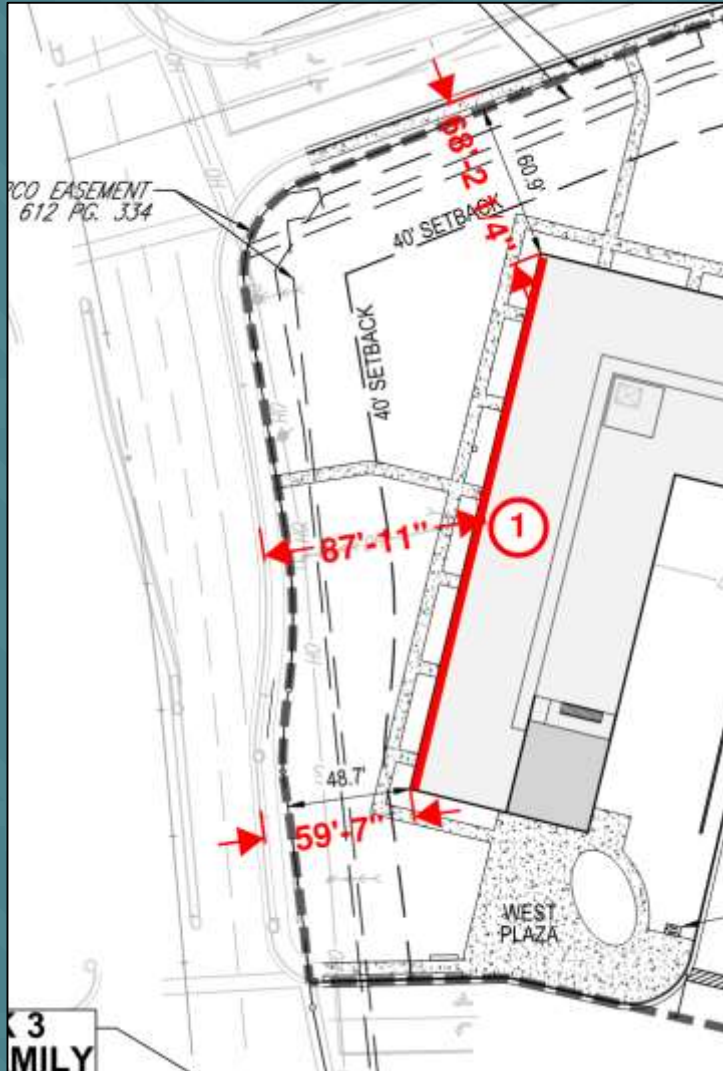


## Fauquier Health

- Stories: 5
- Location: 500 Hospital Drive
- Zoning: Public-Semi-Institutional
- Future Use: Public/Semi-Public Intensive



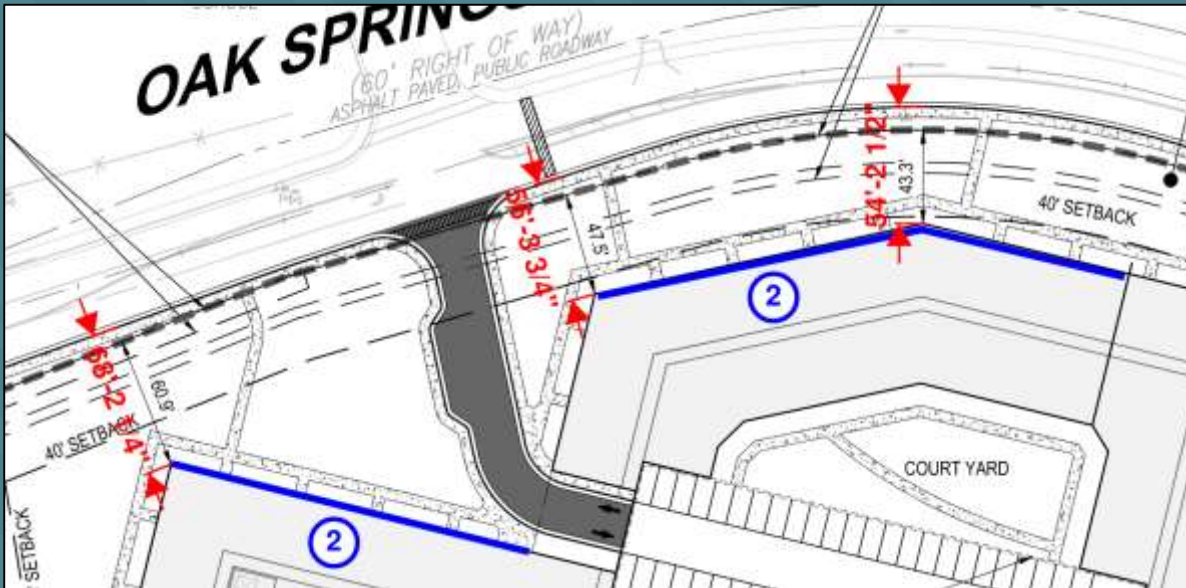
# BUILDING HEIGHTS & SETBACKS – FROM BROADVIEW



Number of Stories	Average Building Height	Max Building Height Per Waiver	Minimum Setback from Curb
3	32'-11"	36'-0"	59'-7"

Setback to Height Ratio = 1.7 : 1

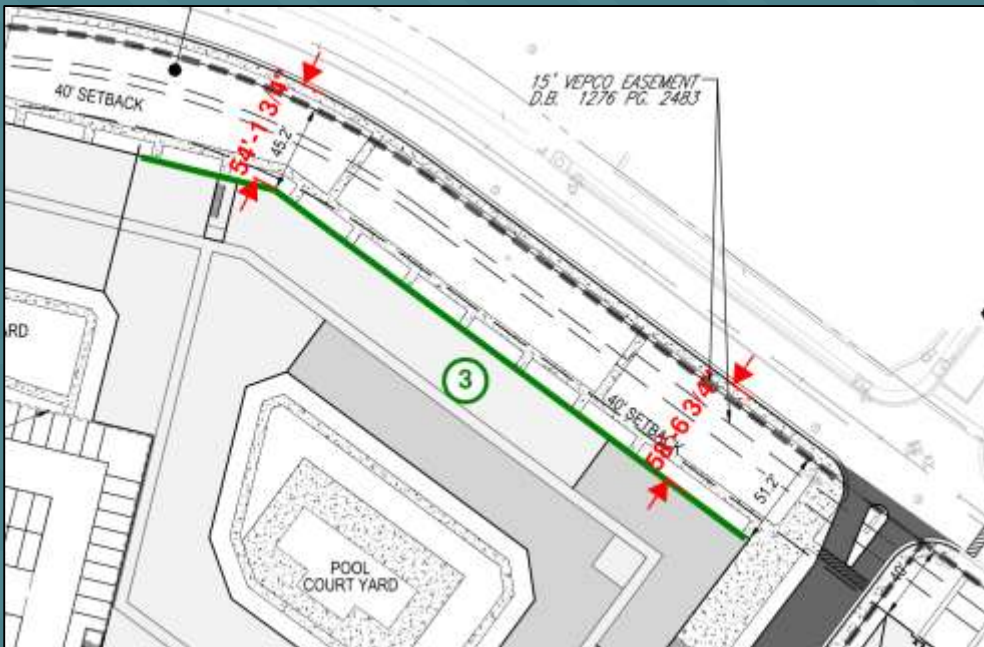
# BUILDING HEIGHTS & SETBACKS – FROM OAK SPRINGS



Number of Stories	Average Building Height	Max Building Height Per Waiver	Minimum Setback from Curb
4	42'-11"	54'-0"	54'-2"

Setback to Height Ratio = 1 : 1

# BUILDING HEIGHTS & SETBACKS – FROM OAK SPRINGS



Number of Stories	Average Building Height	Max Building Height Per Waiver	Minimum Setback from Curb
4	45'-0"	54'-0"	54'-2"

Setback to Height Ratio = 1 : 1

# BUILDING HEIGHTS & SETBACKS – FROM OAK SPRINGS



Number of Stories	Average Building Height	Max Building Height Per Waiver	Minimum Setback from Curb (Oak Springs Dr.)	Minimum Setback from Curb (Branch Dr.)
4	43'-6"	45'-0"	46'-11"	21'-6"

- Setback to Height Ratio = ~1 : 1 on Oak Springs Dr
- Setback to Height Ratio = ~0.5 : 1 on Branch Dr

# BUILDING HEIGHTS & SETBACKS – FROM BROADVIEW



Number of Stories	Average Building Height	Max Building Height Per Waiver	Minimum Setback from Curb
3	32'-11"	36'-0"	27'-7"

■ Setback to Height Ratio = 0.8 : 1

# TOWN OF WARRENTON SMART SCALE ROUND 6 – DRAFT CONCEPT



KITTELSON & ASSOCIATES

