

**STATEMENT OF JUSTIFICATION
WARRENTON VILLAGE CENTER
SPECIAL USE PERMIT APPLICATION**

GPIN 6985-20-7247-000 and GPIN 6984-29-6753-000

**Owner: Jefferson Associates L P, Warrenton Center, LLC
Applicant: NewCastle Development Group**

May 31, 2024

INTRODUCTION

NewCastle Development Group (hereinafter, the “Applicant”) is seeking a Special Use Permit for two parcels, totaling 29.05 acres and identified as GPINs 6984-20-7247-000 and 6984-29-6753-000 (the “Property”), to add residential units into the existing Warrenton Village Center (the “Center”) in order to create a new mixed-use, live/work/play community (the “Proposal”). The Proposal seeks to bring a maximum of 386 residential dwellings to the existing commercial center through a variety of dwelling types, including traditional apartment units, 2-over-2s units and townhomes.

The Property is located within the New Town Warrenton District in the Plan Warrenton 2040 Comprehensive Plan, which is described as “a location for signature office/jobs center; with a 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 spaces and public gathering areas.” This guidance from Plan Warrenton 2040 was the framework upon which the Proposal was contemplated and designed.

The Proposal seeks to create a critical mass of residential units on the vacant land north of Warrenton Village Center via a multifamily apartment building and structured parking garage that will 1) bring much needed rental supply to the Warrenton housing market and 2) introduce a new supply of consumers to support the existing businesses of not only Warrenton Village Center, but of all of Warrenton’s established commercial/retail businesses.

The Applicant proposes to offer a wider range of housing types and price points through two additional sections of housing, which will include 2-over-2 and townhome dwelling units. These infill blocks, which will provide much needed “missing middle” housing types, will be utilized to integrate residential dwellings into the existing commercial center, creating a true mixed-use environment.

Lastly, the Applicant proposes a multitude of new improvements to the existing Warrenton Village Center, including public plazas, increased pedestrian walkability, and an enhanced road network, all of which adhere to the goals and initiatives of the New Town Warrenton District’s vision for mixed-use centers.

SPECIAL USE PERMIT – MODIFICATIONS/WAIVERS

The Applicant is requesting the following modifications from Town Council, via approval of a Special Use Permit:

1. Increase in Overall Project Density

- Article 2-6.1: The maximum density specified in the zoning ordinance for a given zoning district shall not be exceeded. The maximum density is 5 units per acre or 10 units per acre with inclusion of 10% affordable dwelling units.
 - Waiver Request #1: Increase density to 386 units or 13.28 per acre.
 - In lieu of calculating density on a dwelling unit per acre basis, applicant proposes to calculate residential density based on existing commercial square footage (1 dwelling unit per 500 square feet of non-residential space, as allowed under the Mixed-Use Development Option of the Commercial District zoning ordinance)
 - Dwelling units allowed per DU/A calculation:
 - $29.05 \text{ acres} \times 5 \text{ DU/A} = 145 \text{ units}$
 - Dwelling units allowed per DU/A calculation (assuming affordable housing bonus):
 - $29.05 \text{ acres} \times 10 \text{ DU/A} = 290 \text{ units}$
 - Dwelling units allowed per DU/GSF calculation:
 - $219,792 \text{ GSF} / 500 = 439 \text{ units}$
 - Proposed dwelling units = 386 units
2. Front Yard Setback Modification along Broadview Avenue
 - Article 3-4.10.4: Required front yard setback from ROW greater than 50' is 40' minimum, if no parking or loading is proposed.
 - Waiver Request #2: Decrease minimum setback to 14' along Broadview Avenue.
 - This modification will allow the units to be closer to street, creating a more urban form and character.
 3. Side & Rear Yard Setbacks along all internal property lines
 - Article 3-4.10.4: Required side/rear yard setbacks is 5' minimum.
 - Waiver Request #3: Decrease side/rear yard setbacks to 0'.
 - This modification will allow the overall development to function as a true mixed-use development that will not be segmented by internal separations.
 4. Landscape Buffers along internal property lines and public ROW
 - 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'.
 - 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'.
 - This modification will allow the overall development to function as a true mixed-use development by creating an integrated project that is not segmented by buffer strips adjacent to residential and commercial uses. The schematic landscaping plan has identified areas where plantings are proposed.
 5. Height Modifications
 - 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
 - 36' max height for Block 2

- 45' max height for Block 3
- This modification will allow for the concentration of increased density that is envisioned in Warrenton Plan 2040. With these increases in height, the desired step down in height towards adjacent properties is still achieved, relative to Warrenton Plan 2040's proposed 6-story maximum heights along Lee Highway and 3-story maximum heights on the north side of Oak Springs Drive.

6. Maximum Multifamily Townhome Grouping

- Article 3-4.4.5.3: No more than six townhouse units shall be grouped contiguously to each other.
- Waiver Request #6: Increase maximum grouping of townhouse units from six to seven.
- This modification is necessary to provide increased supply of "missing middle" housing type and aligns with several other existing residential communities in Warrenton include grouping of seven or eight units.

7. Other modifications/waivers necessary to implement the proposed development plans.

CREATION OF A MIXED-USE CENTER

The goal of the new Warrenton Village Center is to create a mixed-use community that is representative of the Plan Warrenton 2040's vision for the New Town Warrenton Character District. The New Town Warrenton District emphasizes highly visible centers with greater intensity of mixed-use and strong live, work and play options. This mix of uses is ideally located around an internal street network and public amenities, such as civic spaces, parks, green space and public gathering areas. This was the guiding directive when designing the Proposal.

The existing Warrenton Village Center is an established commercial center with a wide variety of in-place retail tenants. Due to the existing operations of these long-standing Warrenton businesses, the Proposal does not have the luxury of a "clean slate" from which to design the "quintessential" mixed-use community—impacts to tenants must be minimized, displacement of tenants may not be acceptable and the ability to demise existing structures, if possible, must be done extremely selectively.

So, while the existing commercial structures must remain as is, the Proposal seeks to improve the under-utilized commercial areas with the introduction of public amenities, increased pedestrian circulation and new interesting gathering areas—in this way, the new residential areas will offer a place to live, and the enhanced commercial areas will offer a place to "play."

The goal of the design is not to create a new apartment community adjacent to an existing commercial center. The goal is to create an integrated village environment where both uses enjoy and thrive off one another and the lines between residential and commercial uses becomes blurred.

The Proposal focuses on two primary components to create a mixed-use community that will have little to no negative impact on existing businesses:

- 1) introduction of residential dwellings into the existing commercial center to create a live, work, play environment; and

- 2) installation of new public amenity areas and pedestrian connectivity to tie the different uses together in a cohesive manner.

1) Introduction of Residential Dwellings

The Proposal includes three new residential “blocks.” Each block will submit its own Site Development Plan and will meet the general requirements of a “standalone” site plan with respect to open space requirements, parking requirements, landscaping requirements, ADU requirements, etc. While it is not possible for each of the individual blocks to satisfy all the guiding principles of the 2040 Plan, when combined, they will create a cohesive mixed-use center that exhibits all the goals of the New Town Character District. The “Block Sequencing and Required Site Improvements” section later in this Statement of Justification will provide additional detail on how the Applicant proposes to ensure that this comprehensive plan will be realized.

Block 1 (Multi-Family Apartments): located on the vacant land along Oak Springs Drive, between Broadview Avenue and Hastings Lane, this component of the SUP will include a maximum of 320 rental dwellings, comprised of 1-, 2-, and 3-bedroom units, a four-story parking garage and approximately 10,000 square feet of clubhouse and amenity space, including a state-of-the-art fitness facility, work-from-home/co-working spaces, entertainment lounges, cyber and coffee cafes, gathering spaces, and more. The building will also offer two interior courtyards that will include a saltwater pool and resort style pool deck, outdoor kitchens and grilling stations, outdoor game spaces, ample seating and lounging areas, firepits and “brew gardens.”

Primary access to the internal, four-story, parking garage will be located on Oak Springs Drive, directly across from the entrance into Highland School. The residential leasing offices and amenity areas will be accessed at the corner of Oak Springs Drive and the new Hastings Lane extension. On-street parallel parking along the Hastings Lane extension will be provided for prospective tenants that are visiting the leasing facilities.

All building frontage facing Broadview Avenue and Branch Drive will be three stories, while building frontage facing Oak Springs Drive will be four stories. All first-floor units along Broadview Avenue, Oak Springs Drive, Branch Drive, and Hastings Lane will feature direct entry access to promote pedestrian walkability.

This block will include the majority of the proposed residential units and will have the greatest impact on bringing much needed housing supply and consumers to Warrenton.

Block 1 Multi-Family Apartment Building Elevation



Block 2 (Multi-Family Townhomes): a maximum of 26 townhome dwelling units are proposed in the northeast corner of the Warrenton Village Center, at the intersection of Oak Springs Drive and Hastings Lane. These will be three story units and feature a two-car garage in each unit and direct pedestrian sidewalk access to all units.

Through its rental townhome product, Block 2 will provide new supply to the highly desirable “missing middle” housing stock.

Block 2 Multi-Family Townhome Elevation



Block 3 (Multi-Family 2-over-2s): a maximum of 34 2-over-2s and 6 townhomes are proposed on the west side of Warrenton Village Center along Broadview Avenue. These buildings will be four stories, with one unit located on the 1st and 2nd floors and a second unit located on the 3rd and 4th floors of each residential “stack.” All units will include a one-car garage and direct pedestrian access to first-floor units along Broadview Avenue. The townhomes included in this block will mirror the townhomes found in Block 2 and will face inward in the Center to provide direct residential access into the heart of commercial area.

Block 3 will introduce a new product type to Warrenton in its 2-over-2s and will create true infill into the existing commercial center, better integrating the two uses and promoting walkability between the Central and West Plazas. These units will add additional units to the “missing middle” housing supply.

Block 3 Multi-Family 2-over-2 Elevation



2) Installation of Public Improvements

Central Plaza: the Applicant proposes to create a new Central Plaza at the core of Warrenton Village Center. This public gathering space will include a plaza green with seating and lounging areas for visitors and provide a place for local businesses to hold activities; a splash-pad that will be a major attractor for families with young children and serve as a central landmark for the newly improved center; as well as an area for a potential future retail building that would further activate this public amenity—ownership envisions a coffee or ice cream shop with indoor/outdoor seating that will be a destination for all residents of Warrenton. This plaza will be adorned with street and ornamental trees and planting beds and feature a raised watertable street crossing that will connect the space to the existing retail in a pedestrian safe manner. The new Central Plaza will serve as Warrenton Village Center’s vehicular and pedestrian crossroads, a hub that will function as the heart of the Center and is sized, programmed, and planned to allow for community activities as well as everyday use.

East and West Plazas: Smaller public plazas are proposed at the Broadview Avenue entrance and the Hasting Lane entrance into the Warrenton Village Center. These plazas are connecting points celebrating the east and west entrances to the multifamily building and will act as visual links between the residential and commercial areas. These “doorways” into the Center will enhance walkability for the residents by providing easy and direct connection to the retail areas. The plazas will also help transition from public sidewalks to private interior residential lobbies. The 24/7 illuminated interiors of the lobbies will provide visual activation for both plazas and serve as an anchoring use for the open spaces.

The East and West plazas will serve as passive, ceremonial transition zones between the private residential realm and the public retail realm. Their primary intent and use is to connect residents with the rest of the commercial center, while also allowing for a different, less active, and smaller public area for passive recreation.

Dog Park and Picnic Area: a new dog park and seating areas will be accessible to both residents and the general public. The dog park will include a fenced in area for off-leash play, pet water fountains and waste clean up stations. Just outside of the dog area will be picnic table seating areas for pet owners and guests to relax and congregate while their pets play.

Oak Springs Drive Pedestrian Crosswalks: two crosswalks are proposed on Oak Springs Drive—one at Hastings Land and one at the Highland School entrance. These new crosswalks will provide safe points of pedestrian access for people visiting the Center from the north side of Oak Springs Drive.

Completion of Outer Sidewalk Ring: the Proposal seeks to complete a sidewalk ring around the entirety of the Warrenton Village Center. Each residential block will include sidewalks along its outer rim (either along Broadview Avenue, Oak Springs Drive or Branch Drive) to piece together a fully encompassing sidewalk circle.

Additionally, there is currently a large gap in the sidewalk connection along the east side of Broadview Avenue. The Applicant proposes to install a new ~475' section of sidewalk in this area (located behind the Galaxy Strike Bowling Center building). Once completed, this section of sidewalk and the new sidewalks within the residential blocks will complete an outer ring of sidewalks around the entire Warrenton Village Center.

Internal Pedestrian Circulation: residential tenants will benefit from quick and easy access to all the businesses of Warrenton Village Center via new sidewalks, crosswalks and wayfinding markers. All new buildings will be encircled by new sidewalks and will include direct entry access to ground level units (with the exception of those units in Block 1 that will face the rear of the existing commercial building). The addition of the plazas, linked together with internal sidewalks, will serve to better activate and tie together the different uses found within the Center. Finally, new crosswalks are proposed at all primary street crossings. These improvements will not only benefit pedestrian circulation within the site, but will also allow for easier and safer travel for those accessing the site from the outside.

A Conceptual Circulation Plan for pedestrian, vehicular and bicycle traffic can be found on Sheet 23 of the SUP.

Hastings Lane Extension: a new vehicular and pedestrian entrance into the Warrenton Village Center is proposed at the Oak Springs Drive and Hastings Lane intersection. This new entrance will provide a new source of direct ingress/egress into the Center, which will help to facilitate less congestion at the Center's other entrances and result in less traffic on Oak Springs Drive and Branch Drive, as vehicles no longer have to circle around the Center to access one of the existing entrances on Broadview Avenue and Branch Drive.

Oak Spring Preservation: the natural spring from which Oak Springs Drive derives its name is located at the northeast corner of the Center. The Applicant has revised its original site plan in order to preserve this spring and proposes to recondition it into a public amenity, which will include seating areas in a natural and historical environment.

Summary of Improvements, included within each block:

Block 1:

- Multi-family building and parking garage
- Central Plaza
- West Plaza
- East Plaza
- Hastings Lane extension
- Reconfiguration of commercial parking

- Modified Alley, all improvements
- Dog park and picnic area
- Preservation and reconditioning of Oak Spring (natural spring)
- Sidewalks included in Block 1 Improvements – Sheet 4 of SUP
- Two crosswalks across Oaks Springs Drive at Hastings Lane and Highland School entrance

Block 2:

- Townhome dwelling units and parking
- Sidewalks included in Block 2 Improvements – Sheet 5 of SUP
- Restoration of Oak Spring into a natural public amenity

Block 3:

- 2-over-2 dwelling units and parking
- Townhome dwelling units and parking
- Sidewalks included in Block 3 Improvements – Sheet 5 of SUP
- New sidewalk section on east side of Broadview Ave (behind Galaxy Strike Bowling Center building)

ADDITIONAL JUSTIFICATIONS AND PROPOSAL DETAILS

Density

Plan Warrenton 2040 states that the calculation of density on a unit per acre basis can be deficient in a mixed-use environment – “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” and “if the density requirements for a zoning district are revised accordingly, the chances are high that a typical multi-family building will be built.” It recognizes that using DU/AC as a density measurement often gives a false perception of increased density with housing types that are lower in square footage and are stacked vertically, such as the apartments and “2-over-2” units included in the Proposal. To eliminate the false sense of increased density given the proposed housing types, this submittal proposes to utilize an alternative density calculation method that is included in Article 9-25.1.B of the Zoning Ordinance.

Per the Mixed-Use Development Option in Article 9-25.1.B of the Zoning Ordinance, which stipulates that a mixed-use property can be approved for up to one dwelling unit per 500 gross square feet (GSF) of non-residential floor space, the Property could be permitted to have up to 439 units with approval of an SUP, given the proposed 219,792 gross square feet of non-residential floor space ($219,792 \text{ GSF} / 500 \text{ GSF} = 439 \text{ units}$).

The Warrenton Village Center proposes a maximum of 386 residential dwellings, paired with 219,792 square feet of non-residential uses. Therefore, while the Applicant is requesting a modification for increased density, the request is 53 units less than the maximum amount that can be approved via an SUP.

Plan Warrenton 2040 encourages “setting district standards based on form rather than density” to “achieve the middle-range housing types desired.” Accordingly, this proposal prioritizes site design and a mix of housing types over a strict adherence to underlying density requirements. This enhanced site design will mitigate any effects of the additional density, with an emphasis on

walkability, a variety of housing types, and the integration of multiple uses within a single destination location.

Lastly, the Economic and Fiscal Resilience goals of the Plan Warrenton 2040 call for “a range of housing types and housing assistance programs for employees to live in Warrenton.” This proposal accomplishes this by including affordable housing and a range of housing types that will be attractive to current Warrenton residents, as well as potential employers looking to bring new business and employees to Warrenton. This proposal supports Plan Warrenton 2040’s goal to “promote Character Districts as the place to accommodate a range of housing typologies” by proposing a variety of housing types, including multi-family, 2-over-2s, and townhomes. This new stock of residential units and new housing types will bolster a housing supply that is severely underserved and sorely needed within the Town.

The Applicant’s proposal meets and advances nearly all of the housing goals stated in the Plan Warrenton 2040. Additionally, it promotes consolidation of a high amount of density into an infill project, in lieu of sprawl development that is detrimental to the area’s rural preservation.

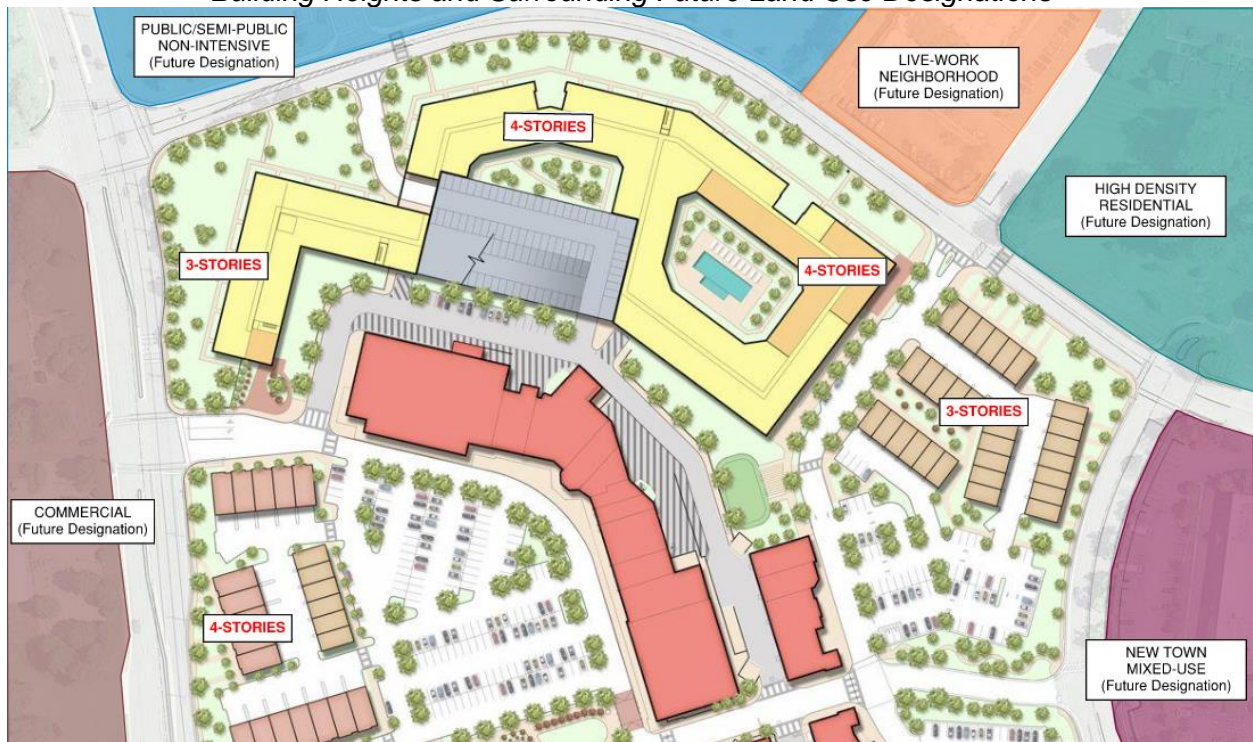
Height

The New Town Character District uses a form-based transect approach to development, which defines form with greater maximum height towards Lee Highway and the center of the district, with a gradual step down in scale towards Oak Springs Drive, where the Property is located. Since the Property is in the Transition Zone, building heights of one-to-three stories or 35’ are recommended.

Applicant is seeking a modification for a fourth story along Oak Springs Drive in Block 1, which is one story greater than the three recommended in the Transition Zone. Since Plan Warrenton 2040 envisions developments along Lee Highway and east of Broadview Avenue to be up to six stories, the Property would still maintain a step down in scale towards Oak Springs Drive at four stories. Therefore, the requested height modification is still in conformance with the goal of Plan Warrenton 2040, which is to step down in height towards residential zones.

The goal of the height recommendations of Plan Warrenton 2040 is to step down towards residential zones. The Proposal achieves this goal by locating its three-story sections in the northwest and northeast corners of the Center, nearest to current and future residential uses—most notably, those neighborhoods located on the west side of Broadview Avenue and the 3-story townhome communities located to the northeast across Oaks Springs Drive—and increasing heights in areas that are adjacent to existing commercial and other non-residential uses.

Building Heights and Surrounding Future Land Use Designations



Inclusion of four-story buildings along Oak Springs Drive will provide a more gradual step down from the six stories allowed along Lee Highway to the three-stories allowed in the High-Density Residential areas shown on the Future Land Use Map on the north side of Oak Springs Drive. This will create a better design aesthetic than the stark contrast of a dramatic drop from six stories down to three stories. From a visual perspective along Oak Springs Drive, this modification would allow for three-story buildings on the north side of the street, four-story buildings on the south side of the street in the Transition Zone, then escalating up to six-story buildings along Lee Highway—a gradual and appropriate escalation in heights.

It is noteworthy that Transition Zones are intended to provide appropriate step downs to adjacent single-family residential neighborhoods, which are typically two-story—hence the recommendation of 3-story maximum heights. However, in the case of the Property, it is in a unique Transition Zone that does not adjoin any typical single-family residential. Instead, it is surrounded by commercial, non-residential, and 3- and 4-story residential uses. Therefore, the 3-story maximum is not necessary to provide the appropriate step down to single-family residential, and the proposed 4-story maximum adequately achieves the step down to the adjacent commercial, non-residential and 3- and 4-story residential uses—see adjacent building in illustration below.

Surrounding Properties – Existing Building Uses & Heights



Another transition goal of Plan Warrenton 2040 is that “the neighborhood edge provides the means of transition from the Character District to adjoining properties.” Four-story apartments are an appropriate transition to the High-Density Residential areas located to the north, which will be similar in character and use. High-Density Residential will allow up to 12 units per acre, which is in line with the DU/AC proposed at Warrenton Village Center (13.28 DU/AC).

Further, the Future Land Use Plan’s Character District Summaries calls for “greater intensity of mixed-use and strong live, work, and play options” in the New Town Warrenton District 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.

Finally, one of the ten guiding principles for the character districts is to place parking behind buildings and away from street frontages. To accomplish this goal, the Applicant has proposed an interior structured parking garage that will not be visible from surrounding streets. Increasing building heights in select areas is the only way to create the necessary density needed to facilitate this improved parking condition and to conceal it behind building facades.

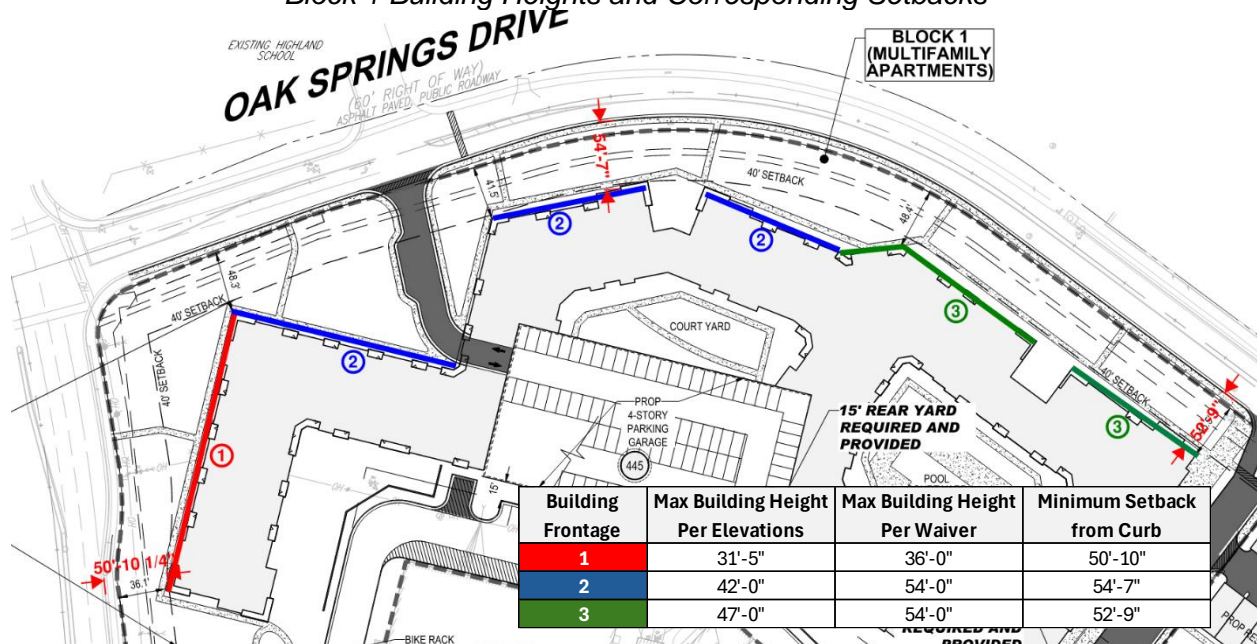
Building Heights and Setbacks

Article 2-20 allows for building height limits to increase above 35’ if the corresponding setback increases by an equal amount. The intent of offering a mechanism by which an applicant can increase building heights if corresponding building setbacks are simultaneously and equally increased, is to ensure that an appropriate balance or ratio of height to depth is maintained. The general rule of thumb in land planning is that for every one foot of building height, there should be a minimum of one foot of corresponding setback. Applicant has satisfied this standard by providing appropriately sized setbacks that correspond with the proposed increases in building height limits.

The below illustration examines the three building frontages of the Block 1 apartment building. Anticipated building heights are calculated using the average ground surface elevation across a building’s frontage in relation to the highest point of a flat roof (parapets have not been included

in building heights, per IBC code definition). For each building frontage, the corresponding minimum setback from the back of street curb has been provided. Along all three frontages, building setbacks are equal to or greater than the anticipated building height, confirming that the appropriate standard has been achieved.

Block 1 Building Heights and Corresponding Setbacks

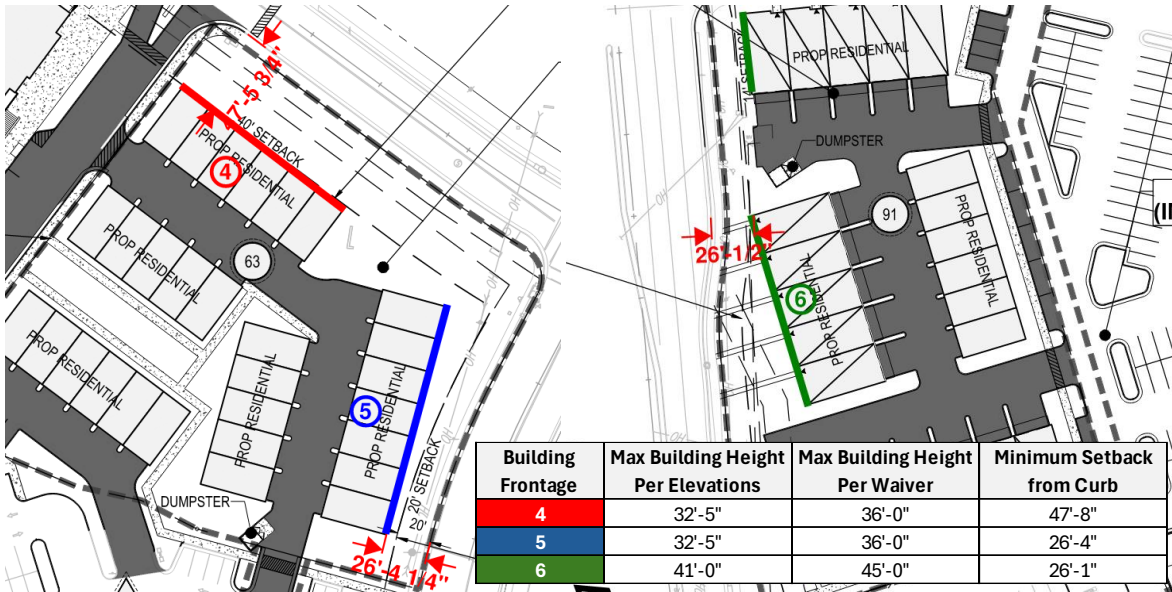


Note—Applicant acknowledges that setbacks are defined by the Town from property lines, however, the point of this exercise is to illustrate that proper height to setback standards have been provided, which apply to the public’s viewpoint (i.e. traveling the street) and not an intangible property line. Applicant is therefore requesting a height waiver because it acknowledges that adequate setbacks from property lines have not been provided.

In Block 2, proper anticipated building height to minimum setbacks ratios are provided along Frontage #4 (Oak Springs Drive), but not along Frontage #5 (Branch Drive). The Applicant feels that this is appropriate given the internal nature of Branch Drive as a “cut through” drive within the Warrenton Village Center. Branch Drive serves the Center more as an internal drive than as a primary thoroughfare, in which case it is appropriate to push buildings up onto internal street frontages.

Block 3 (Frontage #6) provides setbacks that are below the 1:1 ratio, as this area of the New Town Character District calls for taller building heights, up to 6 stories. A waiver is already being requested at this location to reduce setbacks to 14’.

Block 2 and Block 3 Building Heights and Corresponding Setbacks



Below is the compiled list of anticipated building heights along street frontages, the maximum height allowed per the Applicant's waiver request, and the corresponding setback from back of curb. Slight height increases have been added into the maximum height limits allowed per the waiver to provide buffer for average ground surface grade changes that may occur during Site Development Plan.

Building Frontage	Location	Block	Max Building Height Per Elevations	Max Building Height Per Waiver	Minimum Setback from Curb
1	Broadview Avenue	1	31'-5"	36'-0"	50'-10"
2	Oak Springs Drive	1	42'-0"	54'-0"	54'-7"
3	Oak Springs Drive	1	47'-0"	54'-0"	52'-9"
4	Oak Springs Drive	2	32'-5"	36'-0"	47'-8"
5	Branch Drive	2	32'-5"	36'-0"	26'-4"
6	Broadview Avenue	3	41'-0"	45'-0"	26'-1"

See Elevation Sheets 11-13B of SUP for a depiction of these measurements.

Affordable Housing

To support the need for affordable housing within the Town of Warrenton, the Applicant proposes that for a minimum affordability period of twenty-five years from the issuance of this Special Use Permit (the "Affordability Period"), the following units shall be designated as affordable low-income restricted units (the "Affordable Dwelling Units or ADUs"):

- A minimum of 10% of total dwelling units within each of the three blocks (Block 1, Block 2 and Block 3) will be reserved as 80% AMI ADUs
- An additional ten (10) dwelling units in Block 1 will be reserved as 70% AMI ADUs
- An additional five (5) dwelling units in Block 1 will be reserved as 60% AMI ADUs

Within Block 1, allocation of the Affordable Dwelling Units between 1-, 2- and 3-bedroom units will be at the discretion of the Applicant, so long as the minimum number of units defined above

are maintained as Affordable Dwelling Units. Within Block 2 and Block 3, wherein all units are 3-bedrooms, all ADUs will be 3-bedrooms. The ADUs shall be similar to the market rate units in architectural design, fixture/appliance selections and unit size. No more than three ADU units will be positioned adjacent to one another at any given time.

“Qualified Parties” who will be eligible to rent or purchase one of the ADUs, are defined as:

For the purposes of qualifying for the lease of an affordable rental ADU a Qualified Party shall be an individual or a family whose gross annual household income does not exceed 60%, 70%, or 80% (dependent on the specific ADU) of the current Multifamily Tax Subsidy Program (MTSP) Income Limits for Fauquier County as published by the Virginia Housing & Development Authority (VHDA), at the time the rental application is opened for such Qualified Party (“AMI”).

For the purposes of determining the rent limits for all ADUs, monthly rental rate limits shall be equal to those published by VHDA for 0-, 1-, 2-, and 3-bedroom units and corresponding 60%, 70% and 80% AMIs, with no utility allowances.

For the purposes of qualifying for the purchase of an ADU in Block 2 or Block 3, a Qualified Party shall be an individual or a family whose gross annual household income does not exceed 80% of the current Multifamily Tax Subsidy Program (MTSP) Income Limits for a 4-person household in Fauquier County as published by VHDA, at the time the purchase contract is executed for such Qualified Party.

For purposes of determining the purchase price of any for-sale ADU, that price will not exceed the amount at which the monthly mortgage payment for such unit exceeds the monthly rent limits for 3-bedroom units and 80% AMI income, as published by VHDA. Qualifying Parties must provide a market rate loan commitment prior to closing in order to calculate the proposed mortgage payment.

Persons eligible for assistance under the following state or federal programs:

- a. Virginia Housing Development Authority

The ADU status shall be set forth in a deed of restrictive covenants recorded against the Property and shall continue to bind the minimum ADU requirement within each block to the Property for a period of twenty-five years from the issuance of this Special Use Permit; provided, however, that for rental units, the Applicant may recalculate the rental rates for new leases or renewals in accordance with the then current rates published by VHDA.

The Applicant shall establish in a deed of restrictive covenants a program for the administration of this ADU program according to the requirements of these conditions. The Applicant (or Owners Associations with respect to any purchase units if the Applicant is no longer the Declarant) shall make each ADU available for a period of not less than 90 days for rental units and 180 days for purchase units, following the issuance of a certificate of occupancy for each unit.

The Applicant shall designate on the Construction Drawings submitted for building permit approval which units will be the initial ADUs; however, the units that are selected as the initial rental ADU units are not required to remain as the designated rental ADUs for the entirety of the Affordability Period. The Applicant will have the authority to re-designated the rental ADUs from time to time based on leases and vacancies. The Applicant will maintain a building plan set at

the leasing office located in the Block 1 at all times that shows which units are currently designated as rental ADUs.

The documents creating the ADU program shall be reviewed and approved by the Town Attorney prior to their recordation in the Land Records.

ADUs will first be made available to the following persons: those residing or working in the Town of Warrenton or Fauquier County; Town of Warrenton or Fauquier County teachers; Town of Warrenton or Fauquier County first responders; veterans and enlisted members of the United States Armed Forces. The Applicant shall contact the appropriate local Social Service and/or Housing Authority offices for identification and placement of these potential residents.

The community's Property Management Team shall make annual reports to the Zoning Administrator as to the number, type and location of units hereunder that shall have been rented as ADUs and shall verify that they have been rented to Qualified Parties.

These obligations are described in greater detail in the proposed Conditions of Approval.

Condo Sale of Block 2 and Block 3

All dwelling units in all three blocks are intended to be for rent, however, Applicant will maintain the ability to sell the entirety of Block 2 (Multi-Family Townhomes) and/or the entirety of Block 3 (Multi-Family 2-over-2s) as Condos. The Applicant agrees to sell all or none of the units within Block 2 or Block 3, so as to prohibit a mix of for rent and for sale units in the same block.

All conditions of the SUP will continue to be enforced in a block sale scenario through the Declarations of Restrictive Covenants that the Applicant will record and encumber the Block 2 and/or Block 3 parcels. In a block sale scenario, Homeowner Associations will be established to maintain all conditions of the SUP and will own the block parcel, while individual condo owners will own the condo dwelling units.

In a sale scenario, residents/owners of the condos will not be tenants of the apartment community and will not have access to the rental amenities located within Block 1.

In a block sale scenario, 10% of the units within the sold block will be required to be sold as ADUs, in accordance with the language outlined in the SUP's Affordable Housing Conditions of Approval.

Architecture

The Conditions of Approval includes language that the final design of all buildings shall be in general conformance with the materials included in this SUP submittal.

Two options for exterior elevations have been provided to Planning Commission, who will select which option is approved for Town Council review. Elevations for the two options can be found on SUP Sheets 11 – 15B.

A list of prohibited materials is also included in the Conditions of Approval.

One noteworthy architectural feature that has been added to the Block 1 apartment building design is the inclusion of two "building insets or step backs" along Oak Springs Drive. These

features have been added to lengthy sections of the building in order to break up the larger massing areas and to create the sense of agglomeration, as opposed to a single frontage.

Building “Insets” Added to Break Up Massing on Oak Springs Drive



Garage Screening

A structured parking garage is proposed in Block 1. Three of the garage's four sides will be concealed within the apartment building and not visible from the exterior. The south facing façade, while exposed, is not anticipated to be easily viewed from ground level, given its position behind the existing Warrenton Village Center commercial buildings. To mitigate concerns that may remain regarding its visibility, the Applicant will install a screen on the southern facing façade of the garage to minimize its visual impact. A concept of this screening is provided below.

Conceptual Garage Screening Design on South Facing Façade



Block Sequencing and Required Site Improvements

Applicant can develop the blocks in any order. Each block will have its own independent Site Development Plan, separately submitted and approved by the Town of Warrenton.

All improvements included within each individual block are shown on SUP Sheet 4 and Sheet 5.

To ensure that site improvements are completed in a timely manner along with the residential buildings, Applicant agrees that the Town of Warrenton will withhold Certificates of Occupancy (COs) in accordance with the following schedule:

- Block 1: the 215th CO within Block 1 will not be issued until such time as all Block 1 site improvements have been substantially completed;
- Block 2: the 19th CO within Block 2 will not be issued until such time as all Block 2 site improvements have been substantially completed;
- Block 3: the 33rd CO within Block 3 will not be issued until such time as all Block 3 site improvements have been substantially completed.

It is anticipated, but not required, that Block 1 (Multi-family Apartment Building) will commence construction first. Block 2 (Multi-Family Townhomes) is anticipated to commence simultaneously with Block 1 or shortly after, depending on market conditions. Block 3 (Multi-Family 2-over-2s) will commence last, due to in-place tenants in the current retail building at that location (Summit Community Bank). It is anticipated that Block 3 will commence upon lease expiration of current retail tenant, but exact timing is unknown.

Open Space

Each individual residential block/parcel, as well as the residual retail parcel, will individually satisfy the 10% open space requirement.

Applicant will construct all open spaces in general conformance with the renderings and materials included in the SUP and inclusive of the “New Improvements” listed on Sheet 6 “Open Space Plan.”

Most Notably:

- Open Space A in Block 1 will include the West Plaza, inclusive of a hardscape residential plaza with bench seating and a bike rack;
- Open Space D in Retail Block will include a fenced in dog play area, picnic table seating and a bike rack;
- Open Space E in Retail Block will include the Central Plaza, inclusive of a lawn area, splash-pad, bench seating, two bike racks, and future commercial pad.

Site Conditions

The proposed development consists of two parcels totaling approximately 29.05 acres. Approximately 22.59 acres are the existing shopping center known as Warrenton Village Center and the remaining 6.46 acres are a vacant semi-wooded parcel with road frontage on Broadview Avenue and Oak Springs Drive. The topography of the site ranges in elevation from 550' at the northwest corner of the site at Broadview Avenue to an elevation of 505' along the eastern property line at Branch Avenue. Site soils consist of various loams such as Rohrsersville, Middleburg, Fauquier Silt, Glenelg and Elioak. A detailed tree survey will be provided at the time of Site Development Plan.

The Property is surrounded by a mix of commercial, education and residential uses:

- To the north, across Oak Springs Drive, is Highland School, Brookside Rehab and Nursing Center and the Cedars of Warrenton town home community;
- To the east, across Branch Drive, is Safeway and other commercial businesses included within Warrenton Village Center;

- To the south is Warrenton Village Center;
- To the west, across Broadview Avenue, are standalone commercial and office uses and single family neighborhoods.

Construction Impacts

Construction limits of disturbance will be limited to within the Property. No neighboring or adjoining properties will be included within the limits of disturbance. All construction parking will be contained within the Property and/or specified locations within Warrenton Village Center. No offsite impacts or storage will be required. If substantial rock is discovered at the Property, blasting may be required and permitted in accordance with Town of Warrenton requirements.

Per Gorove Slade's Traffic Impact Analysis, turn lanes are not warranted at the proposed access points on Oak Springs Drive, therefore, the only impact to the public right of way will be the two new connections to Oak Springs Drive and the two new crosswalks on Oak Springs Drive.

Construction Timelines

Block 1 (Multi-family Apartments): Construction will take approximately 24 to 28 months.

Site Work Duration: 6 to 8 months
 Vertical Construction Commencement: ~ Month 6
 Vertical Construction Duration: 18 to 20 months
 Clubhouse/Leasing Delivery: ~ Month 20
 First Units Available: ~ Month 20
 Construction Completion: ~ Month 26

Block 2 (Multi-family Townhomes): Construction will take approximately 16 months.

Site Work Duration: 3 to 4 months
 Vertical Construction Commencement: ~ Month 4
 Vertical Construction Duration: 8 to 12 months
 First Units Available: ~ Month 12
 Construction Completion: ~ Month 16

Block 3 (Multi-family 2-over-2s): Construction will take approximately 16 months.

Site Work Duration: 3 to 4 months
 Vertical Construction Commencement: ~ Month 4
 Vertical Construction Duration: 8 to 12 months
 First Units Available: ~ Month 12
 Construction Completion: ~ Month 16

Construction schedules included herein are estimates and subject to change based on potential unanticipated delays, such as those caused by severe weather, material shortages, etc.

Economic Impact

A Fiscal Impact Analysis by S. Patz & Associates, Inc. determined that the Proposal would result in a \$46,100 annual surplus for the Town of Warrenton, plus the additional benefit of much needed housing supply.

The full report has been submitted as part of the SUP application.

Traffic Impact Analysis

New access to the Property will be provided via a parking garage entry with direct access to Oak Springs Drive (Town Route 3), a fourth-leg to the existing full-movement intersection of Oak Springs Road at Hastings Lane, and via the existing shopping center accesses to the south.

Based on the capacity and queueing analysis results, the proposed Warrenton Village Center will not have a substantial impact on the surrounding transportation and roadway network. No improvements are warranted or recommended to mitigate traffic concerns created by the Proposal.

It is anticipated that the peak activity times for the proposed residential units would have only a short overlap with the Highland School peak arrival and dismissal times. Based on existing traffic counts, the school driveway on Oak Springs Drive sees most activity after 7:45 AM and has very little traffic after 4:30 PM. Typical peak times for multi-family residences are 7:00-8:00 AM and 5:00-6:00 PM, according to the Institute of Transportation Engineers. Similarly, the Traffic Impact Study prepared for the site indicates that with both Highland School traffic and new trips from the residential units, acceptable traffic operations would be maintained at the shared entrance location during all times of day.

To help mitigate potential traffic concerns during Highland School's peak AM and PM hours, the Applicant proposes to install signage and lighting at the Primary Garage Entrance to encourage residents to use the Secondary Garage Entrance at those times—during Highland School's peak hours, a red light will turn on at the interior exit to the garage's Oak Springs Drive access point with signage saying "Highland School Peak Traffic Hours – Recommend Using Secondary Exit" (or something similar).

The full report on transportation impacts can be found in the Traffic Impact Analysis by Gorove Slade that has been submitted as part of this SUP application.

New Amenities for Public Use

In addition to the extensive package of amenities that will be offered to tenants within the Block 1 multi-family apartment building, the Proposal also includes a variety of new improvements that will be available to and benefit the general public:

- Improved walkability through an enhanced sidewalk and crosswalk network within the Center will make for a more efficient shopping experience.
- New and improved crosswalks on Oak Springs Drive at Hastings Lane and at the Highland School entrance will create easier and safer points of pedestrian access to the Center.
- Traffic slowing measures will create a safer walking environment.
- The Central Plaza will provide a new destination family attraction for residents of Warrenton with its splash-pad, activity area and future eatery.
- The Dog Park will offer a new off-leash area for pets to play, while owners can relax nearby on benches and picnic tables.
- Restoration of Oak Spring along with improved seating areas.

Impact on Community Facilities

Stormwater Management will include, but not be limited to both structural and non-structural best management practices for managing stormwater runoff. This could include underground stormwater facilities, bio-retention areas and rain gardens.

The Property will connect to public water and sewer. The Town of Warrenton Department of Public Works and Utilities has utilized a calculation of 300 gallons per day per unit and determined that there are no concerns with providing adequate capacity for the Proposal.

The Property will rely on Town Services such as fire, rescue, and police services.

Impact on Schools

School age children residing at the proposed community would attend the following public schools:

Elementary:	Bradley
Middle School:	Taylor/Warrenton
High School:	Fauquier

Per existing and projected enrollment data provided by Fauquier County Public Schools, the max capacity and projected enrollments of these schools are shown in the table below. Based on the available data, an increase of 225 elementary students, 244 middle school students and 464 high school students would be required to meet the capacity at any of these schools over the next five years.

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

Fauquier County Public Schools uses the following calculation to estimate student generation from various housing types:

- Single Family Detached Dwelling: 0.72 students per household
- Single Family Attached Dwelling: 0.45 students per household
- Multi-Family Apartment Dwelling: 0.20 students per household

Fauquier's methodology then allocated students as follows:

- 52% to elementary school
- 22% to middle school
- 26% to high school

Based on the student generation calculation used by Fauquier County Public Schools, at full buildout, Warrenton Village Center is projected to generate the following students:

- 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

With allocations per school as follows:

- 52% to Bradley = 49 students
- 22% to Taylor/Warrenton = 21 students
- 26% to FHS = 24 students

The chart below shows the projected students generated from Warrenton Village Center versus the minimum available capacity at those schools over the next five years.

School	Min. Capacity	New Students	Remaining Capacity
Bradley	225	49	176
Taylor/Warrenton	243	21	222
FHS	464	24	440

Topography

To address grade changes of approximately 45' from west to east across the site and approximately 10' from south to north, the architect and engineering teams have utilized different grade mitigation methods such as stepped buildings, introduction of "basement" units, small retaining walls and adding elevated stoops with sidewalk access.

Below is a building elevation to help illustrate some of these strategies—this elevation is taken from the new Hastings Lane extension, looking west at the proposed multi-family building.

Profile Illustrating the “Stepping” of the Apartment Building



In Section A, at the corner of Oak Springs and Branch Drive, the Property’s elevation is at its lowest point. The leasing offices and amenity areas have been located at this corner and the finished floor elevation of the building has been dropped to mitigate the lower elevations and provide direct on-grade access at that point. These sections will also benefit from increased ceiling heights created from the “sunken” finished floor elevation.

In Section B, as the site’s elevation rises, residential units will be elevated above the street level, with access to those units provided by a secondary sidewalk that sits on top of a section of masonry retaining wall. One “public” sidewalk will be placed adjacent to the street and run with the slope and a secondary “private” sidewalk will be placed adjacent to the building in an elevated, level position. The elevated residential units will have direct access to the raised secondary sidewalk, which will also create increased privacy for those ground floor residents. See image below for illustration of this concept.

View of Section B Showing “Double Sidewalk” Configuration



In Section C, the finished floor elevation of the building is on-grade at street level and no grade mitigation is required.

In Section D, where there is a steep increase in elevation, the building will step from four-stories to three-stories, utilizing a retaining wall hidden within the building’s foundation to mitigate the significant grade change.

Through methods such as these around the Property, the elevation changes across the site will be mitigated in subtle and attractive ways that enhance the aesthetic of the building and avoid large and potentially unsightly retaining walls.

Geotech

A geotechnical report will be completed at the time of Site Development Plan. Results of the study will be incorporated into the certified structural design and approved during the building permit review process.

Block 2 & Block 3 Mail

Block 2 and Block 3 will require cluster mailboxes. The mailbox locations and adequate temporary parking (delivery/pickup) will be approved at Site Development Plan.

Road & Infrastructure Maintenance

The Warrenton Village Center will be owned and maintained by Jefferson Associates L P, Warrenton Center, LLC and/or affiliated entities. These entities will be responsible for the continued maintenance and cleaning of all existing and proposed improvements, including but not limited to residential buildings, private roads, sidewalks, stormwater facilities, parking areas, plazas and open space, as well as continued maintenance of landscaping, including mowing, weeding, mulching and snow removal.

Modified Alley – Improvements, Vehicular Access & Loading, and Screening

Improvements to the existing alley located behind the retail buildings are proposed with this SUP plan. The primary usage of the Modified Alley will continue to be for “back of house” loading functions and trash pickup areas for the existing commercial buildings. These functions will be improved through several enhancements, including a consolidation of existing dumpster locations into three, centrally located, screened trash areas (see Sheet 19 of SUP), removal and cleanup of existing “ancillary” structures that have been erected adjacent to the commercial buildings, painting of the rear facing commercial façade, and striping of “back of house” areas to designate retail loading and trash zones. This alley will also include approximately twenty-five parking spaces that will be reserved for employees of the commercial tenants.

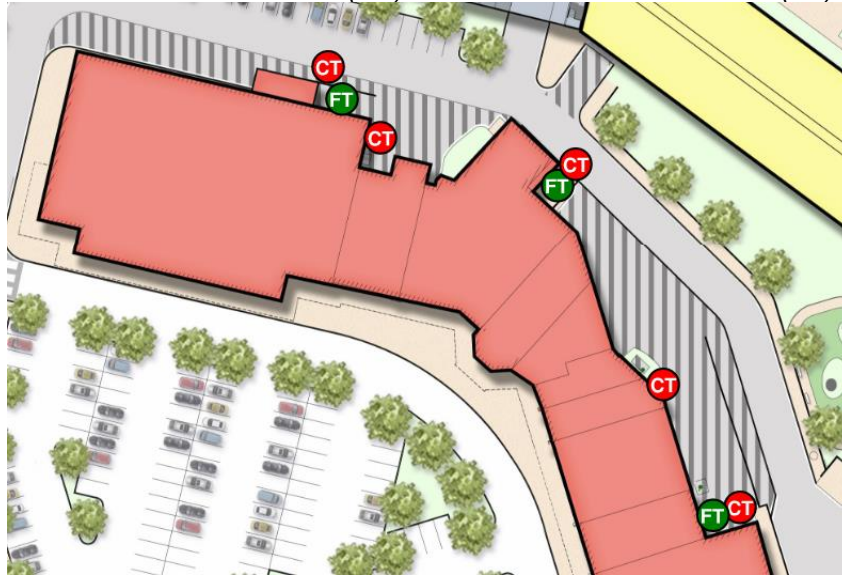
The Modified Alley will also serve as a secondary vehicular ingress/egress into the garage, as well as provide Residential Loading and Trash Pickup Areas. Two residential loading and trash pickup areas have been designated within the Modified Alley. The primary ingress/egress into the garage will be located on Oak Springs Drive, so as to minimize vehicular traffic in the Modified Alley.

Vehicular studies have been performed to ensure appropriate turning radii will be provided for commercial loading vehicles and adequate lines of sight around all corners/turns will be confirmed during Site Development Plan review. These studies were coordinated with the existing shopping center owner to ensure that adequate loading space will be provided for each of the business's required loading vehicle sizes and types. Additionally, convex traffic safety mirrors can be installed at any location that poses a safety concern.

The Applicant plans to incorporate a number of visual improvements to the Modified Alley, summarized below:

- Garage positioning: the garage has purposefully been located in a parallel position along the rear of the commercial buildings so that the majority of the multi-family building that abuts the “back of house” area is non-residential space.
- Trash screening: commercial trash areas have been consolidated into three locations, all of which will have new privacy fencing installed around the designated areas. Construction details of all screening and fencing will be addressed at the time of Site Development Plan.

Current Trash Locations (CT) and Future Trash Locations (FT)



- Landscape buffers and screening: all portions of the Modified Alley that are within the potential viewshed of residential dwelling units will include 35' to 50' of landscape buffers, plus privacy fencing along the drive lanes—see Sheets 18 & 19 of SUP. Construction details of all screening and fencing will be addressed at the time of Site Development Plan.
- Painting: all rear elevations of the commercial building that are adjacent to the Modified Alley will be repainted in a consistent, neutral color.
- Striping: all residential and commercial trash and loading areas will be striped to encourage loading/delivery activity to stay out of the travel way and within the designated locations.
- Demolition: all ancillary structures that have been erected adjacent to the commercial building will be demised and removed. Examples of these ancillary structures are shown below.

“Ancillary Structures” in the Existing Alley



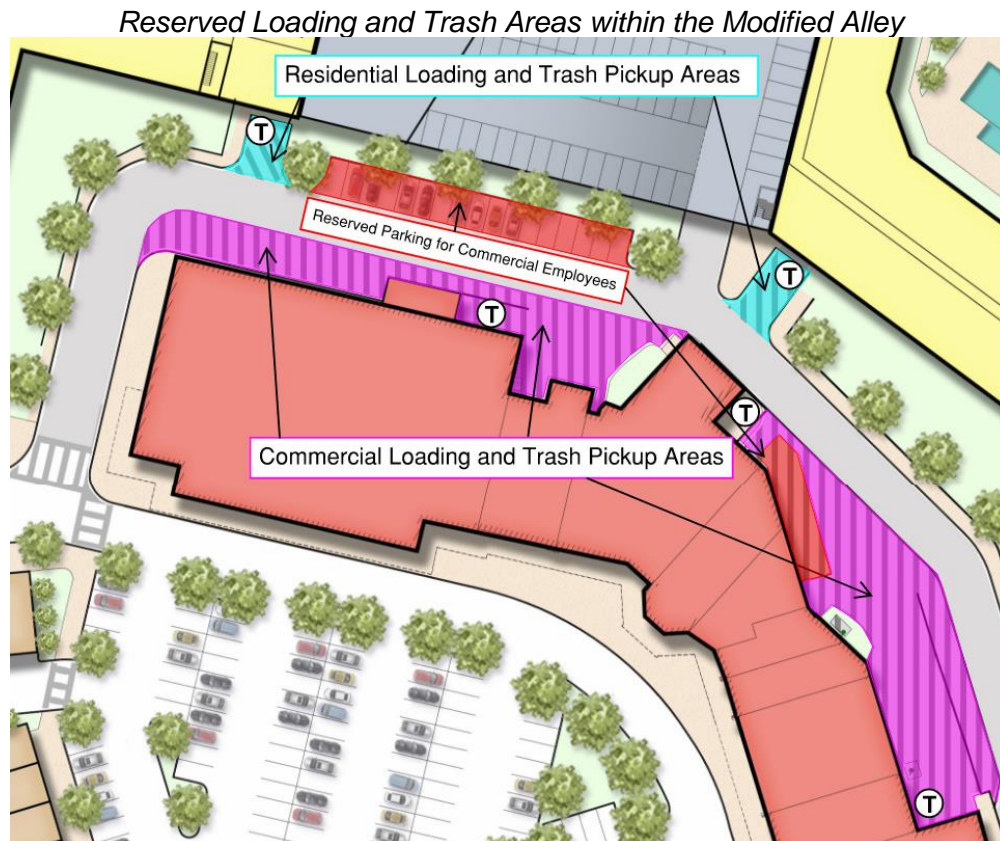
Loading and Trash Pickup Areas

Striped loading and trash pickup areas are proposed along both sides of the Modified Alley. The loading areas are intended to be reserved for exclusive use by either the residential tenants or the commercial tenants, as outlined below:

- Commercial Loading and Trash Area (PINK): these striped areas will be reserved for exclusive use by commercial tenants for “back of house” operations. These areas will provide access to necessary loading and delivery areas for the commercial tenants in accordance with their current and future needs. Existing loading areas and loading doors/docks will continue to serve the commercial building—no changes are proposed to the existing commercial loading bays and appropriate turning radii will be provided to ensure that commercial vehicles maintain access to existing loading facilities. Commercial trash dumpsters will be consolidated to the three locations marked with a “T” and will be shielded with privacy fencing. Privately contracted waste management services will pick up trash at these locations on scheduled trash days.
- Residential Loading and Trash Area (BLUE): these striped areas will be reserved for exclusive use by residential tenants for “move in / move out” purposes. Tenants will have the ability to reserve these areas on an hourly basis at specific times to facilitate move ins and move outs. Reservations for use of these spaces will be made through the property management team. These two loading areas are a minimum of 30’ deep, which is adequate space to fit the maximum sized commercial rental truck (e.g. U-Haul truck). These areas will also serve as trash pickup locations for the residential building. On scheduled trash days, property management will roll dumpsters from the trash compactors

located on the interior of the building to these locations, where they will be picked up by privately contracted waste management services.

- No ground level residential units will be placed adjacent to the Residential Loading and Trash Areas. Those areas of the buildings will be designated for loading and trash services.
- Reserved Parking for Commercial Employees (RED): to ensure that employees of the commercial tenants do not utilize the loading areas for employee parking, approximately 25 parking spaces will be provided for their exclusive use along the Modified Alley. This will help to provide consistent, unimpeded trash and loading access to both the residential and commercial tenants.



Trash

The Applicant shall maintain Warrenton Village Center in a clean and orderly manner and shall arrange for the pickup of trash, litter, and debris on a daily basis through a private refuse collection company.

Deliveries and refuse/solid waste collection shall follow Town Code Section 11-19(9).

Residential Trash Locations: trash facilities are proposed at three locations (found on Sheets 4 & 5 of the SUP):

- 1) Block 1: A trash compactor will be located within the multi-family building. Trash chutes will be located on all floors of the building for direct deposit of trash from residential floors into the trash compactor. Trash bins will be rolled out by property

- management to one of the Residential Loading and Trash Pickup Areas on either side of the garage on trash pickup days.
- 2) Block 2: It is anticipated that each individual unit will have its own trash bin kept within that unit's garage. Residents will be responsible for rolling trash bins out to the rear alley on trash pickup days.
 - a. If the municipality will not allow individual trash bins/pickup, the location for a potential trash dumpster that will serve all residents of Block 2 has been included in the SUP plans.
 - b. Block 2 dumpster will be surrounded by privacy fencing, as well as landscape buffering.
 - 3) Block 3: It is anticipated that each individual unit will have its own trash bin kept within that unit's garage. Residents will be responsible for rolling trash bins out to the rear alley on trash pickup days.
 - a. If the municipality will not allow individual trash bins/pickup, the location for a potential trash dumpster that will serve all residents of Block 3 has been included in the SUP plans.
 - b. Block 3 dumpster will be surrounded by privacy fencing, as well as landscape buffering.

Commercial Trash Locations: trash dumpsters behind the existing retail buildings will be consolidated into the three centrally located trash areas shown on Sheet 19 of the SUP. These trash areas will be hidden from public view with new privacy fencing.

All exterior refuse storage areas will be shielded within enclosures or privacy screening.

Wayfinding

The Applicant will include detailed locations and specifications on all proposed signage and wayfinding in the site plan. All signage will comply with the Zoning Ordinance at the time of Site Development Plan.

A Conceptual Signage Plan can be found on Sheet 21 of the SUP.

Lighting

The Applicant will prepare a detailed lighting plan in conformance with §9-8 of the Zoning Ordinance and will install lighting in accordance with that plan. This will be reviewed at the time of Site Plan Development review.

Light pollution restrictions will include:

- All site lighting, to include both new fixtures within the new development areas as well as any non-residential area that is modified as a part of site development, must consist of fully-shielded, full cut-off fixtures to meet the requirements of Article 9, Section 9-8.
- Color temperature of exterior light fixtures will be 3,000 degrees kelvin or lower.
- Average horizontal illumination level of exterior light fixtures will be 3.0 footcandles or less.

A Conceptual Lighting Plan can be found on Sheet 22 of the SUP.

Bicycle Plan

The streets within the retail and residential areas are proposed to function as shared streets for both cars and bicycles. This is appropriate given the low vehicular volumes, short street segments

that limit vehicular speeds, existing and proposed character of the property with significant pedestrian/vehicle interactions, and the need to minimize street widths to keep pedestrian crossing distances short.

Eliminated/shortened travel ways, especially those encouraging speedy vehicular use between Broadview Avenue and Oak Springs Drive, change the nature of available accessways within the Center. This combined with on-street parking – parallel and head-in spaces, reduced driveway widths and raised crosswalks, will automatically provide traffic calming and slower traffic speeds, thereby making it safer for multi-modal use. Visitors entering the site are immediately confronted with a travel landscape that is unlike urban throughfares and more like parking lots with limited speeds, but good visibility. Unlike urban throughfares, which are designed for speedy travel between points A and B, visitors entering the Center will be immediately at B. The proposed streets and accessways encourage visitors to think about parking their vehicles or bikes and setting out on foot.

A Conceptual Circulation Plan, including proposed bicycle travel ways and public bike rack locations, can be found on Sheet 23 of the SUP.

Resident Connectivity to the Town of Warrenton

The Applicant believes that the new residents of Warrenton Village Center should not only benefit the commercial tenants at the Center but should provide new patronage to all of Warrenton's businesses. To do this, the Applicant desires to enhance and promote new and existing transportation networks to other areas of Warrenton.

Warrenton Circuit Rider: to encourage increased use of this public transport by residents, the Applicant proposes the following concepts:

- 1) There are currently Green Route and Blue Route stops within Warrenton Village Center at the current location of Joann Fabrics. If desired by the Town, the Applicant agrees to work with the Town to establish additional stops at the West Plaza and/or East Plaza residential lobbies.
- 2) Install permanent signage within residential lobbies to promote this public transportation option.
- 3) Establish a program with the Town that provides tenants with a monthly stipend for Circuit Rider fares—"Circuit Rider Cash" or something similar that would be accepted by the buses and funded by the apartment community.

Green Building Design

All residential buildings will be designed and certified to a National Green Building Standard (NGBS), Level Bronze, or higher. This certification requires minimum efficiency standards among building materials, plumbing and electrical fixtures, appliances and much more. If NGBS is not available for this project, an equivalent certification from an alternative third-party green building rating system will be acceptable.

EV Stations

To encourage continued growth of electric vehicles, a minimum of 2% of parking spaces within the Block 1 parking garage will include electric charging stations for resident use. Block 2 and Block 3 will not include charging stations, as residents will be able to utilize individual unit garages to supply EV power.

Noise & Exhaust

The proposed development will not produce any noticeable increase in noise or odor.

Emergency Services

All plans will be in conformance with Town Code and approved at Site Development Plan.

Sheet 8 of the SUP provides a Fire Truck Movement plan, confirming 360-degree fire truck access to all buildings.

Community Hours of Operations

All proposed residential rental units in all three blocks (multi-family, townhome and 2-over-2 units) will be part of the same new apartment community. All residents will have access to the community amenities found primarily at the Block 1 multi-family building. Hours of operations for the community's amenities will be as follows:

Leasing Office: 9am-6pm (Monday-Friday), 10am-5pm (Saturday), Closed (Sunday)
Mail & Packaging: 24 hours a day, 7 days a week
Bike Storage: 24 hours a day, 7 days a week
Pool and Pool Deck: 10am – 8pm, 7 days a week (Memorial Day to Labor Day)
Fitness: 24 hours a day, 7 days a week
Co-Working Space: 24 hours a day, 7 days a week
Entertainment Lounge: 24 hours a day, 7 days a week
Gathering Room: 24 hours a day, 7 days a week
Garage Parking: 24 hours a day, 7 days a week

3-Bedroom Unit Maximum

3-bedroom apartments are important to provide a wide range of housing types and price points to the residents of Warrenton. 3-bedroom units provide the lowest rental rates on a per bedroom basis and are therefore pivotal when seeking to provide lower cost options to the Town's residents. In order to minimize concerns regarding potential fiscal impacts of 3-bedroom units, the Applicant agrees to cap 3-bedroom units in Block 1 at 10% of the total Block 1 units.

PLAN WARRENTON 2040

Plan Warrenton 2040 establishes a series of goals for future development within Warrenton. This proposal advances many of these goals, which have been outlined below:

Housing Goals

Character Districts are identified as an opportunity for “expanding housing options” and to “accommodate a range of housing typologies.” The Proposal advances this goal via inclusion of multiple housing types.

Goals H-1 and H-1.3 recommend the creation of workforce housing. The Proposal advances this by creating a variety of housing types to provide a wide range of rental price points, as well as inclusion of an affordable housing component.

Goal H-1.1 is to encourage “Missing Middle” housing types. The Proposal advances this goal by providing highly sought after rental dwellings in both townhome and 2-over-2 product types.

Goal H-1.2 of the Plan is to encourage the creation of a range of housing types. The Proposal meets this goal by providing 1-, 2- and 3-bedroom multi-family apartment units, as well as 2-over-2 and townhome dwelling units.

Goal H-2.2 of the Plan provides for appropriate use and scale of development and proper transitions to existing neighborhoods. The Proposal meets this goal by placing higher, four-story buildings in areas closer to existing commercial and future three-story residential, and then steps down to three-story buildings on the west side, where existing neighborhoods and future low density residential are found on the west side of Broadview Avenue.

Open Space, Parks, & Environment Goals

Goals P-3 and P-3.1 focus on providing residents with access to green and public spaces. The Proposal meets this goal by providing significant open space in close proximity to new residential housing, most notably, at the newly proposed Central, East and West Plazas.

Transportation Goals

Goals T-3.6 and T-3.10 focus on encouraging bicycle friendly policies and bicycle parking in new development standards. A bike storage room will be located within the multi-family building for use by all residents, as well as multiple bike racks throughout the site to promote bicycle transportation and recreation.

Goals T-3.4 and T-4.3 focus on creating a walkable network with sidewalk, pedestrian safety features, and increased network connectivity. An extensive new sidewalk network is being proposed throughout the Warrenton Village Center to promote walkability for residents and commercial shoppers alike. Pedestrians will have the ability to easily navigate between the residential, commercial and plaza areas with new sidewalks, crosswalks and vehicular traffic slowing measures.

Economics & Fiscal Resilience Goals

Goal E-1.2 of the Plan calls for a range of housing, with appropriate levels of density and transitions. The Proposal meets this goal by providing a variety of housing types, with height and density tapering down toward existing residential neighborhoods.

Goal E-1.5 of the Plan focuses on a diverse, equitable stable tax base. The Proposal advances this goal by providing opportunities for an increased tax base through its added housing stock.

Goal E-2.2 of the Plan promotes Warrenton’s high quality of life to attract employers to work here. The Proposal will appeal to employers wanting to offer their employees new, high quality housing options. Warrenton Village Center will provide the Town with the first new, Class A apartment community in decades.

Goal E-2.5 of the Plan calls for development of a range of housing types. The Proposal meets this goal by providing 1-, 2- and 3-bedroom multi-family apartment units, as well as 2-Over-2 and townhome dwelling units.

Goal E-3.3 of the Plan focuses on maximizing public spaces and right-of-way for outdoor gathering space. The Proposal meets this goal by adding significant publicly accessible open space to the Property, most notably, at the Central, East and West Plazas.

Land Use & Character Districts

The Plan recommends a set of ten design criteria for projects within a Character District. The proposal meets and advances all these criteria, as shown below:

1. Discernable Center

The highlight of the proposed Warrenton Village Center is the new Central Plaza. The Plaza is centrally located within the 29-acre site at the crossroads of vehicular and pedestrian circulation and positioned to benefit the new residential units and existing commercial businesses alike. The Central Plaza is proposed as approximately one-half acre and includes a splash-pad, public green, hardscapes for seating and decorative planters and flower beds. It is sized, programmed, and designed for everyday use as well as for larger community activities. Additionally, the Central Plaza is bookended by a space for future retail development that would further activate the public amenity. A new raised watertable crosswalk will provide safe pedestrian connectivity and new wayfinding will allow the entire Warrenton Village Center to easily locate and enjoy this new public space.

2. Connected sidewalks with a clear pedestrian path, street trees, and lighting

The new Warrenton Village Center will benefit from a multitude of improvements that will increase pedestrian connectivity throughout the entire site. New sidewalks will be added along the entire perimeter of all residential blocks, including direct sidewalk connectivity to all street facing, ground floor units. The extension of Hastings Lane and accompanying sidewalks will offer a new pedestrian access point from Oak Springs Drive. Multiple sidewalks will link the three new residential blocks to the new public amenities and allow maximum ease of walkability from one side of the Property to the other.

Ample street trees, landscaping and lighting will line the sidewalks along the streets and private drives, providing shade during the day and lighting during the evenings to create a pleasant and safe walking environment.

Detailed landscaping and lighting plans will be provided at Site Development Plan review. Concept plans have been included on Sheets 9 & 10 (landscape) and Sheet 22 (lighting) of the SUP.

The siting of all three blocks, the sidewalk connections leading from the residential to the retail and the consistent street wall and streetscape envisioned will allow for a familiar experience typically seen in traditional mixed-use settings.

3. Buildings that are placed close to the street to create a sense of place

All buildings have been placed along exterior streets to create desirable streetscapes and a sense of place. Majority of parking has been pulled away from streets and concealed from view within a centrally located parking garage—inclusion of the parking garage has eliminated the need for unattractive surface parking lots.

Portions of all three building types (multi-family, 2-over-2s and townhomes) have been faced inwards so that they are visible from the commercial areas to enhance the mixed-use feel of the Center.

Street-facing, ground level units in all residential buildings will have direct access from the units to the sidewalk systems installed along all public and private streets.

4. Parking placed behind buildings and away from street frontages

All parking for Block 1 will be centrally located within a four-story parking garage that has been concealed from public view within the building itself.

Block 2 and Block 3 will have interior garages (two-car garage per townhome unit and one-car garage per 2-over-2 unit), surface parking in the driveways behind all 2-over-2 garages, and visitor parking areas found within both blocks.

5. Complete streets create a balance between cars, pedestrians, and bicyclists

The street networks are designed to slow vehicular traffic, create ease of access for residents and visitors, and promote pedestrian activity.

A bike storage room will be located within the multi-family building for use by all residents, as well as multiple bike racks throughout the site to promote bicycle transportation and recreation—see Sheet 23 of the SUP.

An extensive new sidewalk network is being proposed throughout the Warrenton Village Center to promote walkability for residents and commercial shoppers alike. Pedestrians will have the ability to easily navigate between the residential, commercial and plaza areas with new sidewalks, crosswalks and vehicular traffic slowing measures.

6. Compact street blocs encourage walking

The deliberate location of the Central Plaza and reorganization of vehicular, pedestrian and bicycle traffic around it allows the center to appear as a collection of smaller blocks, providing numerous ways for residents and visitors to explore areas within the Center.

These enhancements will create smaller, more compact blocks to promote easy walkability from the new residential to the existing retail.

Further traffic calming by way of raised crosswalks/watertables at important intersections and elimination of travel ways designed for speed will encourage pedestrian use.

7. A park, trail, or activity center is within a half mile walking radius

The proposed development will link its new residents directly to the adjacent shops and businesses of Warrenton Village Center, turning the existing retail into an active pedestrian amenity. The creation of the Central Plaza, East and the West Plaza will further promote the Warrenton Village Center as a destination for not only residents of the community, but all residents of Warrenton. The location of the plazas and their use and function is directly tied to the role they are expected to play. The Central Plaza is 'centrally' located at the crossroads – vehicular and pedestrian to allow it to function as the neighborhood center and is sized, programmed, and

planned to allow for community activities as well as everyday use. The East and West plazas serve as passive, ceremonial transition zones between the private residential realm and the public retail realm. Their primary intent and use is to connect residents with the rest of the commercial center while also allowing for a different, less active and smaller public area for passive recreation.

8. A variety of dwelling types accommodates a wide range of family sizes and income levels and commercial activity

As the first large rental community in the area in over a decade, the proposed Warrenton Village Center will add diversity to the housing market by providing much needed market rate and affordable rental dwellings. The community will offer 1-, 2-, and 3-bedroom apartment units within Block 1, as well as unique 2-over-2 and townhome units to supply the “missing middle” in Blocks 2 and 3—all dwellings are anticipated to be for rent.

9. Neighborhood identity connects district wayfinding and identification with a larger marketing effort to bring private investment to the neighborhood

Warrenton Village Center is an existing neighborhood anchor and community shopping destination. The new Warrenton Village Center will synergistically elevate the overall development, redefining the neighborhood identity as a regional Live-Work-Play destination for both residents and visitors from the surrounding area.

The overall aesthetic of the new Warrenton Village Center brand and identity will be a contemporary design that thoughtfully incorporates Warrenton’s rich history, focusing on equestrian inspired materials and textures. The sleek façade of the exterior pairs light colored brick and cementitious panels with warm stone, wood, and dark metal accents.

Signage and wayfinding will exercise these same principles to create a sense of place and affirm the character of the new development. The existing equestrian themed signage at Warrenton Village Center will be contemplated to create fresh branding and wayfinding that complements the existing infrastructure with a new modern and sleek identity.

10. The neighborhood edge provides the means of transition from the Character District to adjoining properties.

The buildings are designed to scale appropriately with the adjacent current and future uses, which are primarily commercial with some periphery residential. At four-stories, the proposed new buildings will be a step down from the six-stories allowed along Lee Highway and create an appropriate transition to the three-story residential areas allowed on the north of Oak Springs Drive.