



NEWCASTLE
DEVELOPMENT GROUP

SPECIAL USE PERMIT #SUP 22-5

WARRENTON VILLAGE CENTER

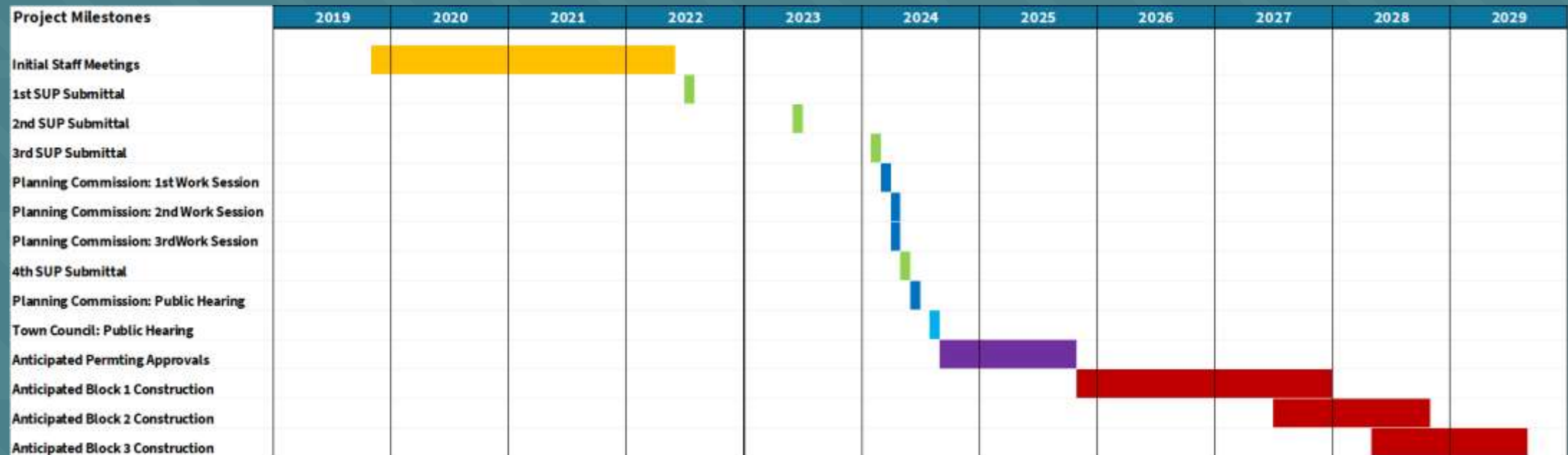
***PLANNING COMMISSION PUBLIC HEARING
JUNE 18, 2024***








REQUESTS/PROCESS

- Recommendation of approval of Special Use Permit in accordance with Sec. 11-3.10
- Permitted under Sec. 9-25 as Mixed-Use Development, which permits waivers of standards
- Project Timeline:



SUPPORTED BY POLICY DOCUMENTS

-  Town commissioned study calls for growth as only way to avoid budget shortfalls.
-  Comprehensive Plan calls for achieving this growth through Character Districts, and this location is designated as part of the New Town Character District.
-  Zoning Ordinance amendments allow for development in accordance with the Plan.



WHITE PAPER FINDINGS – FISCAL SUSTAINABILITY (RKG)



An economic model was created to determine the impact of land use decisions and the resulting economic ramifications



The model weighed the cost of the Town's desired capital projects against different growth scenarios:

Scenario	Intended Growth Strategy	New Housing Units (by 2039)	Annual Net Fiscal Impact
1	Minimal growth, i.e. 2010 – 2019 trends	Minimal	(\$508,808)
2	Become a stronger livable community	750+	(\$240,682)
3	Become a livable destination community	1,150+	\$102,185
4	Become a regional live/work community	2,100+	\$335,535

RKG Conclusion:



To achieve the level of services and amenities desired by the citizens of Warrenton, the Town must increase its development activity



Warrenton cannot “save its way” (i.e. cut back on spending) to fiscal sustainability



Without residential development, “the Town does not have the demand to continue to increase retail services.”



PLAN WARRENTON 2040



New Town Warrenton District

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

GOALS

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

POLICIES & STRATEGIES

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

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



WATER / SEWER IMPACTS



Water & Sewer Capacity Evaluation Update
Draft Report
Town of Warrenton

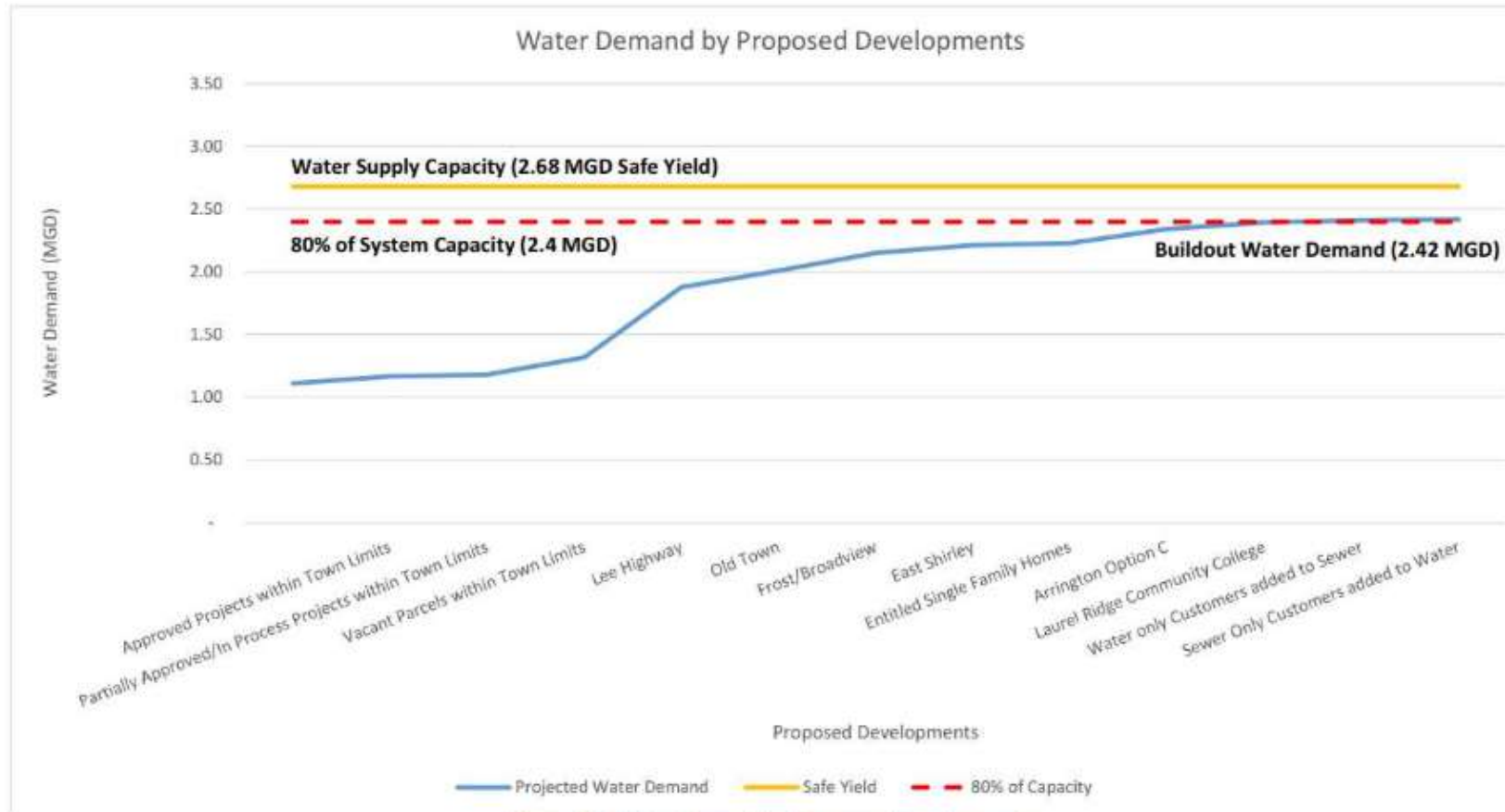


Figure 5.1: Water Demand by Proposed Developments



WATER / SEWER IMPACTS



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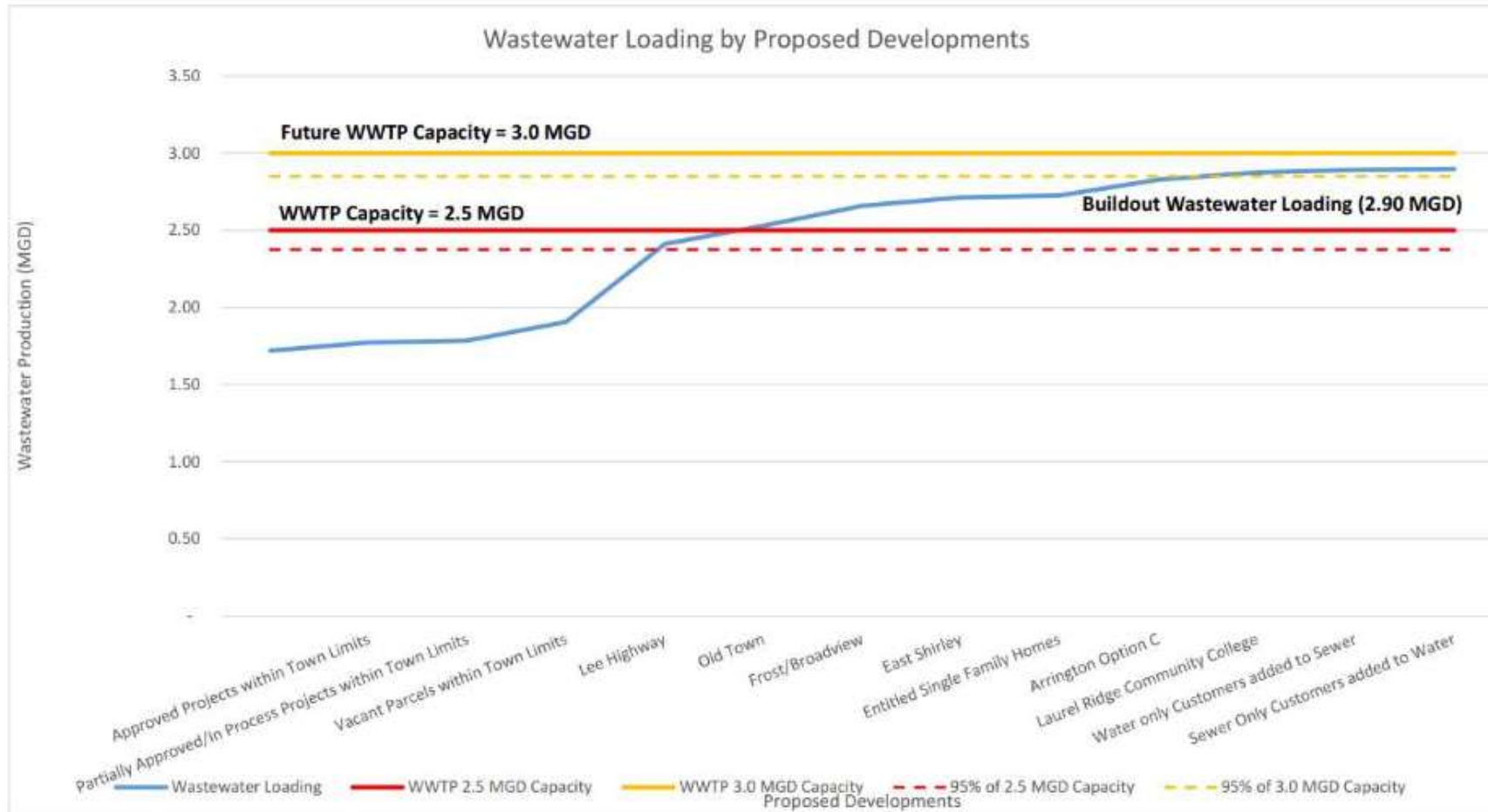


Figure 6.1: Wastewater Loading by Proposed Developments



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

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				
Bradley Elementary School								
Max Capacity	588							
		2023-24		2024-25	2025-26	2026-27	2027-28	2028-29
Enrollment		349	59.4%	341	354	355	363	360
Available Capacity		239		247	234	233	225	228
Taylor/Warrenton Middle School								
Max Capacity	850	School Year						
		2023-24		2024-25	2025-26	2026-27	2027-28	2028-29
Enrollment		607	71.4%	607	601	569	601	606
Available Capacity		243		243	249	281	249	244
Fauquier High School								
Max Capacity	1,634	School Year						
		2023-24		2024-25	2025-26	2026-27	2027-28	2028-29
Enrollment		1,122	68.7%	1,089	1,111	1,153	1,147	1,170
Available Capacity		512		545	523	481	487	464
COMBINED								
Max Capacity	3,072	School Year						
		2023-24		2024-25	2025-26	2026-27	2027-28	2028-29
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



WHY HERE, WHY NOW?

The Warrenton Village Center SUP proposal is the desired result of a lengthy process of review, comparison analysis and decision making by the Town of Warrenton — from the White Papers through the Plan Warrenton 2040 drafting and adoption — and will serve as the building block upon which to create a highly desirable live/work/play community that is the goal of the Plan Warrenton 2040 New Town Character District



WHAT WE HAVE HEARD

- As shown above, this proposal has gone through significant public review, both through public work sessions with the PC and individual meetings with stakeholders
- Topics of discussion included:
 - Affordable Housing
 - Architecture
 - Traffic
 - Oak Springs Impacts
- We have taken this feedback into account and made changes to the proposal to address these issues

AFFORDABLE DWELLING UNITS


ADU Unit Counts:

 80% AMI ADUs: 39 units

 70% AMI ADUs: 10 units

 60% AMI ADUs: 5 units

 TOTAL ADUs: 54 units (14% of total proposed units)

 Income and rent limits will be in accordance with the current Multifamily Tax Subsidy Program (MTSP) Income and Rent Limits for Fauquier County as published by the Virginia Housing (formerly VHDA).



EXISTING CONDITIONS



**Proposed
Development
Area**

**Existing
Commercial
Center**

RESIDENTIAL BLOCK 1

Multi-Family Apartments

- Location: Vacant land on north side of the Center along Oak Springs Drive
- Units: Up to 320 total units
- Types: 1-, 2-, and 3-bedroom apartment units
- Parking: Internal 4-level parking garage
- Amenities:
 - 10,000 square foot leasing and amenity center
 - Central Plaza
 - East & West “Entrance” Plazas
 - Dog Park & Picnic Area
 - Pedestrian connectivity and circulation



RESIDENTIAL BLOCK 2

Multi-Family Townhomes

- Location: Vacant land at northeast corner of the Center at intersection of Oak Springs Drive and Branch Drive
- Units: Up to 26 townhome units
- Widths: Units currently proposed with 20' widths, yielding a plan count of 26 units. Proposal is up to 26 total units to account for width flexibility, which could impact total unit count.
- Types: 3-story, 3-bedroom townhome units
- Parking: Each unit has two internal parking garages



RESIDENTIAL BLOCK 3

Multi-Family 2-Over-2s

- Location: West side of the Center along Broadview Avenue, currently occupied by Summit Community bank and a vacant commercial bank building
- Units: Up to 40 total units
- Widths: Units currently proposed with 24' and 20' widths, yielding a plan count of 40 units. Proposal is up to 40 total units to account for width flexibility, which could impact total unit count.
- Types: 2-story, 3-bedroom 2-over-2 “condo” units
3-story, 3-bedroom townhome units
- Parking: Each unit has one internal parking garage and one dedicated exterior surface space



PROJECT AMENITY IMPROVEMENTS

CENTRAL PLAZA

A new vehicular and pedestrian 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 & WEST PLAZAS

Smaller public plazas are proposed at the Broadview Avenue entrance and the Hastings Lane entrance to serve as “doorways” into the Center and enhance walkability between uses

DOG PARK / PICNIC AREA

New off-leash, fenced dog park and picnic areas will be accessible to the public.

OAK SPRINGS CROSSWALKS

Two crosswalks are proposed on Oak Springs Drive—one at Hastings Lane and one at the Highland School entrance, which will provide safe access for neighbors to the north

SIDEWALK RING COMPLETION

Proposal will complete a full ring of sidewalk around the entire Center, including the addition of a missing section of sidewalk behind Galaxy Strike Bowling

HASTINGS LANE EXTENSION

New vehicular and pedestrian entrance into the Center is proposed at the Oak Springs Drive and Hastings Lane intersection

MODIFIED ALLEY

Will serve as a secondary vehicular ingress/egress into the garage, as well as provide both residential and commercial loading and trash pickup areas

PEDESTRIAN CIRCULATION

Proposal includes an enhanced system of sidewalks, crosswalks and wayfinding to improve the safety and ease of pedestrian access the Center’s businesses



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
- Agree to install traffic mitigation measures at Oak Springs Drive garage exit during Highland School “peak” hours — access gate, signage, lighting, etc.



BLOCK 1 BUILDING “INSETS”





RESIDENTIAL BLOCK 1 – WEST FACING ELEVATION FROM HASTINGS LANE





RESIDENTIAL BLOCK 1 – *EAST FACING ELEVATION FROM BROADVIEW AVE*





RESIDENTIAL BLOCK 1 – SOUTH FACING ELEVATION FROM OAK SPRINGS DRIVE





RESIDENTIAL BLOCK 1 – SOUTH FACING ELEVATION FROM OAK SPRINGS DRIVE





RESIDENTIAL BLOCK 2





RESIDENTIAL BLOCK 3





ARCHITECTURAL OPTION 1

Leasing entrance at intersection of Oaks Springs Drive & Hastings Lane





ARCHITECTURAL OPTION 2

Leasing entrance at intersection of Oaks Springs Drive & Hastings Lane





ARCHITECTURAL OPTION 1

*View from intersection of Oaks Springs Drive & Hasting Lane
Block 1 (Apartment Bldg.) on right; Block 2 (2-Over-2s) on left





ARCHITECTURAL OPTION 2

*View from intersection of Oaks Springs Drive & Hasting Lane
Block 1 (Apartment Bldg.) on right; Block 2 (2-Over-2s) on left





ARCHITECTURAL OPTION 1

View from intersection of Oaks Springs Drive & Broadview Avenue





ARCHITECTURAL OPTION 2

View from intersection of Oaks Springs Drive & Broadview Avenue





ARCHITECTURAL OPTION 1

View from Broadview Avenue entrance into Warrenton Village Center





ARCHITECTURAL OPTION 2

View from Broadview Avenue entrance into Warrenton Village Center





ARCHITECTURAL OPTION 1

*View from Hastings Lane out towards Oaks Springs Drive entrance
Block 1 (Apartment Bldg.) on left; Block 2 (Townhomes) on right





ARCHITECTURAL OPTION 2

*View from Hastings Lane out towards Oaks Springs Drive entrance
Block 1 (Apartment Bldg.) on left; Block 2 (Townhomes) on right





ARCHITECTURAL OPTION 1

*View from within Center out towards Broadview Avenue entrance
Block 1 (Apartment Bldg.) on right; Block 3 (Townhomes) on left





ARCHITECTURAL OPTION 2

*View from within Center out towards Broadview Avenue entrance
Block 1 (Apartment Bldg.) on right; Block 3 (Townhomes) on left





ARCHITECTURAL OPTION 1



View from Oak Springs Drive



ARCHITECTURAL OPTION 2



View from Oak Springs Drive



ARCHITECTURAL OPTION 1



View from Broadview Avenue



ARCHITECTURAL OPTION 2



View from Broadview Avenue