

Project ID: SUP 22-5

GPIN: 6984-29-6753-000 & 6985-20-7247-000

360 Oak Springs Drive, Center District Town of Warrenton, Virginia 20186

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1	Planning	Plan Warrenton 2040: New Town Character District	Denise Harris
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5 Planning

Plan Warrenton 2040: New Town
Character District

Denise Harris

6 Planning

Plan Warrenton 2040: New Town
Character District

Denise Harris

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Plan Warrenton 2040: New Town
Character District

Denise Harris

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10	Planning	Housing & Density	Denise Harris
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14	Planning	Community Facilities & Infrastructure	Denise Harris
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96	Fire & Rescue	General	James Swain
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Comment	Applicant Response
<p>There are caveats on the SUP plans that all images are illustrative and subject to change</p>	<p>"Subject to change" language has been removed from SUP sheets. Section 4 of COA includes language that final design shall be in general conformance to Elevations included in the SUP.</p>
<p>Staff encourages the Applicant to also provide elevations from Broadview</p>	<p>Two renderings from Broadview have been added to the SUP.</p>
<p>There are details proposed that do not follow the Ten Guiding Principles. For example, the screening wall proposed the length of the alley road will create a tunnel effect that is not inviting or cohesive in nature.</p>	<p>We feel that the submittal strongly adheres to the 10 guiding principles. The ~6' height and placement of the screening wall in the alley will avoid a tunnel effect from being created--that screening has been incorporated to benefit the ground level units in that area, so that they do not look directly into the commercial "back of house" areas. Additionally, the alley is purposefully a secondary access area and not meant to be a highly trafficked alley. Vehicular ingress/egress will be focussed towards the Oak Springs garage entrance and pedestrian access will utilize the building lobby located at the West Plaza.</p>
<p>There continues to be gaps in pedestrian connections between blocks and central commercial development. This is especially true of Block 2, which does not have sidewalks and resident pedestrians would have to walk in the road and through parking lots to reach restaurants in locations currently occupied by Red Zone and Faang Thai.</p>	<p>New sidewalks encircle all three residential blocks, with direct sidewalk access provided to all ground level units. Crosswalks have been added to connect all residential blocks directly to the commercial center--including a new crosswalk across the New Entrance Drive (Hastings Lane) adjacent to the proposed dog park. New sidewalk will also be added to the missing section located along Broadview behind the bowling alley--sidewalk is shown meandering and partially running adjacent to interior drive aisle curb as to avoid impact to existing mature trees along Broadview Ave. This has been added to the COA.</p>

The Comp Plan is very intentional in stating the height on Oak Street shall be 1-3 stories to serve as a transition zone. While the Applicant offers a reasoning for the 4-story structure is a step down from 6-stories on Lee Hwy, no such structures exist yet and the Comp Plan is specific regarding heights on Oak Springs. The Comp Plan is a guide and Council may choose to vary from it, but Staff will continue to point out the adopted goals of the Comp Plan.

Understood. SOJ "Height" Section includes justification language for our 4-story sections.

Waiver #7 of the SUP includes our request to modify our proposed heights from those included in the Comp Plan.

Applicant is proposing first floor residential and will need to include this request in the waiver/modification 9.23.1 Section of the Zoning Ordinance to ensure no issues in the future.

Per Section 9-25.1 on Mixed-Use Regulations:
A. A mixed-use development, that includes residential use only structures, shall contain a minimum of five (5) acres. Town Council may approve a mixed-use development utilizing residential use only structures on parcels less than five (5) acres when approved as part of the Special Use Permit application which includes a concept plan detailing the integration of the different uses
B.3. Residential units located on the first floor of a mixed-use structure shall not front the street or drive aisle

Per Section A., we are submitting the SUP for Town approval to allow the residential use only structures.

Per Section B.3., only applies to mixed-use structures (which we do not have) and does not apply to a mixed-use development.

Per the ordinance and the summary above, we believe the waiver/modification would only be required for a mixed use structure. Because our project does not include such structures, we do not believe a waiver is necessary.

Relocation of Panera--drive through requires SUP and should be added to applications.

The Panera relocation has been deleted from this Application. That area has been added to Block 3 and will included additional townhome units.

<p>Applicant modified phasing to blocks. This approach is still considered phasing and Conditions of Approval will need to carefully consider triggers for each proposed aspect of the mixed-use development. For example, Statement of Justification states all public improvements are proposed to be constructed as part of Block 1; yet it states the full internal pedestrian loop will be completed with Block 3. Please clarify.</p>	<p>Updated Language has been added the SOJ and COA--"Block Sequencing and Required Site Improvements." Blocks can be developed in any order, but the Town will have the ability to withhold Certificates of Occupancy within each individual block until such time as the site improvements including in that block have been substantially completed.</p>
<p>ADUs should not be grouped together. A condition of Approval will be needed to ensure this.</p>	<p>Language has been added to SOJ and COA: "No more than three ADU units will be positioned adjacent to one another at any given time."</p>
<p>Applicant may like to indicate in the SUP a minimum number of ADUs to be included in each proposed block and ensure they will not be grouped together within the blocks.</p>	<p>SOJ and COA have been updated: all residential blocks will independently maintain 10% of the units within each block as ADUs.</p>
<p>Will there be a variety of types of units offered in the ADU program ranging from the proposed 1-3 bedrooms?</p>	<p>ADU units will be offered in 1-, 2-, and 3-bedroom units types, as well as townhomes and 2-over-2s. Owner will have the ability to increase/decrease allocation between 1-, 2-, and 3-bedroom units based on market demand and unit availability, so long as a minimum of 10% of the units in each individual block are maintained as ADUs. This language is included in the SOJ and COA.</p>
<p>Will the ADUs have same elevations, square footages, and finishes as the market rate units.</p>	<p>Language included in SOJ and COA: "The ADUs shall be similar to the market rate units in architectural design, fixture/appliance selections and unit size."</p>
<p>Will there be a mechanism to verify the ADU units without relying on a report from the Property Manager.</p>	<p>We have proposed the same ADU language as cases previously approved by Town Council. We are amenable to other audit mechanisms that the Town may propose.</p>
<p>Staff encourages the Applicant to revisit the treatment of refuse and dumpsters. Attention to these details can result in a community feeling pleasant or the reverse.</p>	<p>Additional language has been added to the "Trash" and "Loading and Trash Pickup Areas" sections of the SOJ regarding trash details, locations, pickup and shielding.</p>
<p>Landscaping plan includes trees over the exact location of the proposed dumpsters. Both these items are necessary. Ensuring the development properly accommodates and considers both is important for residents and commercial tenants.</p>	<p>Block 2 landscaping has been revised to eliminate the conflict.</p>

Staff continues to be concerned about the access road to the parking garage through the rear commercial delivery points. The proposal to use a street that is aged and connects to a rear non-architectural side of aging commercial buildings does not provide visual or usable connectivity.

We must work within the parameters established by the existing commercial building. The alley has been designed to maintain delivery access to the rear of the commercial and also provide secondary access to the residential garage. The overall project has been designed to pull vehicles and pedestrians away from the alley--purposefully making this area a secondary means of ingress/egress. Even so, significant attention has been given to improving this area, including landscape buffering, trash consolidation, privacy fencing, painting of the commercial building, removal of "ancillary" structures and asphalt painting that will clearly define thoroughfares from "back of house" areas. See details of these improvements in the SOJ ("Modified Alley" section).

"Modified Alley" has been added to the COA to ensure that this area is improved in accordance with the SUP plan.

Are proposed elevations of the back of the existing commercial proposed to be modified or is it just repainting.

Rear elevations will be painted a consistent, neutral color. All trash dumpsters will be consolidated to two, centralized, screened locations. All existing "ancillary" structures will be removed.

"Ancillary" structures are proposed to be demolished yet there does not appear to be a description as to what those structures are.

"Makeshift" structures have been erected behind the commercial building at various locations. These appear to be used for storage. Pictures of these structures have been added to the SOJ.

<p>How will this alley become an inviting area for residents to feel safe and comfortable.</p>	<p>This area is not intended to be a focal point of the community--this area is now and will continue to be primarily for "back of house" use and secondary access. The design of the project purposefully directs vehicular and pedestrian traffic towards the commercial center and new plazas, that are intended to be the inviting, communal areas.</p> <p>That said, substantial improvements are being made to this alley to ensure that it is comfortable and safe for residents, including landscaping, lighting, painting, privacy fencing, consolidation of trash, removal of "ancillary" structures and asphalt painting.</p>
<p>Site is overparked according to the required 1,069 spaces to the proposed 1,557 spaces. Likewise, the Fiscal Impact Analysis anticipates 575 vehicles, but 607 spaces are provided. Recommend looking at proposal through lens of transferring from an auto-oriented strip mall to a walkable, mixed-use environment.</p>	<p>Proposed parking is higher than required parking b/c the existing commercial parking areas are significantly over parked. The new parking allocated to the residential blocks is in line with required levels.</p>
<p>Concern with locations where parking is proposed to back out/into proposed drive aisles. In order to move towards a more grid system road network, these types of parking spaces are not conducive. Applicant should consider removing these spaces to allow for more green space and sidewalks.</p>	<p>Back out/in spaces have been deleted from the SUP. Those spaces are now proposed as parallel spaces--these spaces are necessary to remain in the plan to provide parking for prospective tenants visiting the leasing offices in Block 1.</p>
<p>Careful attention should be given to intersections, crosswalks and potential bump out for pedestrians.</p>	<p>Understood. These will be designed in detail at Site Development Plan.</p>
<p>Condition of Approval will require a cooperative parking agreement between all parcels, now and future.</p>	<p>Each residential block and the commercial center meet their own individual parking requirements--as shown on SUP Sheet 4. No shared parking agreements will be required. Guess parking spaces in Block 2 and Block 3 will include signage that spaces are reserved for resident use only.</p>
<p>Town was awarded Smartscale funding for roundabout at the intersection of Broadview and Winchester. The "peanut" roundabout at Broadview (western side of property) was not successful this round.</p>	<p>Understood. The roundabout at Broadview and Winchester is included in the Traffic Impact Analysis and recommendations from that analysis contemplate that improvement.</p>

<p>There is confusion over the timing triggers proposed for when these improvements will be built. Phasing has been proposed to be removed, but the blocks are still proposed to be built as the market indicates--there needs to be a nexus between the timing of the proposed improvements. Please clarify.</p>	<p>Each of the three blocks and the site improvements tied to each of those blocks are shown on Sheet 4 and Sheet 5 of the SUP. The blocks can be developed in any order, but the Town of Warrenton will have the authority to limit issuance of COs with each block until such time as the site improvements within that block have been completed. This language has been added to the SOJ and COA--"Block Sequencing and Required Improvements"</p>
<p>Consideration should be given to producing a Master Sign Plan for the entire development and conditioned as part of the approval process. Currently, SUP plans are labeled as conceptual and subject to change.</p>	<p>Conceptual signage design has been included in the "Warrenton Village Center Design Story" materials, as well as the "Conceptual Site Signage Plan" sheet in the SUP. These materials provide representation of the anticipated site signage. Signage design and locations will be approved by the Town at Site Development Plan.</p>
<p>FIA references on Page 36 a demand for 1,100 units. The assumption is this demand is for the entire County. Please confirm the geographic area the demand is representing and the source of the projection.</p>	<p>The 1,100 figure is an extrapolation from the analysis of demographic trends and projections, which begins on page 27. This number represents the total demand for the competitive apartment market area, distinct from the county itself. The boundaries of this market area are detailed in Table 8, which includes small portions of Prince William County.</p> <p>This statement has been added to the updated report submitted with this 3rd submission.</p>
<p>Staff continues to request how the proposed units will be treated on Branch Avenue. For example, if there will need to be a retaining wall constructed on the Branch Drive side of the development, the wall may visually close off the roadway making a tighter and less comfortable travel way for cars, bikes and pedestrians.</p>	<p>No retaining wall is anticipated to be required. If required, a short wall would only be anticipated for the southern-most units (±40'-50') proposed along Branch Drive. The wall will be tied into the building construction and we do not feel that it will create an unattractive or uncomfortable condition.</p>
<p>Applicant may consider developing a Geotechnical Report sooner than time of site plan to demonstrate potential environmental impacts (i.e. blasting). Town has taken blasting into consideration in the past.</p>	<p>Understood. Applicant is comfortable with risks associated with delaying Geotechnical Report.</p>

<p>Statement of Justification describes three distinct development phases--1) multi-family apartment building, 2) 2 over 2 and townhome units, and 3) improvements to the commercial area of pedestrians, vehicular traffic and a plaza. The plan does not show these areas as three phases, nor do the proposed Conditions of Approval address the timing of these phases. Additional information is needed.</p>	<p>Site plan improvements tied to each block are shown on Sheet 4 and Sheet 5 of the SUP. Language has been added to the SOJ and COA that will limit approval of Certificates of Occupancy within individual blocks until such time as the site improvements within that block have been substantially completed.</p>
<p>Provide screening details such as height, material, etc or provide a prominent note on the plan that all screening shall be addressed at the time of site development plan.</p>	<p>Language has been added to SOJ that "Construction details of all screening and fencing will be addressed at time of Site Development Plan." Note #12 has been added to the General Notes in the SUP (Sheet 3 & 4).</p>
<p>Remove phasing from the plan if phasing is no longer being utilized--example, Sheet 2 references phasing within the curve table</p>	<p>All references to phasing have been removed from the SUP.</p>
<p>Phasing is still shown throughout plan and the statement of justification references Blocks. Provide a phasing plan sheet or address phasing in the Conditions of Approval.</p>	<p>Each of the three blocks and the site improvements tied to each of those blocks are shown on Sheet 4 and Sheet 5 of the SUP. The blocks can be developed in any order, but the Town of Warrenton will have the authority to limit issuance of COs with each block until such time as the site improvements within that block have been completed. This language has been added to the SOJ and COA--"Block Sequencing and Required Improvements"</p>
<p>Setback modification request does not specify that it will include decks. Specify whether the deck is included within the building footprint shown on the plan. Permitted deck encroachments: uncovered decks must be at least 10' from rear property line and cannot encroach in front/side yard setbacks. Covered decks cannot encroach setbacks.</p>	<p>Decks are not included in the footprint shown. Typical unit decks protrude 2' past the building footprint, however those 2' protrusions will not encroach into any of the required setbacks. Note has been added to reference 2' decks.</p>
<p>The application materials should be revised as necessary to clarify that all residential development will be multi-family, with Block 2 and Block 3 having the appearance of townhomes/2 over 2 units.</p>	<p>All materials have been updated to reflect this request.</p>
<p>Note on SUP plan that signage is required to meet requirements of Article 6 of the Town of Warrenton Zoning Ordinance at the time of Site Development Plan</p>	<p>Note has been added to the Conceptual Signage Plan sheet.</p>

<p>The statement of justification acknowledges that signage shall comply with the Zoning Ordinance but does not specify that signage is required to comply at the time of Site Development Plan. Add this note to the Statement of Justification.</p>	<p>Requested note has been added to SOJ-- "Wayfinding" section.</p>
<p>Conceptual building signage (#3) shown on Sheet 16 does not meet the Zoning Ordinance for Building Signage--"6-13.3.2; Building Signs shall not extend above the top of the roofline of the building to which it is attached."</p>	<p>Conceptual sign image #3 has been revised. Signs will be in conformance with all requirements of Article 6.</p>
<p>Conceptual monument signage depicted on Sheet 16 (#1) will be required to meet the requirements of Article 6-13.4 and will be subject to line-of-sight review during the Site Plan process; provide note to clarify requirement.</p>	<p>Note has been added to the Conceptual Signage Plan sheet.</p>
<p>Loading area noted in front of the parking garage shows pull in spaces on the illustrative plan. Clarify what type of loading is intended and if any changes are proposed to the existing loading areas behind the shopping center.</p>	<p>"Loading and Trash Pickup Areas" section has been added to the SOJ to provide more detail on the different loading areas. Changes to the existing loading areas are outlined in the "Modified Alley" section of the SOJ.</p>
<p>How far away will the loading areas be from residential windows, decks and HVAC intake (7-18 and 9-14.4 ZO)</p>	<p>"Loading and Trash Pickup Areas" section has been added to the SOJ to provide more detail on the reserved loading and trash areas. No residential units will be located on the ground level adjacent to these areas. Residential trash will be located within the buildings in trash compactor rooms. Trash will only be rolled out to the trash pickup spots on scheduled trash days. Note--all HVAC units will be located on the buildings roof.</p>
<p>Advisory comment remains: Conformance w/ landscaping requirements is required at time of SDP submission. Modifications to the required buffers under Article 8-8 may be approved by Town Council. The application includes a request to modify "interior lot line buffers requirements." Provide additional information regarding this request, specifically noting which buffers are included in the modification. For example, is this for the 25' buffer between commercial/residential uses or for storage/loading areas?</p>	<p>Additional clarification added to Waiver #4 on Sheet 7.</p>
<p>Advisory Comment remains: A 25-foot buffer is noted as to be provided along Branch Drive, however the setback is noted as 20 feet along Branch Drive. Clarify the width of the buffer to be provided</p>	<p>Setback along Branch drive is 20', which is in compliance with front setback requirement along that street.</p>

<p>The concept plan does not show all landscaping calculations required under Articles 8-6 and 8-10. Modifications of these sections may not be granted. Conformance with landscaping requirements is required at time of SDP submission. As presented staff cannot verify if the information provided meets Articles 8-6 and 8-10. Staff is also having a hard time verifying that there are no discrepancies in the number of trees noted between the planting table, landscape plan, and tables A-C.</p>	<p>Landscape Plan revised and note added that compliance with landscaping requirements will be shown with Site Development Plan. Note--the existing retail portion of site does not meet 10% canopy coverage requirement. Reducing parking to add additional landscape islands could aide this, but is not proposed as part of this SUP.</p>
<p>Understory trees are proposed for Street Trees on a 1/50 feet basis. Ornamental trees may be substituted for canopy trees on a two to one basis. (8-5.5.3 ZO). Provide additional understory trees as necessary.</p>	<p>Comment addressed in Landscape Plan.</p>
<p>The applicant is requesting to be waived from the buffer requirement between residential and commercial, however there are areas where additional buffering may be needed, to include the area between Block 3 and the new retail/drive-thru. Staff recommends providing additional screening in this area, such as a screening wall and/or dense evergreen shrubs to reduce the impact from headlight glare on residences.</p>	<p>Location has been revised with elimination of the Panera building and addition of more townhomes. Given the new configuration, we do not believe there is a need for increased landscape buffer at this location.</p>
<p>The cross-section on Sheet 13 of the plan as well as the other renderings show additional landscaping between the commercial area and the residential areas that is not shown on the plan drawing or captured in the conditions of approval. Staff recommends that the plan drawing should be revised to show this additional landscaping as well as a condition of approval to require a mixture of canopy, understory, shrubs and herbaceous perennials within all landscaped buffer areas and green spaces if this is the final site condition that is desired.</p>	<p>Cross section has been revised to align with site plan.</p>
<p>To address the landscaping comments, staff requests that the plan set be revised to include a waiver/modification sheet that delineates those site areas where a waiver or modification is being requested, to include a comparison between the ordinance requirements and the proposed conditions.</p>	<p>Sheet 7 "Waiver Information" has been added to the SUP to define all waivers and illustrate the location of each waiver request.</p>

<p>The Statement of Justification acknowledges all lighting must meet requirements of Article 9 of the Zoning Ordinance. A conceptual lighting plan has been provided but staff is unable to determine that the lighting will meet Ordinance requirements. The applicant acknowledges on the plan that all fixtures on site will require conformance to current lighting standards at the time of site development plan.</p>	<p>Note has been added to the Conceptual Lighting Plan sheet.</p>
<p>The wall sconce lighting and the utility lighting depicted on the lighting plan (#2) does not meet Zoning Ordinance requirements. This type of lighting must be shielded from the top so that light is not emitted above the horizontal plane. This comment should also include the utility lighting.</p>	<p>Concept light #2 has been revised.</p>
<p>Staff recommends an approval condition be added to state that 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. The applicant may wish to consider additional conditions of approval to address potential glare such as limiting the height of all outdoor fixtures to 14 feet, limiting the color temperature to 3,000 kelvin or lower, and limiting the average horizontal illumination level to no more than 2.5 footcandles.</p>	<p>COA has been updated with following conditions: -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.</p>
<p>The Statement of Justification identifies those eligible for rental of the affordable dwelling units as those that do not exceed 80% of the Fauquier County area median income. The statement of justification and plan must be revised to address all forms of affordable housing qualification such Section 8 rental assistance, Virginia Housing Development Authority, Farmer's Home Administration, etc</p>	<p>ADU language has been updated in the SOJ and COA to include the state and federal programs outlined in the Zoning Ordinance.</p>
<p>The statement of justification states that Affordable dwelling units may be advertised to Town first responders and Fauquier County teachers. The Ordinance states that units should first be made available to those residing and/or working in the Town of Warrenton or Fauquier County. It does not specify that they must be teachers or first responders</p>	<p>ADU language has been updated in the SOJ and COA to reflect the specify language included in the Zoning Ordinance--ADU's will first be made available to persons living or working in the Town of Warrenton or Fauquier County.</p>
<p>It appears there may be areas of steep slopes on the vacant parcel to be developed. Note any steep slopes on the existing conditions plan.</p>	<p>Steep slopes are shown in dark gray on the Existing Conditions Plan.</p>

<p>The Applicant is requesting from Town Council residential density in excess of 5 units per acre. Phase one is proposed to have 339 units and Phase 2 is to have 97 units, for a total of 436 units. The proposed density does not exceed one unit per 500 gross square feet of non-residential floor space. The Applicant has not sufficiently proven that the requested density is in conformance with the Comprehensive Plan as the area is included within the Transition Zone for building height (1-3 stories, 35 feet max).</p>	<p>See SOJ - "Density" section for detail on density calculation, justification, and conformance with Plan Warrenton 2040.</p>
<p>The statement of justification notes the affordable dwelling units will initially be identified on the plan but are subject to change. Affordable dwelling units must be specifically identified on the plan.</p>	<p>Building plans are not currently available to show which units are designated as ADUs. These designations will be shown on the Construction Drawings submitted for building permits. Language has been added to SOJ and COA to reflect this.</p>
<p>The 10% affordable housing bonus permits a 100% density increase. At 29.05 acres and 5 units per acre, equaling 145.25 units, a 100% density bonus allows for 290.5 units. Phase one proposes 339 units.</p>	<p>See SOJ - "Density" section for detail on density calculation, justification, and conformance with Plan Warrenton 2040.</p>
<p>Original Comment: The plan sheet shows two phases, although only one is proposed at this time. As such, Phase 1 must meet all the requirements with regards to Phasing. Include the existing commercial property/calculations in the development tabulation for Phase 1.</p> <p>This comment does not appear to have been addressed. The plan still references phasing and the statement of justification mentions "Blocks". Clarification is needed, because the applicant also appears to be requesting a waiver for phasing.</p>	<p>Each individual block will have its own unique site plan that will be approved by the Town of Warrenton. Each block will meet the requirements of a standalone site plan--i.e. open space requirements, parking requirements, ADU requirements, etc.</p> <p>The combination of the three blocks will together satisfy the goals and requirements of the 2040 Plan, as it would not be possible for each block to individually satisfy those goals. There are three individual pieces of this puzzle--but once put together, we will achieve the goal of creating a comprehensive mixed use community in that is reflective of the 2040 Plan.</p>
<p>Provide a separate sheet showing the existing and proposed parcel boundaries, to include existing/proposed building footprints and required setbacks from property lines.</p>	<p>Sheet 2A "Parcel Overview Plan" has been added to the SUP to address this comment.</p>

Original Comment: Pedestrian and bicycle routes shall be provided to connect all uses per Article 9-25.1 Subsection G. Show or note the location of areas designated for bicycle traffic on the SUP Plan. Note the width of the proposed sidewalks.

Clarification: Provide ingress/egress information in the area of the main parking garage entrance off of Oak Springs Drive

An extensive sidewalk network is proposed with the new uses to connect with and compliment the existing sidewalks in the retail center. 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.

Both garage entrances will be two-way--arrows have been added to the plans.

All interior roads will be shared roads for bicycles and vehicles.

A 5' sidewalk minimum has been added to the COA.

Original Comment: A minimum of 10% of open space must provide parks, squares, or other open space uses. Delineate any proposed natural open space areas open space on the plan,

Clarification: Delineation to include the area (sq.ft.) of each open space area, the proposed use/activity within all open space areas, and adequate improvements/amenities to support the proposed open space use.

Sheet 6 "Open Space Plan" has been added to the SUP to clarify locations, sizes and improvements within each open space. These details have been added to the SOJ and COA as well.

Each block/residential parcel and the residual retail parcel will individually meet the 10% open space requirement.

Staff notes that the conceptual renderings show amenities that are not included in the plan data or approval conditions; amenities and open space improvements that are not conditioned or specified in the documents may not reflect the final site conditions. Recommend providing a condition of approval to state the requirement for benches, tables, play equipment, and other amenities to adequately support open space use so that the final built conditions of the development more closely match the conditions shown in the renderings.

Sheet 6 "Open Space Plan" has been added to the SUP to clarify locations, sizes and improvements within each open space.

Language has been added to the SOJ and COA to confirm that open space improvements will be in general conformance with the materials included in the SUP and the details provided on Sheet 6.

Side yard setbacks are not noted on the plan. Clarify where the boundary line adjustment is to be placed and note setbacks accordingly.

All setbacks have been added to the Overall Site Development Plan.

<p>A modification of building height is requested. Include the setback adjustment provided to setbacks in the calculations for the increase building height. The Applicant has not sufficiently proven that the requested building height is in conformance with the Comprehensive Plan as the area is included within the Transition Zone for building height (1-3 stories, 35 feet max).</p>	<p>Building Heights and Setbacks section has been added to the SOJ to detail proposed building heights and corresponding setbacks.</p>
<p>The Applicant's letter states they are requesting modifications to increase the overall density, reductions in front yard setback along Oak Springs Drive, reduce interior lot buffer requirements, and allow increased building height. Ensure it is clear what modifications are being requested from Town Council with the Special Use Permit under Article 9-25.1 Subsection J.</p>	<p>See "Special Use Permit Modifications" section of SOJ and "Section 3--Waivers and modifications" of the COA. We believe these sections adequately outline the modifications being requested.</p>
<p>The SUP application does not provide the detailed design required for the final site development plan (SDP) submittal. Therefore enough information is not available to conduct the engineering review at this time. If this project is to be designed and developed in phases, or blocks, please be sure to design the initial infrastructure to support the subsequent blocks.</p>	<p>Detailed design to be submitted for approval at Site Development Plan.</p> <p>Infrastructure will be designed to ensure flexible sequencing of blocks.</p>
<p>Conformance with erosion and sediment control (ESC) requirements is required at the time of SDP submission. The concept plan does not include the ESC measures and calculations that will be required with the final site development plan. That plan must meet the Site Conservation Manual Article 4, VAC 9-25-840, Virginia and Erosion and Sediment Control Law, and State Regulations.</p>	<p>Detailed ESC plans will be submitted for approval at Site Development Plan.</p>
<p>Conformance with stormwater requirements is required at the time of SDP submission. The concept plan does not show stormwater facilities that will be required to bring this project into conformance with current regulations. As a new development project, they must meet the requirements of the Stormwater Management Ordinance Article 5 and State Regulations for new development. That means they will need to provide at least a 20% reduction in runoff and nutrients from the site.</p>	<p>Detailed stormwater plans will be submitted for approval at Site Development Plan.</p>

This proposal claims an allowable maximum density of 432 units. The design calls for 376 residential units and 216,306 SF of retail/commercial space. Assuming these densities are correct and acceptable by Zoning, this total development could place a demand of from 90,000 to 160,000 gallons per day (GPD) on the Town's water plant. The latest Sewer and Water Capacity analysis conducted for the Town estimated the water demand for this property's proposed density at 156,000 GPD. This will equate to from 16 to 28% of the projected water demand for the Lee Highway, New Town, Land Use District, while the project includes 16% of that total district land area. During the final design process, the Applicant will need to provide flow projections and fixture unit counts for meter sizing requirements. Fire protection requirements will also need to be met. More information will be provided regarding the proposed connection for water and sewer service to this development with the final site plan. This plan will also require adequate water system easements to serve the added residential and commercial applications. These demands will put a little extra pressure on our water reservoir capacity, and the wastewater generated will put a significantly more pressure on our Cedar Run pump station and the Treatment Plant.

Flow projections, fixture counts and fire protection measures will be submitted for approval at Site Development Plan.

This plan improves the access to the parking area for the apartment building. The final design will need to ensure adequacy and compatibility of access with turn lanes off Oak Spring Road. As indicated in the comment responses, detailed elements will be addressed at the time of final site plan design. The proposed angled parking on Hastings Drive extended, would imply one-way traffic coming into the site, or those cars leaving the parking will need to exit through the shopping center. This could create traffic conflicts if folks pulling out of the angled parking and trying to position themselves for existing the site to the north.

All warranted road improvements (including turn lanes off Oak Springs Road) will be included in plan submitted for approval at Site Development Plan.

The angled parking on Hastings Lane have been removed and replaced with parallel spots.

0% grade has been coded for all study intersection approaches within the Synchro files. We recommend updating the grades to reflect the general terrain of the signalized and stop- controlled study intersections. Google Earth is a planning-level resource to estimate intersection approach grades.

Analysis files have been revised to include estimated grade.

<p>Pedestrian volumes have not been coded in the Synchro models. We recommend coding these to match the peak hour pedestrian counts for the existing scenarios and carrying these through (with any assumed growth, with appropriate documentation provided) for future scenarios.</p>	<p>Analysis files have been revised to include pedestrian volume.</p>
<p>We recommend adjusting the number of pedestrian calls per hour at all signalized intersections to reflect the pedestrian demand.</p>	<p>Analysis files have been revised as requested.</p>
<p>For all future background and total traffic conditions, a minimum peak hour factor of 0.92 should be used at all study intersections per the TOSAM. The total traffic conditions Synchro model includes different peak hour factors for various movements at Intersections 6 and 7; we recommend using a consistent peak hour factor of 0.92 for the whole intersection.</p>	<p>Analysis files have been revised as requested.</p>
<p>Intersection 1 - we do not recommend coding the northbound and southbound right turns as "free" movements, as there is no receiving lane on Broadview Ave. One approximation for coding this signal timing would be to code it as permissive in the minor street through phase and the overlapping major street left turn phase (phases 1 and 3 for the northbound right turn and phases 4 and 5 for the southbound right turn).</p>	<p>Analysis files have been revised as requested.</p>
<p>Intersection 1 (SIDRA analysis) -the U-turn volumes have been included as left-turn volumes. We recommend coding U-turn movements separately.</p>	<p>SIDRA file has been revised as requested.</p>
<p>Intersections 1 and 10 (SIDRA analysis) - 50 pedestrians/hour have been coded for all approaches. We recommend changing the pedestrian demand to match the count data or documenting the assumptions behind the projected growth in pedestrian demand.</p>	<p>SIDRA file has been revised as requested.</p>
<p>Intersections 1 and 10 (SIDRA analysis) - Conceptual renderings within the project cut sheets for these proposed roundabouts are referenced in the TIA Appendix. Consider adjusting the geometry (circulating width, island diameter, entry radius, entry angle) to match the concept drawings.</p>	<p>SIDRA file has been revised as requested for intersection 1. The roundabout at Intersection 10 has been removed.</p>

<p>Intersection 10 (SIDRA analysis) - the number of circulating lanes should be 1 for the SW approach for all SIDRA analyses. Adjust circulating width for the W approach to reflect two circulating lanes. Suggest estimating the AM and PM peak hour demands at the E and W driveway approaches based on land uses/trip generation rather than assuming 1 vph per movement.</p>	<p>Intersection 10 is no longer a roundabout as it was not approved for SMARTSCALE funding.</p>
<p>Intersection 7 - we suggest a design speed of 25 mph for the southbound approach. We recommend coding a storage length for either the left or right turn lane on the southbound approach.</p>	<p>Analysis files have been revised as requested.</p>
<p>Regional growth rates have been applied to all movements at all study intersections. We do not agree with applying regional growth to driveways and minor side street approaches, as the land uses there are not expected to change before the site is developed, and this conflates the impact of the site trips.</p>	<p>Understood. Growth was applied to all movements to be conservative. Analysis has been revised to remove growth from driveways and minor street approaches.</p>
<p>Approximately half of the external trips are assigned to the Driveway at Intersection 7, and half are assigned to Intersection 6. No trips are assigned to the shopping center site accesses at Intersections 2, 4, 9, or 10. Given that the apartment units constitute 85% of the development and a dedicated parking deck will be provided with a primary access at Intersection 7, we suggest assigning more site trips to the driveway at Intersection 7.</p>	<p>Trip assignments have been revised as suggested.</p>
<p>Alternatively, some vehicles may exit the parking deck to the south and access the external street network at Intersections 9, 10, 2, or 4, although this is a much more circuitous route. We recommend assigning a small number of trips to these other external intersections to reflect that some drivers may choose this route.</p>	<p>Trip assignments have been revised as suggested.</p>
<p>The westbound left turn delay during the PM peak hour under total traffic conditions at Intersection 8 is much higher than Intersection 9 (approximately 50 seconds compared with 10 seconds). We recommend reassigning some trips from Intersection 8 to Intersection 9 to reflect that some vehicles may divert to this intersection to access the street network.</p>	<p>Trip assignments have been revised as suggested.</p>
<p>Figure 16 - please provide a higher-resolution version of the site plan in the next submission.</p>	<p>A higher resolution version of the site plan has been included.</p>

<p>Figure 19 - two AM peak hour volumes do not match the Synchro files (off by one vph): the northbound left turn at Intersection 5 and the westbound through movement at Intersection 7.</p>	<p>Volume figure has been updated to match the synchro</p>
<p>Please include the signal timing plans in the appendix.</p>	<p>Signal timing plans have been added to the appendix.</p>
<p>We recommend including a planning-level signal warrant analysis at Intersection 8.</p>	<p>A planning level signal warrant has been included.</p>
<p>We recommend evaluating a crosswalk crossing Oak Springs Dr at Intersection 7.</p>	<p>A crosswalk study will be submitted as a separate document.</p>
<p>We recommend evaluating left turn lanes on northbound and southbound Branch Dr at Intersection 4.</p>	<p>Left and right turns were evaluated and discussed in the report. The existing volumes warrant a northbound left turn lane.</p>
<p>Oak Springs Drive has a functional roadway classification of Major Collector. When full access commercial entrances are directly across from each other, it is defined as an intersection for access management spacing purposes. Based on VDOT's Road Design Manual Appendix F-31, the minimum spacing standards for an unsignalized intersection is 440' for a collector roadway. If the roadway was maintained by VDOT, an access management exception (AME) would be required for any unsignalized intersection that does not meet the minimum access management spacing. (LU)</p>	<p>It does not appear that Oak Springs Drive is a VDOT maintained roadway and therefore is not subject to VDOT spacing standards.</p>
<p>The pedestrian crossing of Oak Springs Drive at the intersection of Hasting Lane, is in conflict with the proposed commercial entrance and will need to be relocated. Unsignalized pedestrian crossings should be analyzed per VDOT IIM-TE-384.1 (LU)</p>	<p>A crosswalk study will be submitted as a separate document.</p>
<p>In General: The proposed roundabout at the intersection of BUS 17 at Broadview Avenue/ Warrenton Village South ("Study Intersection #10") was not selected for SmartScale Round 5 funding. Accordingly, the intersection should be analyzed as still an unsignalized conventional intersection in 2027, not as a roundabout. (TE)</p>	<p>Understood. The roundabout has been removed and the intersection remains unsignalized.</p>

<p>2027 Synchro Models: The 2027 models have the BUS 17/BUS 29/211 and Winchester intersection (“Study Intersection #1”) as a signalized intersection despite the TIA text saying the intersection is assumed to be a roundabout. Due to the different platooning of traffic leaving signal vs a roundabout, whether the intersection is modeled as signalized or a roundabout in Synchro does affect the delay and LOS at the BUS 17/BUS 29/211 & Branch Drive (“Study Intersection #3”) signal. Even though Sidra is being used for the Intersection #1 LOS analysis, switch Study Intersection #1 to a roundabout in the 2027 Synchro models. (TE)</p>	<p>Analysis files have been revised as requested.</p>
<p>Page 52: Unsignalized pedestrian crossings will need to be analyzed per IIM-TE-384.1, not IIM-TE-384.0 as stated in the TIA. (TE)</p> <p>With the development of Mixed-Use Occupancies, there is an expanded need for response to fires and emergencies. Please consider allowing 360 degrees of access around the property, if possible, to include the parking garage.</p>	<p>A crosswalk study will be submitted as a separate document.</p> <p>A sheet showing Fire Truck Movement (Sheet 8) around all blocks has been added to the SUP.</p>
<p>Consider wider access roads to allow for fire apparatus to be set up to rescue trapped occupants on upper floors.</p>	<p>Proposed access roads are sufficient to provide necessary setup space--all clearance spaces will be addressed and approved at Site Development Plan.</p>
<p>Consider the parking garage and the need for access for fire apparatus. The proposal doesn’t appear to allow access for our larger apparatus which will increase the chances of a catastrophic fire in the garage and adjacent structures.</p>	<p>Garage will be designed per code and approved at Site Development Plan and Building Permits.</p>
<p>Consider not allowing electric vehicle charging within the parking garage. Major cities and populated areas are currently having difficulties dealing with fire in EV and other rechargeable transportation methods. If a fire occurs with an EV, the response to the fire will be hampered and delayed due to fire hose deployment within the depths of the parking garage. Numerous fires have occurred throughout the Country where an extreme amount of water was needed to extinguish these fires.</p>	<p>To serve the growing demand for EV spaces by residents and lack of sufficient surface parking spaces, Applicant does intend to include EV spaces in the garage.</p>

<p>Added fire protection in the apartments? Will there be a fire suppression system in the garage? We would highly recommend it if not required due to the remoteness.</p>	<p>It is unknown at this time whether the garage will include a fire suppression system. This will be determined once the garage has been designed. The garage design and potential inclusion of a fire suppression system will be in accordance with IBC and NFPA building code requirements.</p>
<p>Strict enforcement of no parking areas to ensure adequate area for set up of fire apparatus.</p>	<p>No parking areas will be striped and include signage. Details of these measures to be included in plans submitted for approval at Site Development Plan.</p>
<p>Consider not narrowing the access road to the garage or back of the house access roads.</p>	<p>Proposed access roads are sufficient to provide necessary setup space--all clearance spaces will be addressed and approved at Site Development Plan.</p>
<p>The Warrenton Volunteer Fire Company does not have any apparatus that will allow access into the garage.</p>	<p>Garage will be designed per code and approved at Site Development Plan and Building Permits.</p>
<p>Consider more fire hydrants to ensure coverage for other responding apparatus. If a working fire happens units will deploy on the front and rear. Availability of water will ensure a quicker response to trapped or endangered occupants.</p>	<p>Fire hydrant plan will be provided and approved at Site Development Plan and will be in conformance with town code.</p>
<p>Ensure flat areas 1/4 of the height of the building all the way around the building for ground ladder placement to perform any rescues where aerial apparatus isn't available.</p>	<p>The current plan satisfies this request.</p>
<p>Consider all curbs be rounded to allow fire apparatus access.</p>	<p>The curb plan will be provided and approved at Site Development Plan and will be in conformance with town code. Mountable curbs can be considered and included at that time.</p>

Warrenton Village Mixed Use Center

1st Review Response

Project ID: SUP 22-5

GPIN: 6984-29-6753-000 & 6985-20-7247-000

360 Oak Springs Drive, Center District, Town of Warrenton, Virginia 20186

Date: July 10, 2023

Project and Document Comments

Comment #	Department	Issue	Reviewer
1	Planning Division	Plan Submission	Millie Latack, Planner
2	Planning Division	Plan Submission	Millie Latack, Planner
3	Planning Division	Plan Submission	Millie Latack, Planner
4	Planning Division	Plan Warrenton 2040: New Town Character District	Millie Latack, Planner

5	Planning Division	Plan Warrenton 2040: New Town Character District	Millie Latack, Planner
6	Planning Division	Plan Warrenton 2040: New Town Character District	Millie Latack, Planner
7	Planning Division	Plan Warrenton 2040: New Town Character District	Millie Latack, Planner
8	Planning Division	Housing & Density	Millie Latack, Planner

9	Planning Division	Housing & Density	Millie Latack, Planner
10	Planning Division	Community Facilities & Infrastructure	Millie Latack, Planner
11	Planning Division	Community Facilities & Infrastructure	Millie Latack, Planner
12	Planning Division	Community Facilities & Infrastructure	Millie Latack, Planner
13	Planning Division	Transportation	Millie Latack, Planner

14	Planning Division	Transportation	Millie Latack, Planner
15	Planning Division	Transportation	Millie Latack, Planner
16	Planning Division	Transportation	Millie Latack, Planner
17	Planning Division	Transportation	Millie Latack, Planner
18	Planning Division	Transportation	Millie Latack, Planner
19	Planning Division	Lighting & Signage	Millie Latack, Planner

20	Planning Division	Lighting & Signage	Millie Latack, Planner
21	Planning Division	Economic Impact	Millie Latack, Planner
22	Planning Division	Economic Impact	Millie Latack, Planner
23	Planning Division	Environmental - Trees	Millie Latack, Planner

24	Planning Division	Environmental - elevations and topography	Millie Latack, Planner
25	Planning Division	Environmental	Millie Latack, Planner
26	Planning Division	Zoning Ordinance	Millie Latack, Planner
27	Planning Division	Zoning Ordinance	Millie Latack, Planner
28	Zoning Administrator	Zoning Ordinance	Kelly Machen, ZA
29	Zoning Administrator	Zoning Ordinance	Kelly Machen, ZA

30	Zoning Administrator	Zoning Ordinance	Kelly Machen, ZA
31	Zoning Administrator	Zoning Ordinance - Article 2-18 — Permitted Encroachments	Kelly Machen, ZA
32	Zoning Administrator	Zoning Ordinance - Article 3-4.10.3 - Permitted Uses in the Commercial District	Kelly Machen, ZA
33	Zoning Administrator	Zoning Ordinance - Article 3-4.10.4- Lot & Yard Regulations	Kelly Machen, ZA
34	Zoning Administrator	Zoning Ordinance - Article 3-4.10.4- Lot & Yard Regulations	Kelly Machen, ZA
35	Zoning Administrator	Zoning Ordinance - Article 6 — Signs	Kelly Machen, ZA

36	Zoning Administrator	Zoning Ordinance - Article 7 — Parking	Kelly Machen, ZA
37	Zoning Administrator	Zoning Ordinance - Article 7 — Parking	Kelly Machen, ZA
38	Zoning Administrator	Zoning Ordinance - Article 7 — Parking	Kelly Machen, ZA
39	Zoning Administrator	Zoning Ordinance - Article 7 — Parking	Kelly Machen, ZA
40	Zoning Administrator	Zoning Ordinance - Article 7 — Parking	Kelly Machen, ZA
41	Zoning Administrator	Zoning Ordinance - Article 8 — Landscaping	Kelly Machen, ZA

42	Zoning Administrator	Zoning Ordinance - Article 8 — Landscaping	Kelly Machen, ZA
43	Zoning Administrator	Zoning Ordinance - Article 8 — Landscaping	Kelly Machen, ZA
44	Zoning Administrator	Zoning Ordinance - Article 8 — Landscaping	Kelly Machen, ZA
45	Zoning Administrator	Zoning Ordinance - Article 9-8 — Lighting	Kelly Machen, ZA
46	Zoning Administrator	Zoning Ordinance - Article 9-17 — Steep Slopes	Kelly Machen, ZA
47	Zoning Administrator	Zoning Ordinance - Article 9-25.1.B — Density	Kelly Machen, ZA

48	Zoning Administrator	Zoning Ordinance - Article 9-25.1. C — Density	Kelly Machen, ZA
49	Zoning Administrator	Zoning Ordinance - Article 9-25.1. C — Density	Kelly Machen, ZA
50	Zoning Administrator	Zoning Ordinance - Article 9-25.1.D- Phasing	Kelly Machen, ZA
51	Zoning Administrator	Zoning Ordinance - Article 9-25.7.E— Subject Parcels	Kelly Machen, ZA
52	Zoning Administrator	Zoning Ordinance - Article 9-25.1. G — Integration	Kelly Machen, ZA
53	Zoning Administrator	Zoning Ordinance - Article 9-25.1.H - Open Space	Kelly Machen, ZA
54	Zoning Administrator	Zoning Ordinance - Article 9-25.1.1— Lot and Yard Regulations	Kelly Machen, ZA

55	Zoning Administrator	Zoning Ordinance - Article 9-25.1.1— Lot and Yard Regulations	Kelly Machen, ZA
56	Zoning Administrator	Zoning Ordinance - Article 9-25.1.J — Modifications	Kelly Machen, ZA
57	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
58	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
59	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
60	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
61	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA

62	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
63	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
64	Zoning Administrator	Zoning Ordinance - Article 11-3.10.3 — Evaluation Criteria; Issues for Consideration	Kelly Machen, ZA
65	Vanderpool, Frostick & Nishanian, P.C.	Zoning Ordinance - Setbacks, Section 3-4.10.4	Tyler J. Blaser, Vanderpool, Frostick & Nishanian, P.C.
66	Vanderpool, Frostick & Nishanian, P.C.	Zoning Ordinance - Buffer and Landscapnig, Section 8-6.2	Tyler J. Blaser, Vanderpool, Frostick & Nishanian, P.C.
67	Public Works and Utilities	General	Paul Bernard P.E., Town Engineer; Dina Hermoso, Stormwater Administrator

68	Public Works and Utilities	Article 4 — Site Conservation Manual (SCM)	Paul Bernard P.E., Town Engineer; Dina Hermoso, Stormwater Administrator
69	Public Works and Utilities	Article 5— Stormwater Management (SWM)	Paul Bernard P.E., Town Engineer; Dina Hermoso, Stormwater Administrator
70	Public Works and Utilities	Water and Sanitary Sewer	Paul Bernard P.E., Town Engineer; Dina Hermoso, Stormwater Administrator
71	Public Works and Utilities	Transportation	Paul Bernard P.E., Town Engineer; Dina Hermoso, Stormwater Administrator
72	Police Department - CPTED	Traffic	Lieutenant A. Arnold

73	Police Department - CPTED	Traffic	Lieutenant A. Arnold
74	Police Department - CPTED	Traffic	Lieutenant A. Arnold
75	Police Department - CPTED	Traffic	Lieutenant A. Arnold
76	Police Department - CPTED	Traffic	Lieutenant A. Arnold
77	Police Department - CPTED	Pedestrian	Lieutenant A. Arnold
78	Police Department - CPTED	Pedestrian	Lieutenant A. Arnold

79	Police Department - CPTED	Lighting	Lieutenant A. Arnold
80	Police Department - CPTED	Landscaping	Lieutenant A. Arnold
81	Police Department - CPTED	Landscaping	Lieutenant A. Arnold
82	Planning Division		Adam Shellenberger, Chief of Planning
83	VDOT	Traffic	Craig Simpson
84	VDOT	Traffic	Craig Simpson
85	VDOT	Traffic	Craig Simpson

86

VDOT

Traffic

Craig Simpson

87

VDOT

Traffic

Craig Simpson

Comment

The Statement of Justification notes this SUP is for Phase 1, while Phase 2 details will be provided with an SUP amendment. Several areas in the plan and within the Economic Impact Analysis note certain aspects of Phase 2. If both phases are to be reviewed as a master plan development, as intended by the Zoning Ordinance, then more information is needed on how the mixed-use will be integrated and the timing of this phasing.

In the "General Notes" section of Sheet 4 on the SUP Plan, GPIN 6985-20-7247-000 (6.46 acres total) is Phase 1 and GPIN 6984-29-6753-000 (22.59 acres total) is Phase 2. But, in the "Development Tabulation" total Phase 1 acreage is noted as 9.39 acres, exceeding the total acres of GPIN 6985-20-7247-000.

The Statement of Justification and SUP Plan states the parking garage will be 4-stories while the Fiscal Impact Analysis states the garage will be 5-stories (page 32).

As proposed without detail information on Phase 2, the height of the development will be central to the mixed-use center and step-up to residential neighborhoods on the secondary streets rather than stepping down...not meeting the intent of the Character District (pg 4).

The proposed development currently does not show a discernible center. There is a proposed plaza area that is not centered and undersized compared to the 29.05-acre development area.

The residential dwellings are set back behind existing commercial making them a standalone building area visually cutoff and separated from the commercial development.

Visual site lines of the development are important in creating place. As proposed, the hardscape plaza is the only portion of the new development that would have through visibility of a portion of the mixed-use center. The courtyards proposed are incapsulated within the apartment complex or behind the existing commercial separating the site of the development detaching the major residential component from the commercial (see Figure 1).

The proposal fails to demonstrate how the existing commercial and proposed residential will be integrated to create a mixed-use community. At this time, the proposal appears to be an apartment building on vacant land with little consideration to the larger intent of the mixed-use ordinance and Comprehensive Plan guidance.

More detailed information is required for the Affordable Dwelling Unit Program provided. The proposed program length of 10 years is less than half of the required 25 years. Information on the units that would be available to the program, how the program will be administered, and how the program will be assured continuance through the required timeframe are a few pieces of information still needed.

The Fiscal Analysis does not speculate the impact on local Town housing requirements and implications. This is necessary in determining benefit to Warrenton and its residents. All listed benefits of the housing opportunity are framed within Fauquier County. Current housing availability for those who work in Town is minimal with a goal to be providing housing opportunity for those invested in the community.

Calculated load on the public water and sewer system for the new residents should be provided to determine if capacity exists.

Information related to the party responsible for the maintenance of the road and infrastructure has not been provided. No information was provided regarding trash services, as well.

Fauquier County Community Development staff has recommended apartment units should not exceed more than two bedrooms, as three-bedroom unit is the largest potential of capital and fiscal impacts. Additionally, the demand for three-bedrooms would be accommodated by the proposed Warrenton Village Townhomes with additional current and prospective Townhome developments in and around Warrenton.

The intersections throughout the larger proposed parcel are not supportive of safe multimodal travel ways. Current internal street configuration has several points of conflict for pedestrians and cars creating an unfavorable environment to encourage biking (see Figures 2-4). Consideration to reconfigure the existing internal circulation to allow for safer multimodal circulation.

Bike storage for the apartments and bike racks throughout the center encourage bike use but the internal configuration does not note any additional provisions to ensure safe travel, i.e., bike path, signage, striping, wayfinding, etc. Consideration to include such elements is strongly encouraged.

The proposed single access to the parking garage through the rear commercial delivery points is problematic. The proposal to use a street that is aged and connects to a rear nonarchitectural side of aging commercial buildings does not provide visual or usable connectivity.

There will be visibility issues around tight corners (see Figures 5-6) and, without a lighting plan, dangerous travel ways for pedestrians, bicycles, and cars.

The applicant should review the roundabouts, the Pipeline Study and produce a Traffic Impact analysis this proposal will have on the surrounding network.

There seem to be breaks within the internal circulation near the mixed-use center entrances. Crosswalks for the main entrances will be integral to pedestrian safety for the residential to access the commercial center. Portions of internal improvements in the Phase 2 area were provided but do not address all pedestrian points. Clarification is also needed if these improvements will be in Phase 1 or Phase 2. Below are examples of locations that seem to be missing sidewalk or crosswalk improvements (see Figures 7-9).

General lighting information should be provided to review impacts on safety and setting for the development. The main entrance goes behind existing commercial buildings with minimal lighting which creates unsafe environments for drivers and pedestrians. Further, the lighting impact of the front-facing portion of the complex needs to be addressed in relationship to the impact of light shed on Oak Springs Drive and Hasting Lane neighborhoods.

Please include a Master Sign Plan for the entire development. This will give a better idea of wayfinding elements related to internal circulation, safety caution related to multimodal transportation, visual impact on neighboring residential/commercial, and more.

The entirety of the Fiscal Impact Analysis provided focuses on the impact on Fauquier County. No information was provided pertaining to the following:

- Physical and financial impact on TOWN water, sewer, and trash services
- Physical and financial impact on TOWN infrastructure maintenance
- Impact on TOWN residential tax base (real estate & personal property)
- Impact on TOWN business tax base (business, meals, etc.)

Information regarding the increase in employment base is minimal, as the heavy commercial component is within Phase 2. A complete picture of beneficial outcome related to employment base, employer attraction, and promotion of Warrenton as a cultural, entertainment, and arts center. All elements of which are listed in the Comprehensive Plan as goals for future Town development.

There are a considerable number of trees and natural landscape that will be removed for the development. A general comparison of what is being removed and what is being replaced would make for better context.

Elevations and topography vary drastically throughout the Phase 1 parcel and to the adjoining existing commercial. Particularly on the corner of Branch Drive and Oak Springs Drive (see Figures 10-11). Information regarding how the site will be shored (if the site will be leveled, retaining wall constructed, etc.) for the development is necessary to understand how it will impact existing infrastructure, site lines, interconnected walkability, and general community character. For example, if there will need to be a retaining wall constructed on the Branch Drive side of the development, the wall may visually close off the roadway making a tighter and less comfortable travel way for cars, bike, and pedestrians.

The Interpretative Guide for Fauquier County Soils Part II notes 45B and 55B as moderate for shrink swell potential and 55B is noted as low for bearing capacity. It is understood the State Code requires mitigation for soils considered moderate for shrink swell to be addressed at time of site development. That said, the amount of moderate 45B and 55B soil on the proposed parcel may require larger applications of mitigation and excavation.

Information regarding the extent of the disturbance and its impact on neighboring or adjoining properties needs to be addressed, including if blasting will be required.

While the Zoning Division provides its own comments, all Special Use Permit are evaluated under the criterion listed in §11-3.10.3. Please review the criteria and provide information that addresses the factors for consideration.

The application states it is only for phase 1. However, the statement of justification and SUP plans includes partial information about phase 2. Include all improvements and information associated phase 2 within the application.

The application does not clearly describe how refuse will be addressed on site for the residential uses.

The location shown for View 3 on Sheet 6 does not match the illustration provided for View 3. It appears that View 3 is from the front side of the existing commercial, not the area between the buildings as seen on Sheet 6. Provide additional information on how the backside of the existing commercial is to be treated or seen by residents.

Decks are shown on the proposed elevations. Uncovered decks must be at least 10 feet from a rear property line and cannot encroach in front/side yard setbacks. Covered decks cannot encroach in setbacks. If requesting a modification of setbacks for decks, specifically note the request in the SUP Plan and Letter of Justification.

The applicant has proposed multifamily and two over two townhouse units as part of a mixed-use development. Townhouses are defined as having one unit per lot. Clarify use and proposed lot lines.

Phase I does not meet front setback requirements along Oak Springs Drive within the Commercial district. The Applicant has requested a modification of this requirement from Town Council as part of the SUP per Article 9-25.1, Subsection J. In general, the setbacks noted on the plans as "required" do not include Article 2-13.10. To provide additional clarity show the math for setbacks, including any reductions granted by design or through Article 2-13.10 and any increases due to building height.

Phase I does not meet height requirements as defined in article 3-4.5.8 of the Zoning Ordinance. Maximum achievable height is 3-story. The applicant has requested a modification of this requirement per article 9-25.1, Subsection I.

No signs included as part of the application but are mentioned in the Statement of Justification. Any proposed signs will need to meet the regulations noted under Article 6 of the Zoning Ordinance.

Accessible parking is not addressed but must be provided according to the Americans with Disabilities Act at time of Site Development Plan (SDP) submission.

Existing parking appears to be modified but the parking calculations for the existing shopping center are provided under table line for Phase 2. Staff should be able to clearly verify that parking will continue to be met for Phase 1.

The shopping center parking calculations need to include, "plus additional spaces, as required herein, for offices, theaters, banks, personal services, and eating establishments."

The parking garage unloads onto a narrow area behind the Costello's Ace hardware store. This location could prove difficult for safe access and travel to/from the property. (7-2.5 ZO)

The loading area noted in front of the parking garage shows pull in spaces on the illustrative plan. Clarify what type of loading is intended and if any changes are proposed to the existing loading areas behind the shopping center. How far away will the loading areas be from residential windows, decks, and HVAC intake? (7-18 and 9-14.4 ZO).

Conformance with landscaping requirements is required at time of SDP submission. Modifications to the required buffers under Article 8-8 may be approved by Town Council. The application includes a request to modify "interior lot line buffer requirements." Provide additional information regarding this request, specifically noting which buffers are included in the modification. For example, is this for the 25-foot buffer between commercial/residential uses or for storage/loading areas?

A 25-foot buffer is noted as to be provided along Branch Drive, however the setback is noted as 20 feet along Branch Drive. Clarify the width of the buffer to be provided.

The concept plan does not show all landscaping calculations required under Articles 8-6 and 8-10. Modifications of these sections may not be granted. Conformance with landscaping requirements is required at time of SDP submission. As presented staff cannot verify if the information provided meets Articles 8-6 and 8-10. Staff is also having a hard time verifying that there are no discrepancies in the number of trees noted between the planting table, landscape plan, and tables A-C.

Understory trees are proposed for Street Trees on a 1/50 feet basis. Ornamental trees may be substituted for canopy trees on a two to one basis. (8-5.5.3 ZO)

The Statement of Justification acknowledges all lighting must meet requirements of Article 9 of the Zoning Ordinance. No lighting plan has been provided at this time but all fixtures on site will require conformance to current lighting standards at the time of site development plan.

It appears there may be areas of steep slopes on the vacant parcel to be developed. Note any steep slopes on the existing conditions plan.

The Applicant is requesting from Town Council residential density in excess of 5 units per acre. Phase one is proposed to have 339 units and Phase 2 is to have 97 units, for a total of 436 units. The proposed density does not exceed one unit per 500 gross square feet of non-residential floor space. The Applicant has not sufficiently proven that the requested density is in conformance with the Comprehensive Plan as the area is included within the Transition Zone for building height (1-3 stories, 35 feet max).

The Applicant is requesting from Town Council an increase in residential density as part of the SUP by providing 10% of the proposed dwellings as affordable dwelling units. The applicant would like to only provide these units for a maximum of 10 years. After the 10-year agreement, the dwellings would be rented at market rate. However, under Article 9-3.2, affordable housing should be provided for at least 25 years. Town Council will need to approve the suggested 10-year provision.

The 10% affordable housing bonus permits a 100% density increase. At 29.05 acres and 5 units per acre, equaling 145.25 units, a 100% density bonus allows for 290.5 units. Phase one proposes 339 units.

The plan sheet shows two phases, although only one is proposed at this time. As such, Phase 1 must meet all the requirements with regards to Phasing. Include the existing commercial property/calculations in the development tabulation for Phase 1.

It is unclear what parcels are to be proposed. The plan notes a boundary line adjustment is to be completed with the site plan but does not show proposed the adjustment.

Pedestrian and bicycle routes shall be provided to connect all uses per Article 9-25.1 Subsection G. Show or note the location of areas designated for bicycle traffic on the SUP Plan. Note the width of the proposed sidewalks.

A minimum of 10% of open space must provide parks, squares, or other open space uses. Delineate any proposed natural open space areas open space on the plan.

Side yard setbacks are not noted on the plan. Clarify where the boundary line adjustment is to be placed and note setbacks accordingly.

A modification of building height is requested. Include the setback adjustment provided to setbacks in the calculations for the increase building height. The Applicant has not sufficiently proven that the requested building height is in conformance with the Comprehensive Plan as the area is included within the Transition Zone for building height (1-3 stories, 35 feet max).

The Applicant's letter states they are requesting modifications to increase the overall density, reductions in front yard setback along Oak Springs Drive, reduce interior lot buffer requirements, and allow increased building height. Ensure it is clear what modifications are being requested from Town Council with the Special Use Permit under Article 9-25.1 Subsection J.

The project is required to meet all building and safety codes.

Information has not been provided regarding any potential impacts from loading/unloading noise near the proposed residential units.

No signs are shown. Signs will need to meet the Zoning Ordinance prior to obtaining a building permit.

A modification of buffer requirements is requested. Landscaping requirements cannot be fully verified at this time. Landscaping must be in full compliance with the Zoning Ordinance at time of SDP submission (except for any approved modifications).

No refuse enclosures are shown on the application. All refuse storage areas must be shielded. A loading area is shown in front of the proposed parking garage; Loading areas for the commercial uses need to be specified and noted on the plans.

Hours of operation for the clubhouse area, leasing office, and pool are not specified in the Statement of Justification.

One loading area is shown on the plans between the parking garage and commercial building. No screening or landscaping is shown in this area.

Exhaust odors caused by vehicles loading and unloading supplies for the existing commercial development is not addressed.

Section 3-4.10.4 of the Zoning Ordinance requires a minimum setback for the Commercial District of 60 feet from right of way of major thoroughfare or collector street having right of way greater than 50 feet (e.g. Oak Springs & Broadview), and 40 feet from right of way of a service drive (e.g. Branch). Section 9.25(l) provides that as part of a mixed-use development, Residential lots shall meet the Lot and Yard Regulations for the RMF District, which only requires a 25 ft. setback. The provided setback along Branch does not meet either of these the minimum required setbacks.

The total paved area for parking, circulation, ingress, egress, and loading is not readily apparent on the proposed Site Development Plan, nor is the total area to be landscaped. The proposed plan does indicate there will be a total of 1,448 parking spaces, which would require 1,448 trees and 4,344 shrubs. The proposed plan does not meet this requirement.

The SUP application does not provide enough information to verify the work type and the area to be disturbed in phase 2. Please include additional details if phase 2 is planned to be included in the SUP at this time.

Conformance with erosion and sediment control (ESC) requirements is required at the time of SDP submission. The concept plan does not appear to show ESC measures and calculations. They must meet the Site Conservation Manual Article 4, VAC 9-25-840, Virginia and Erosion and Sediment Control Law, and State Regulations.

Conformance with stormwater requirements is required at the time of SDP submission. The concept plan does not appear to show stormwater facilities. As a new development project, they must meet the requirements of the Stormwater Management Ordinance Article 5 and State Regulations for new development. That means they will need to provide at least a 20% reduction in runoff and nutrients from the site.

The average daily demand for water and sewer for these 436 residential units should be approximately 65,400 gallons per day (gpd) assuming 150 gpd/unit. More information will be provided regarding the proposed connection for water and sewer service to this development with the final site plan.

As a general comment the back alley to the Warrenton Village Shopping Center this is an interesting primary point of access to these residential units. The final design will need to make sure compatibility of access with the loading and deliveries of the shopping center. We will wait to see how the details of these points of access will be addressed with the final design in the site plan.

As proposed, the approximately 1862 weekday vehicular trips generated would mostly be entering and exiting the parking garage behind Costello's Ace Hardware and Fat Tuesday's. There is not enough room to safely handle that kind of traffic volume as well as delivery trucks, trash placement and trash pickup, etc

Vehicular traffic would come to a choke point behind Joann Fabrics and Red Zone. There is a semi-truck delivery area behind Joann Fabrics that narrows the road. The safety of employees for businesses taking trash out in that area is a concern.

Blind corners would result in traffic accidents — particularly from employee parking or delivery drivers.

Emergency vehicle access into the facility does not appear to be an issue, but any significant police or emergency services response would completely block ingress and egress to the parking garage.

The increase in volume of traffic would result in back up delays for vehicular traffic trying to turn left onto Broadview Ave. with no traffic control devices added.

As mentioned above, the employees of the businesses that back up to this proposed site will face challenges from the traffic volume.

Because the site makes walking to the existing shopping center easy, traffic calming devices/measures should be considered at all pedestrian crossings.

A lighting plan was not submitted. Lighting should be LED or OLED with a correlated color temperature of between 2700 and 3000 Kelvin. After installation a night-time lighting study should be done to check illumination, uniformity, and brightness and to ensure the lights are properly shielded so glare doesn't affect traffic on neighboring roads.

Tree type and placement should be planned so the canopy doesn't interfere with the lights in the parking lot as they grow.

Shrubs should be low growing so as not to obscure sight lines or cover windows.

Fauquier County suggests that the Town and Applicant consider limiting or prohibiting the three-bedroom apartment units. The three-bedroom apartment units are the most likely to house families and could potentially contain four children each. As such, these units present the largest potential for capital and fiscal impact to the County/School budget. Furthermore, we believe that the demand for three-bedroom housing units is likely accommodated by (1) the townhomes proposed in this application, (2) other townhome developments proposed in an around Warrenton, and (3) the existing townhomes in close proximity to the subject property as well as around Warrenton.

VDOT concurs with Town, that a Traffic Impact Analysis (TIA) should be performed for the proposed development to evaluate impacts of the proposed development to the Town and transportation network.

The crash history should also be reviewed as part of the TIA. The intersection of Bus 17 (Broadview Ave) & Warrenton Ctr has a Culpeper District Potential Safety Improvement (PSI) intersection ranking of 103 and the intersection of Bus 29/211 (Lee Hwy) & Winchester Street has a Culpeper District (PSI) intersection ranking of 36.

Trip generation should be provided based on the ITE Trip Generation Manual.

With the improvements to the pedestrian infrastructure along Oak Springs Drive and the anticipated increase in pedestrian trips that will be generated from this development, the unsignalized pedestrian crossings along Oak Springs Drive and at the intersection of Bus 17 (Broadview Ave) & Oak Springs Drive should be reviewed per the latest IIM-TE-384.0 (Pedestrian Crossing Accommodations at Unsignalized Approaches). Pedestrian routes and existing/proposed pedestrian crossings should be reviewed as part of the TIA.

The Statement of Justification Transportation Impact section references a technical memorandum prepared by Kittleson & Associates dated March 23, 2022 that was not received by VDOT and has not been reviewed.

Applicant Response

Phasing has been removed from the SUP application.

Phasing has been removed. General Notes have been updated.

Parking garage will be a 4-story structure. All sheets have been updated accordingly.

Phase 2 has been deleted from the SUP. Justification for the SUP's height modification can be found in the SOJ Section - Height.

A new Central Plaza has been added to the plan that is appropriately sized for the 29-acre development area, centrally located and designed with improvements to create a discernible center--public green, gazebo, seating, and potential for future retail activation. An additional West Plaza has been added adjacent to the northern entrance on Broadview Avenue to serve as a connection point between the proposed residential building and existing retail to improve the integration of the two uses with a shared space. Both plazas are designed and located to benefit both residential and commercial uses within the Center.

We have reorganized the plan by providing a new cut-through street shortening the distance between the east residential entrance and the retail. A west entrance to the residential building has been added along with a plaza to connect the west end of the building with retail. A centrally located, sizable Central plaza with reorganized streets and accessways breaks the plan of the center into smaller blocks and is now accessible and visible from different areas within the center.

SOJ Section - Creation of a Mixed-Use Community has been added to satisfy this comment.

SOJ Section - Affordable Housing has been updated to satisfy this comment.

Fiscal Analysis has been updated to report impacts on the Town of Warrenton, instead of greater Fauquier County.

The average daily water/sewer demand will be approximately 56,400 gpd (376 units * 150 gpd).

SOJ Section - Road & Infrastructure Maintenance has been added to satisfy this comment.

SOJ Section - Trash has been added to satisfy this comment.

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 cost option on a per bedroom basis, so are pivotal when seeking to provide lower cost options to residents. Applicant will agree to cap 3-bedroom units in the apartment building at 10% of the units.

SOJ Section - 3-Bedroom Unit Maximum has been added to address this comment.

Eliminated/shortened travelways, especially those encouraging speedy vehicular use between Broadview Ave and Oak Springs Drive, change the nature of available accessways within the center. This combined with on-street parking – parallel, angled 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 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 project are already at B. The project streets and accessways encourage visitors to think about parking their vehicles or bikes and setting out on foot.

Short term bike parking will be spread along the retail sidewalk, Central, East and West plazas for convenient use by residents and visitors. Long term bike parking within the residential building will be provided for residents. Due to the various traffic calming measures we are undertaking, we believe the plan now supports multi modal use with improved safety for pedestrians. New crosswalks, reduced driveway widths, signage, lighting, pavement markings, etc will improve visibility, navigation and intent of the infrastructure.

Plan has been revised to move the primary garage access to Oak Springs Drive. A single, secondary access along the rear alley will serve primarily "back of house" functions and tenant loading/unloading.

Considerable measures including eliminating/shortening travelways designed for speed, reduced driveway widths, improved crosswalks, on-street parking, lighting, signage, stop signs, etc will improve multi modal use and overall safety.

Traffic Impact Analysis by Gorove Slade has been provided with this submittal and contemplates these potential improvements.

Refer to Conceptual Circulation Plan (Sheet 18) included with the submittal to see reorganized circulation patterns.

Comment noted. Conceptual lighting plan (Sheet 17) is included with the submittal. Detailed lighting plan addressing lighting impacts will be provided at site plan.

Conceptual Site Signage Plan (Sheet 18) has been included in the SUP.

FIA has been updated accordingly

Phase II has been removed. FIA has been updated accordingly.

Existing trees can be found on SUP Sheet 2. Proposed street trees can be found on SUP Sheet 6.

The site renderings have been updated to show the change in grade across the site. A detailed grading plan will be provided at time of site plan.

See SOJ Section - Topography for additional information.

A geotechnical study will be completed at time of site plan.

Limits of construction disturbance will be limited to within the Property. No adjoining parcels will be included within limits of disturbance.

The submittal adequately addresses all SUP criteria list in §11-3.10.3

Phasing has been removed from the SUP application.

Clarification on trash locations and pickup has been added to SOJ Section - Trash

Views have been updated in revised submittal.

Residents will have limited views of the backside of the existing commercial center and in most cases will have fences and/or vegetation obscuring the view of the backside of the commercial center.

Additional information on alley improvements and screening can be found in SOJ Section - Modified Alley – Improvements, Vehicular Access & Loading, and Screening

A setback modification is being requested and has been noted on the plans and in the SOJ Section - Special Use Permit Modifications.

Townhomes and 2-Over-2s are rental properties and have a multi-family use designation. These units will not have individual lot lines/parcels.

A setback modification is being requested and has been noted on the plans and in the SOJ Section - Special Use Permit Modifications.

A reduction in setbacks is requested to achieve the mixed use nature of development with buildings closer to road.

A height modification is being requested.

See SOJ Section - Height for additional justification.

Conceptual Site Signage Plan (Sheet 18) has been included with this submittal, which describes the types of signage and general anticipated location of such signs. All signs will meet regulations noted under Article 6 of the Zoning Ordinance.

Accessible parking will be addressed at SDP submission.

The parking table has been revised on Sheet 4.

The parking table has been revised on Sheet 4.

Garage access has been revised so that the primary ingress/egress is located on Oak Springs Drive. A single, secondary ingress/egress is located at the alley to service "back of house" functions and loading/unloading.

Two loading spaces for the residential multifamily building are now shown in the alley flanking the residential garage. Loading spaces will allow for residential tenants to use moving trucks to move in and out of the building. Trash for the building will be held in designated trash rooms within the building and directly connected to the loading areas to allow carting of the trash dumpsters on days for collection by the trash truck. This will cause minimal inconvenience, unsightliness, odor to residential tenants or impact on the commercial center operations. No residential unit (windows and decks) will be located immediately adjacent to these loading areas. All HVAC systems will be located on the roof.

A landscape buffer modification to waive ALL interior buffer requirements between the proposed residential and existing retail is being requested.

A 20' buffer along Branch Drive has been provided along Branch Drive and is shown on Sheet 3 and Sheet 5 of the SUP.

Landscape calculations under Articles 8-6 and 8-10 have been shown for Residential blocks. Parking lot trees outside of residential blocks have been replaced with equivalent trees to give the same coverage as what was previously provided. The initial plan for the commercial side of this parcel was approved prior to the currently approved zoning ordinance and will not meet the appropriate canopy that is currently required. See Landscape Sheet 6.

Street trees have been adjusted. In instances where overhead wires are present, understory trees are proposed at a two to one basis for large canopy trees. See Landscape Sheet 6.

Applicant will coordinate and provide the required exhibits for this item demonstrating compliance at the time of site development plan. For current review, a conceptual lighting plan has been included describing the types of lighting and their general location anticipated at this moment.

Areas of Steep Slopes have been noted on Sheet 2 of the SUP.

See SOJ Section - Height and SOJ Section - Density for additional justification.

Application has been revised to include a twenty-five (25) year affordability period.

A density modification is being requested with this SUP.

See SOJ Section - Density

Phasing has been removed from the SUP application. All submittal materials have been updated accordingly.

The proposed parcel lines have been added to Sheet 2.

New crosswalks, raised tabletop crossing, reduced driveway widths along along the retail and continuous sidewalks along the connecting streets – existing as well as proposed, will allow for safe pedestrian and bicycle access between the retail, residential and communal uses on the site. See Sheet 18 for pedestrian/vehicular/bicycle circulation plan. Sidewalk dimensions have been added to the SUP sheets.

10% openspace has been provided and labled on the plans.

The proposed boundary lot adjustment has been shown on Sheet 2 of the SUP. Additionally, a modification request to reduce the side yard setbacks has been requested.

See SOJ Section - Height for additional justification.

The modifications being requested has been listed on Sheet 3 of the SUP and in the SOJ. Locations of the waivers have been noted on the SUP Plans.

Conformance with all building and safety codes will be confirmed at SDP and building permit review.

Residential units have been pulled away from loading and trash pickup areas. No noise impacts are anticipated.

Conceptual Site Signage Plan (see Sheet 16)has been included with this submittal--all signs will meet regulations noted under Article 6 of the Zoning Ordinance.

Landscaping will be in full compliance with the Zoning Ordinance at time of SDP submission.

Trash and Loading Areas have been labled on the plan.

Additional information can be found in SOJ Section - Modified Alley and SOJ Section - Trash

All refuse storage areas will be shielded.

Hours of operation have been added to the SOJ Section -
Community Hours of Operations

Plan has been revised to include two loading areas for the multifamily building. Screening and landscaping has been added to the rear alleyway--see Sheets 13 & 14.

Alley width is wide enough and vehicular volume is not be substantial enough in these areas to create any concerns.

A setback modification are being requested for Oak Springs and Branch Drive and have been noted on Sheet 3 of the SUP and in the SOJ.

Calculations for interior parking lot landscaping for residential blocks has been provided and meets the requires parking lot tree and shrub requirements. Parking lot trees for the existing commercial side of the site have been replaced on an equivalent basis for any trees that are to be removed due to site improvements. The initial plan for the commercial side of this parcel was approved prior to the currently approved zoning ordinance and will not meet the appropriate interior landscaping area that is currently required. See Landscape Sheet 6.

Phasing has been removed from the SUP application. All submittal materials have been updated accordingly.

Conformance with ESC requirements will be addressed at SDP.

Conformance with stormwater requirements will be addressed at SDP.

Density has been reduced to 376. This will be addressed at final site plan.

The primary point of ingress/egress to the garage has been relocated to Oak Springs Drive. The single remaining ingress/egress to the garage from the alley will primarily serve "back of house" function and resident loading/unloading.

Primary ingress/egress of garage has been relocated to Oak Springs Drive to reduce vehicular trips in the alley to an acceptable level. It is anticipated that the Oak Springs garage access and the access across from Hastings Lane would each carry approximately 1,600 and 800 weekday vehicular trips, respectively. Capacity analysis shows these two intersections operating at LOS C or better during both peak hours with the proposed development in place.

A new primary access point to the multifamily residential garage has been provided along Oak Springs Drive to alleviate concerns of a single access point from the alley behind the commercial center. This along with an access point to the garage from the alley will provide two ways of entering/exiting the residential garage. Additionally, the new street alignment bisecting the existing commercial center will provide for additional circulation for both retail trucks and residential. The alley as designed will provide functions an alley usually does – access for loading and trash pickup for retail and residential uses, and a secondary access point for retail employee or resident parking.

Comment received. All corners will be analysed and reviewed at SDP.

Vehicle ingress/egress to garage has been split--one on Oaks Springs Drive and one at alley to alleviate this concern.

Capacity analysis of the westbound left onto Broadview shows a minor increase in delay and no change in level of service with the addition of the site traffic. The operation is anticipated to be similar to conditions without the development in place. This intersection was also analyzed with the planned roundabout. With the roundabout in place, the approach is expected to operate at LOS A with and without the site trips.

Primary ingress/egress of garage has been relocated to Oak Springs Drive to reduce vehicular trips in the alley to an acceptable level. Additionally, 24 parking spaces are proposed at the alley to be restricted to commercial employee use only.

Elimination/shortening of speedy travelways, reduced width driveways, new crosswalks including raised crosswalks where necessary and incorporation of parking - parallel, angled and head-in, along travelways, will have the effect of reduced vehicular speed and improved pedestrian safety at crossings within the site.

Comment noted. While a conceptual lighting plan has been included with this submittal (Sheet 17), a final lighting plan detailing all requirements will be provided at the time of Site Plan.

Landscape plan will be coordinated with lighting plan to confirm no interference.

Landscape plan will incorporate low growing plants so as not to obscure sight lines and cover windows.

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 the multifamily building at 10% of the total proposed units. This has been added to SOJ Section - 3-Bedroom Unit Maximum

A full TIA analysis by Gorove Slade has been submitted with this application. No offsite improvements are warranted or recommended with construction of the proposed site.

A crash assessment is included with the full TIA analysis by Gorove Slade.

A trip generation table based on ITE 11th edition is included with the full TIA analysis by Gorove Slade. The proposed site is expected to generate approximately 150 new trips during the AM peak hour, 192 new trips during the PM peak hour, and 2,534 new daily trips on a typical weekday.

A summary of pedestrian routes and existing/proposed pedestrian crossings is included with the full TIA analysis by Gorove Slade. A detailed pedestrian analysis per TE-384.1 will be submitted as a subsequent document.

A full TIA analysis by Gorove Slade has been submitted with this application.