



**NEWCASTLE**  
DEVELOPMENT GROUP

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

**WARRENTON VILLAGE CENTER**

**TOWN COUNCIL WORK SESSION  
JULY 9, 2024**



# EXISTING CONDITIONS



**Proposed  
Development  
Area**

**Existing  
Commercial  
Center**

# FUTURE LAND USE MAP

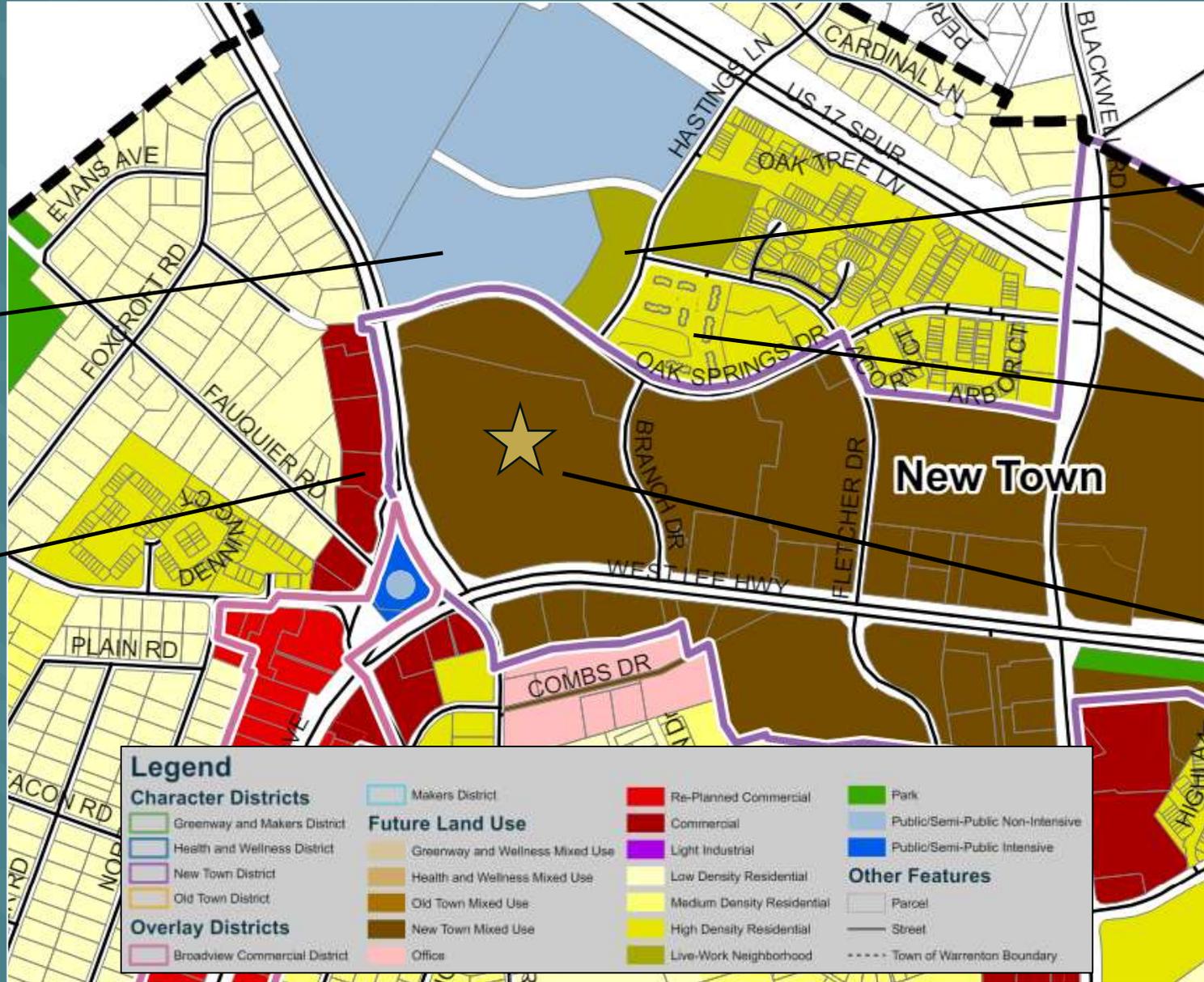
Public/Semi-Public  
Non-Intensive

Commercial

Live-Work  
Neighborhood

High Density  
Residential

New Town  
Mixed Use



# RESIDENTIAL BLOCK 1

## Multi-Family Apartments

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



# RESIDENTIAL BLOCK 2

## Multi-Family Townhomes

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



# RESIDENTIAL BLOCK 3

## Multi-Family 2-Over-2s

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





# BENEFITS OF PROPOSAL

## PLAN 2040

Advances all goals of Plan 2040 Character Districts

## HOUSING SUPPLY

Provides much needed additional housing supply near retail and other services/facilities via infill development and not urban sprawl

## HOUSING TYPES

Provides much needed housing types unique to the Town, including “missing middle” townhomes, 2-over-2s and the first new multifamily community in decades

## AFFORDABLE HOUSING

10% of units within each residential block will be dedicated as Affordable Dwelling Units, restricted to residents with household incomes below 80% AMI at restricted rental rates

## PEDESTRIAN ACCESS

Provides new and improved, safe pedestrian access to and circulation within Warrenton Village Center for new residents and existing neighbors

## PUBLIC SPACES

The Central Plaza will be the new centerpiece of the Center, featuring activity and eating areas and a splashpad; a new dog park and picnic area will also be open to for public use

## INCREASED PATRONAGE

New resident supply will provide increased patronage to all of Warrenton’s existing businesses

## ECONOMIC IMPACT

\$46,100 projected annual surplus for the Town of Warrenton



# MODIFICATIONS & WAIVERS

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

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

## Section J. – Modifications:

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



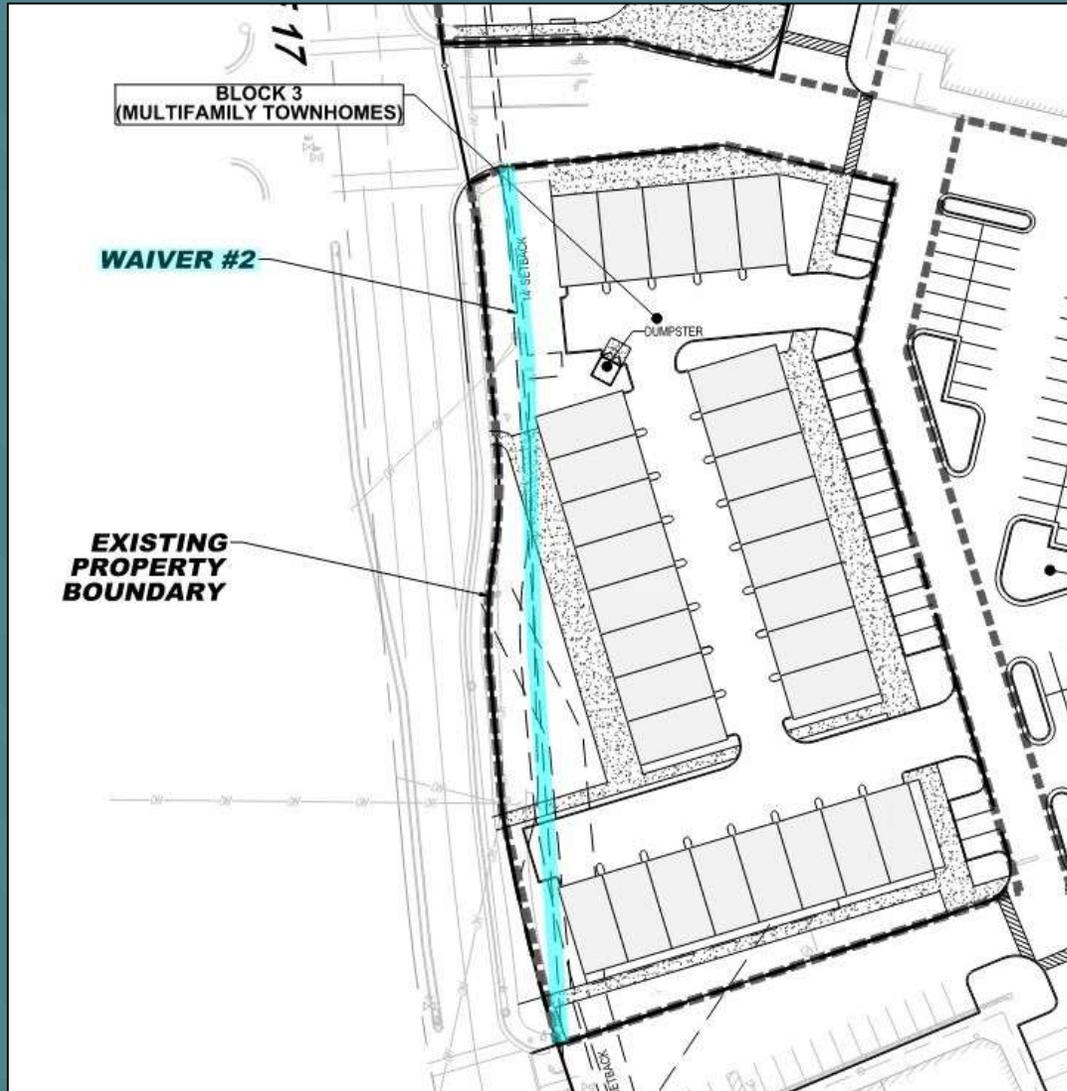
# SUP MODIFICATION & WAIVERS – WAIVER REQUEST #1



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

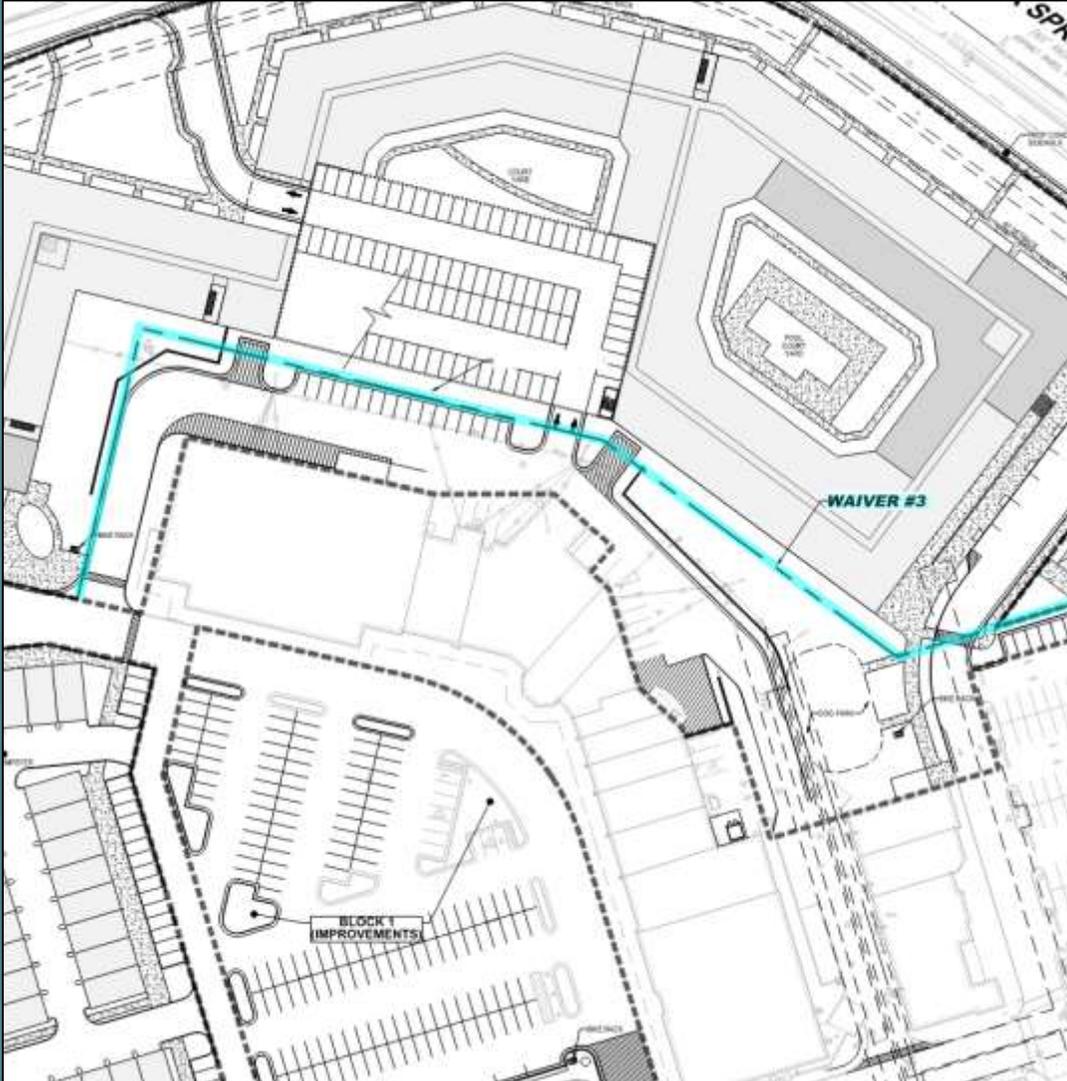


# SUP MODIFICATION & WAIVERS – WAIVER REQUEST #2



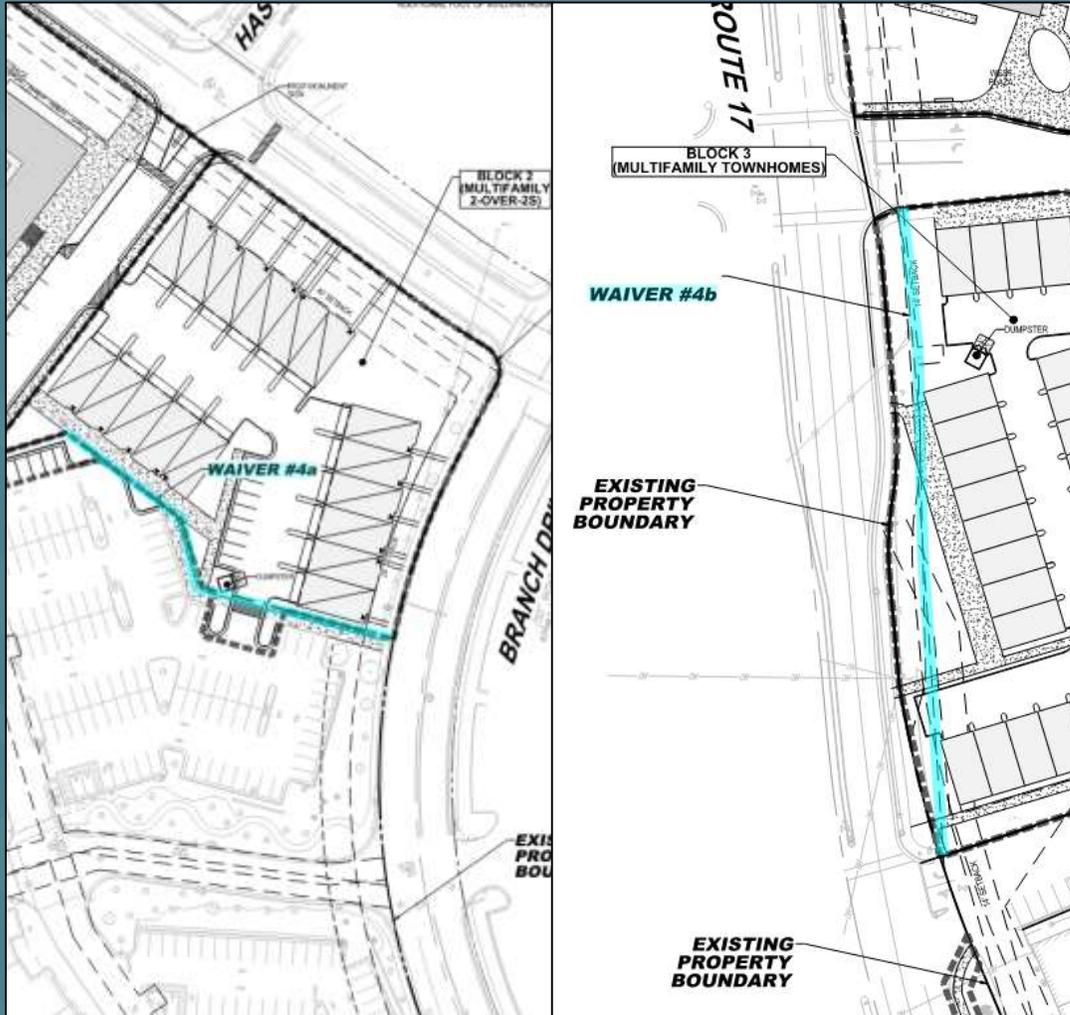
- Article 3-4.10.4: Required front yard setback from ROW greater than 50' is 40' minimum, if no parking or loading is proposed.
- This modification will allow the units to be closer to the street, creating a more consistent edge that is representative of the New Town Character district.
- Waiver Request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

# ■ SUP MODIFICATION & WAIVERS – WAIVER REQUEST #3



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

# SUP MODIFICATION & WAIVERS – WAIVER REQUEST #4



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

# ■ SUP MODIFICATION & WAIVERS – WAIVER REQUEST #5

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

## WHY ADDITIONAL HEIGHT IS NEEDED

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

# SUP MODIFICATION & WAIVERS – WAIVER REQUEST #6



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

# ■ SUP MODIFICATION & WAIVERS – WAIVER REQUEST #7



- Article 2-19.4: Retaining walls shall not exceed a height of 6’.
- This modification is necessary to mitigate the grade change along the Block 1 apartment building. These walls will appear as part of the building foundation and will provide sidewalk access to all first-floor units.
- **Waiver Request #6**: Allow retaining walls in excess of 6’



# A PRODUCT OF PLAN WARRENTON 2040

# WHITE PAPER FINDINGS – FISCAL SUSTAINABILITY (RKG)

- An economic model was created to determine the impact of land use decisions and the resulting economic ramifications
- The model weighed the cost of the Town’s desired capital projects against different growth scenarios:

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

## RKG Conclusion:

- To achieve the level of services and amenities desired by the citizens of Warrenton, the Town must increase its development activity
- Warrenton cannot “save its way” (i.e. cut back on spending) to fiscal sustainability
- Without residential development, “the Town does not have the demand to continue to increase retail services.”

# PLAN WARRENTON 2040

- The White Paper recommendations, particularly with respect to the need for additional housing, heavily influenced the creation of the Warrenton 2040 Plan
- It is incorporated by reference into the Plan
- The ability to satisfy this housing need is addressed throughout the Plan: **Specifically, Character Districts are envisioned to contain a variety of attainable housing types**

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



# WARRENTON HOUSING MARKET & ECONOMIC IMPACTS

# ■ IMPACT OF THE WARRENTON HOUSING SUPPLY

- As forecast by the White Papers, the lack of housing supply and typology has had impacts that we can see on today's Warrenton housing market and overall economics:
  - Potential renters who are employed locally must often rent outside of Warrenton
  - Commuters to D.C. based jobs can't consider Warrenton when searching for relocation options
  - Area employers have challenges attracting new employees
- Due to the scarcity of rental units, potential renters do one of three things:
  - 1) pay above market rents for the few desirable units available
  - 2) resort to leasing less desirable units
  - 3) look elsewhere, outside of Warrenton
- These outcomes are all detrimental to the Warrenton economy and the existing community

# CURRENT RENTAL ENVIRONMENT

## 1) APARTMENT COMMUNITIES

- There are six (6) apartment communities in the Warrenton area that are income and/or age restricted
- There is one (1) market rate apartment community in Warrenton
- Per a 4/4/24 search, there were zero (0) apartment units available for immediate occupancy in any of Warrenton's apartment communities

Apartment Communities	Year Built	Total Units	Available Units*	Age Restricted	Income Restricted
Moffett Manor	2007	98	0	Senior (55+)	50% & 60% AMI Programs
Steeplechase	2000	56	0	Senior (55+)	50% & 60% AMI Programs
The Oaks	1996	111	0	Senior (55+)	50% & 60% AMI Programs
Highland Commons	1994	96	0	No	50% & 60% AMI Programs
Warrenton Manor	1985	98	0	Senior (55+)	30%, 50%, 60% & 80% AMI Programs
Academy Hill	1983	31	0	No	USDA Section 515 Rental Program
Victoria Gardens	1979	24	0	None	None – Market Rate
Totals		514	0		

\*Per Apartments.com results taken on 4/4/24

# CURRENT RENTAL ENVIRONMENT

## 2) SINGLE FAMILY OR CONDO RENTAL DWELLINGS

- Per a 4/4/24 search, there were eight (8) rental units available for immediate occupancy in single family rentals and condo buildings
- With the exception of a single unit built in 2006, all available units are 30+ years old

Unit Type	Condo Apartment	Townhomes	Houses	Total Units
1-Bedroom	2 Units \$1,500 (1975) \$1,665 (1949)			2
2-Bedroom		3 Units \$1,600 (1993) \$1,750 (1975) \$1,750 (1980)		3
3-Bedroom			2 Units \$1,695 (1978) \$2,875 (1986)	2
4-Bedroom			1 Unit \$3,500 (2006)	1
Totals				8 units

\*Per Zillow.com results taken on 4/4/24

## ■ WHEN PEOPLE CAN'T FIND HOUSING IN WARRENTON...

- The new commercial amenities and services that are so desired by the existing community are not fiscally achievable without the economic improvement generated by an increase in residents
- Not only will new and improved retail not come to Warrenton, existing retail will continue to decline and deteriorate
- Consumer spending is trending down, commercial vacancy is trending up – these trends will continue
- Existing retailers will continue to see diminished business activity, leading to potential viability concerns
- New potential retailers will choose alternative destinations outside of Warrenton

# WARRENTON POPULATION & EMPLOYMENT GROWTH

- Warrenton's population has remained relatively stagnant over the last 15 years
- An increased growth rate is not anticipated going forward
- Lack of growth is largely due to lack of available housing
- Warrenton's employment increased by 574 jobs between 2006-2019—a growth rate of 0.4% per year
- Over that same period of time, the Northern Virginia Region increased its jobs by 1.9% annually—**nearly five times the Town's growth rate**

Year	At-Place Jobs	# Change	% Change
1990	4,830		
2000	6,670	1,840	38.1%
2010	9,622	2,952	44.3%
2011	9,721	99	1.0%
2012	9,784	63	0.7%
2013	9,829	(28)	(0.3%)
2014	9,831	47	0.5%
2015	9,857	(34)	(0.3%)
2016	9,891	60	0.6%
2017	9,898	69	0.7%
2018	9,949	51	0.5%
2019	10,038	89	0.9%
2020	10,043	5	0.1%
2021	10,174	131	1.3%
2022	10,197	23	0.2%
2023	10,274	77	0.8%
2024	10,351	77	0.8%
2025	10,428	77	0.7%

\*Source: [Worldpopulationreview.com](http://Worldpopulationreview.com)

## ECONOMIC IMPACTS

- The Market and Fiscal Impacts Analysis performed by S. Patz & Associates, Inc. concluded the following:
  - The project will have a Net Fiscal Benefit to the Town of Warrenton—meaning that the taxes generated by the project (both direct and indirect) will outweigh the capital expenditures connected with the project
  - At full buildout, residents will generate \$26.4M in direct annual consumer expenditures (i.e. business activity)
  - The project, along with the increased business activity that it generates, will yield 476 new full-time jobs in the community



# PUBLIC IMPROVEMENTS

# LIST OF IMPROVEMENTS FOR PUBLIC USE & BENEFIT

- Central Plaza
- East & West Plazas
- Oak Spring (natural spring) restoration
- Dog Park and Picnic Area
- Oak Springs Drive Pedestrian Crosswalks
- Completion of outer sidewalk ring around Warrenton Village Center
- Internal pedestrian system – sidewalks, crosswalks, wayfinding, vehicle slowing measures
- Hastings Lane extension



# CENTRAL PLAZA



*Bird's eye view of Central Plaza*



# CENTRAL PLAZA



*Alternate bird's eye view of Central Plaza (Note Blocks 1 & 2 in background)*

# CENTRAL PLAZA

*View of splashpad at Central Plaza*





# CENTRAL PLAZA



*Ground level view of Central Plaza*



# CENTRAL PLAZA



*Ground level view within Central Plaza (Note Blocks 1 & 3 in background)*



# CENTRAL PLAZA



*Ground level view of pedestrian access to Central Plaza (Note Block 3 in background)*



# CENTRAL PLAZA



*Ground level view of Central Plaza*

# WEST PLAZA



*Ground level view of West Plaza*

# EAST PLAZA



*Ground level view of East Plaza*



# CONCERNS ADDRESSED



## WHAT WE HAVE HEARD

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



# WATER / SEWER IMPACTS

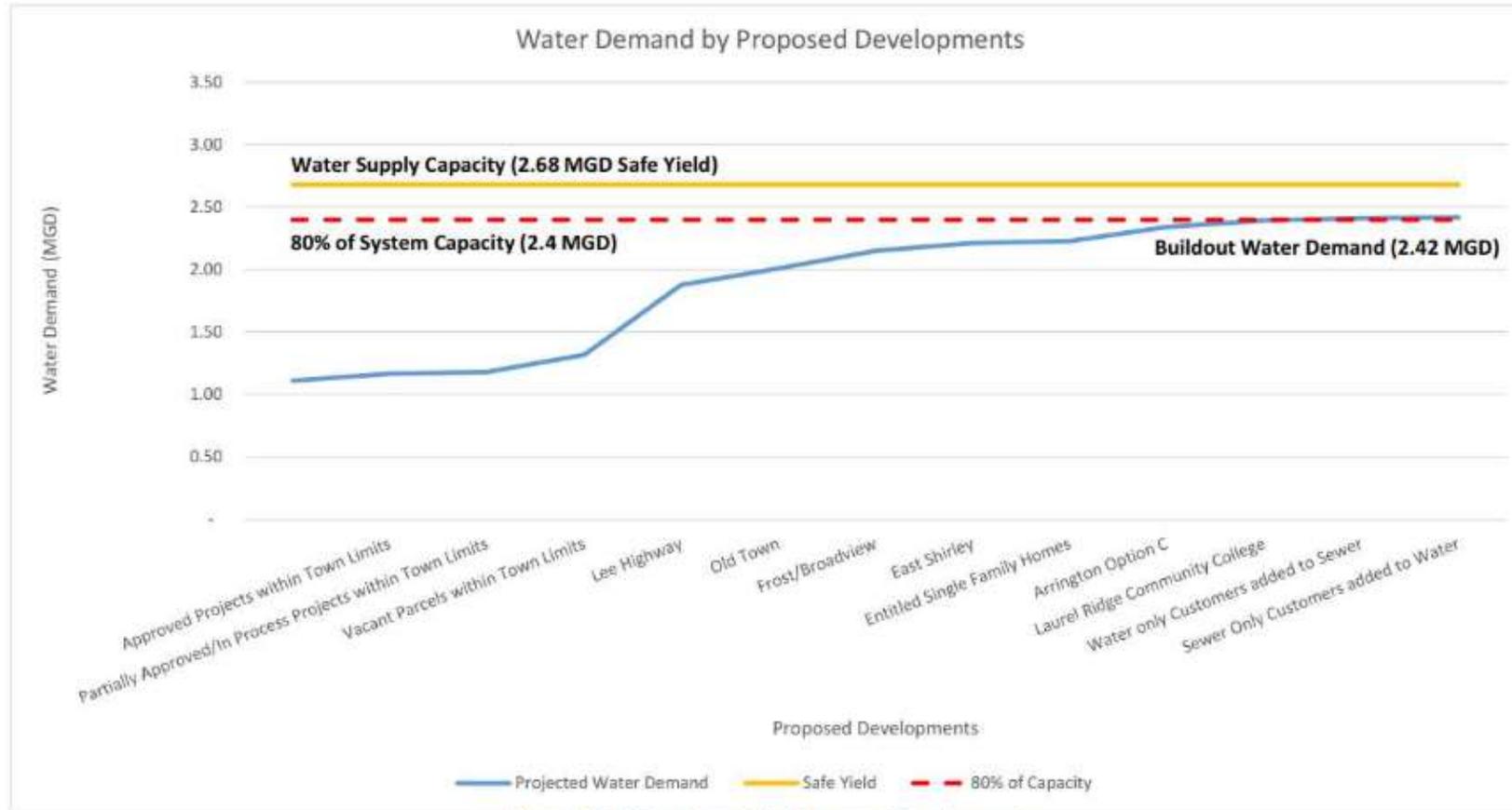


Figure 5.1: Water Demand by Proposed Developments

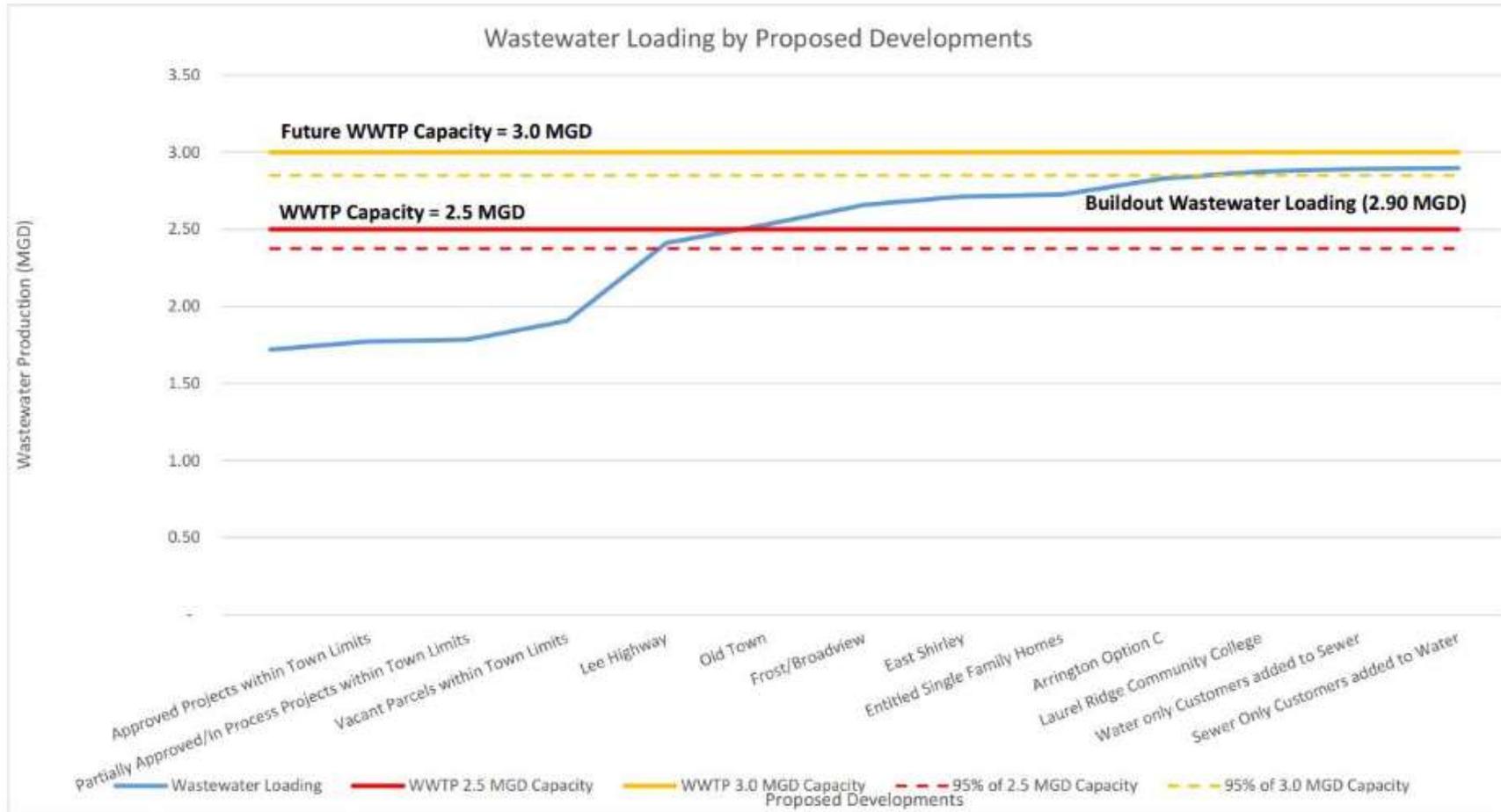


Figure 6.1: Wastewater Loading by Proposed Developments



# TRANSPORTATION

# ■ SITE PLAN OVERVIEW

## Primary vehicular access:

- Full-movement entry on Oak Springs Dr, forming 4th leg of Highland School Driveway intersection
- Full-movement driveway on Oak Springs Dr, forming 4th leg of Hastings Ln intersection
- Access also provided via existing shopping center connections to the south
- A total of 6 access points to the surrounding streets
- Agree to install traffic mitigation measures at Oak Springs Drive garage exit during Highland School “peak” hours – access gate, signage, lighting, etc.



# ■ SITE PLAN OVERVIEW

## Pedestrian Connectivity:

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



# TRAFFIC STUDY AREA



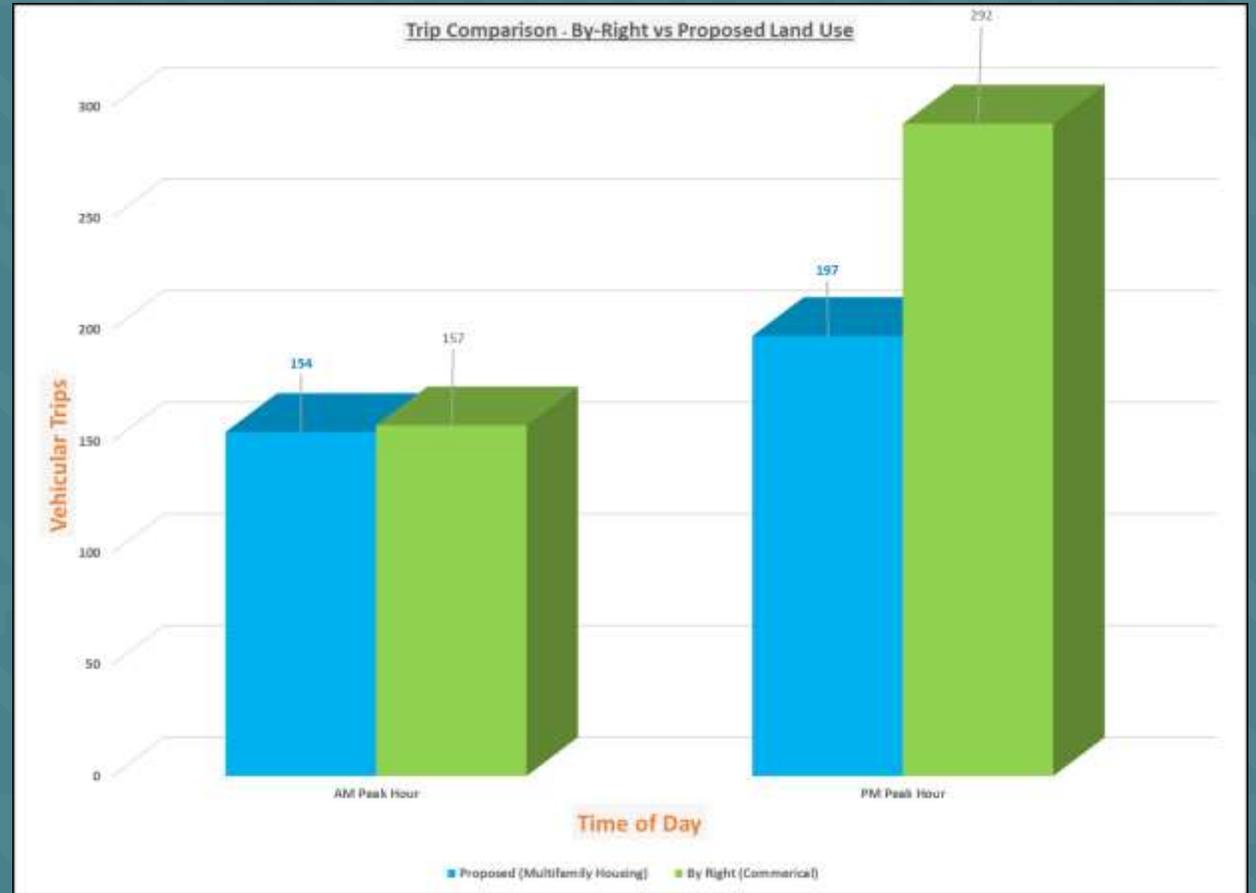
# SITE TRIP GENERATION

## New Trips Generated by the Development:

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

## Less Than By-Right Commercial Development:

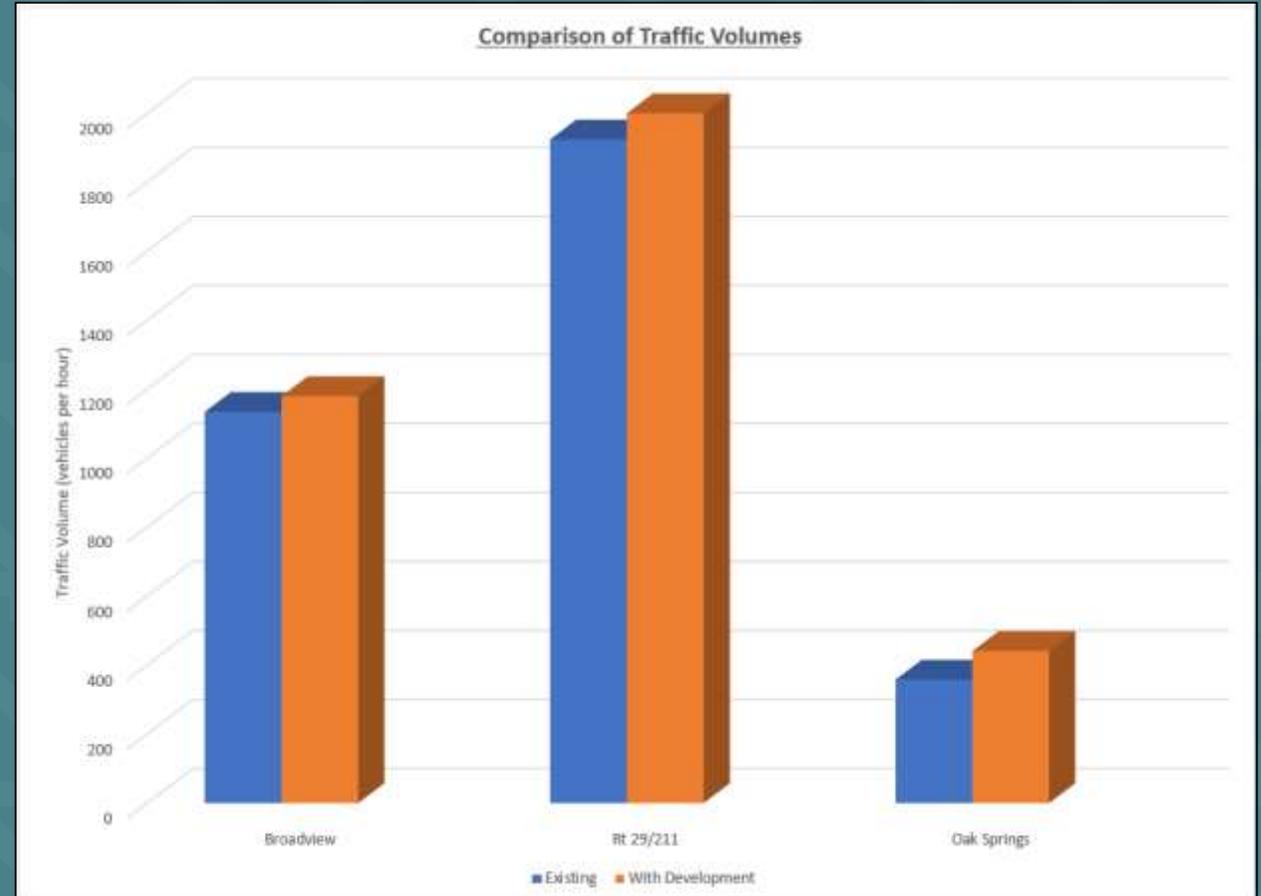
- The residential traffic volumes are lower than what would be seen if the site was developed by right with 40,000 sf of retail instead



# SITE TRIP IMPACTS

## Minimal Traffic Impact:

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





# INTERSECTION CAPACITY ANALYSIS - 2027 WITH DEVELOPMENT

## Minimal Impact on Intersection Operations:

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

## Maintaining Efficient Traffic Flow:

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

## Manageable Impacts at Unsignalized Intersections:

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

## Accommodating Site Traffic:

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

# HIGHLAND SCHOOL TRAFFIC

## Balancing Access and Minimizing Disruption:

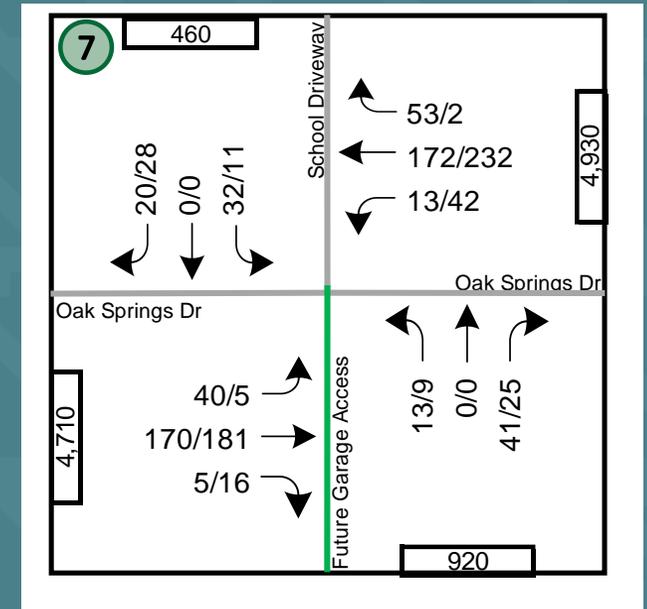
- The proposed parking deck entry is positioned across from the Highland School driveway to balance access needs while minimizing disruption to the existing intersection

## Minimizing Conflicts with School Peak Hours:

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

## Accommodating School Operations:

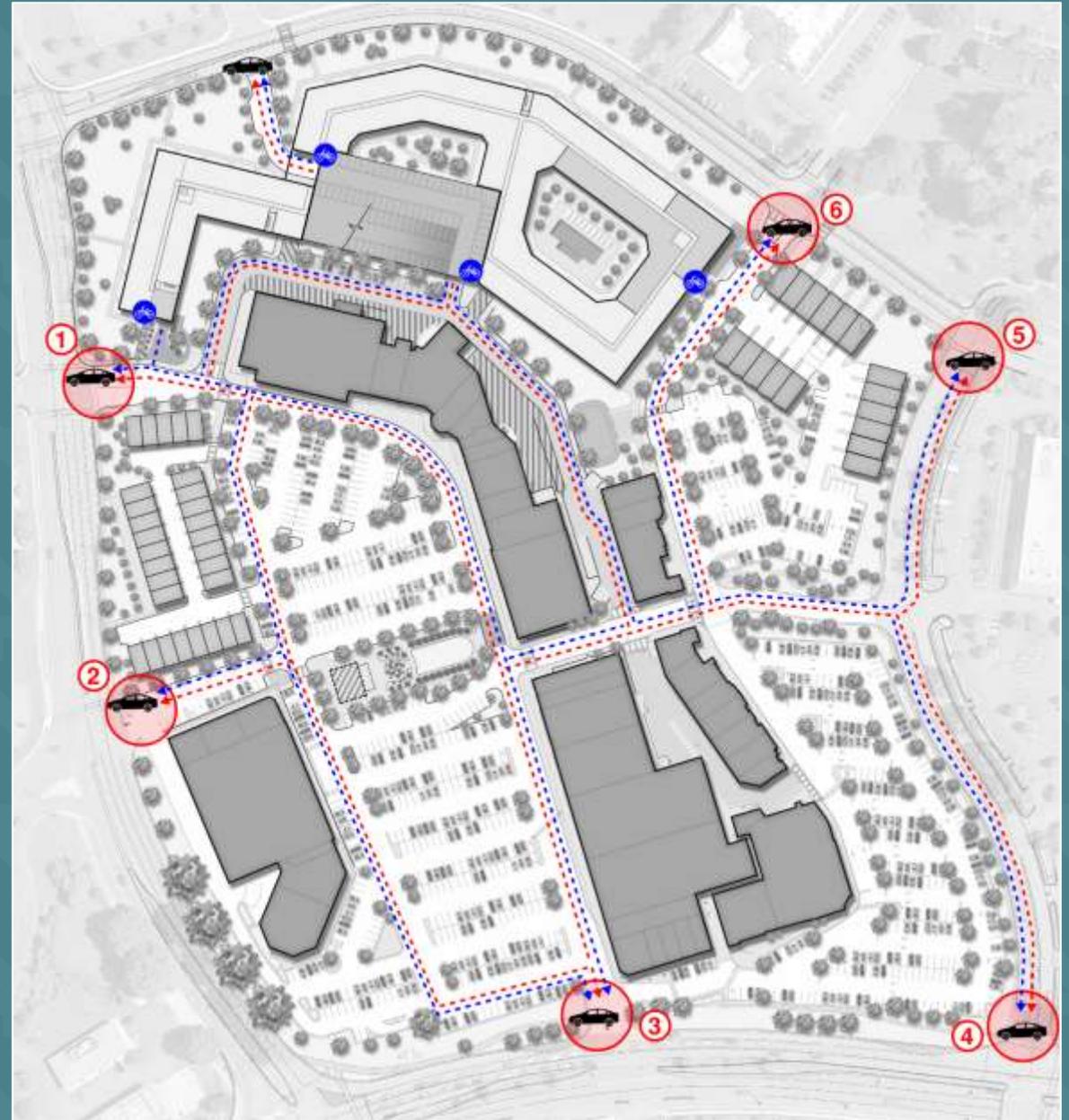
- Observations showed limited queuing of vehicles along Oak Springs Dr at the existing Highland School access point, even during peak times
- The school has multiple pickup/drop-off locations and two entrances, which helps distribute the traffic



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

# HIGHLAND SCHOOL TRAFFIC

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





# ROAD IMPROVEMENTS

## Turn Lane Warrant Analysis:

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

## Signal Warrant Analysis:

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

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



# SUMMARY OF IMPACTS

## Additional Traffic:

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

## Dispersed Access Points:

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



# SUMMARY OF IMPACTS

## Leveraging Existing and Planned Infrastructure:

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

## Outcome:

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



# SCHOOLS

# PROJECTED STUDENTS

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

- Block 1: 320 apartments x 0.20 = 64 students

- Block 2: 36 attached dwellings x 0.45 = 16

- Block 3: 30 attached dwellings x 0.45 = 14

- Total proposed students = 94

- Allocation per school:

- Bradley (52%) = 49

- Taylor (22%) = 21

- FHS (26%) = 24

# NEW STUDENTS VS. AVAILABLE CAPACITY

## Bradley

New students = 49

Available Capacity (min.) = 225

## Taylor/Warrenton Middle

New students = 21

Available Capacity (min.) = 243

## FHS

New students = 24

Available Capacity (min.) = 464

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



# AFFORDABLE HOUSING

# AFFORDABLE DWELLING UNITS

## ADU Unit Counts:

 80% AMI ADUs: 39 units

 70% AMI ADUs: 10 units

 60% AMI ADUs: 5 units

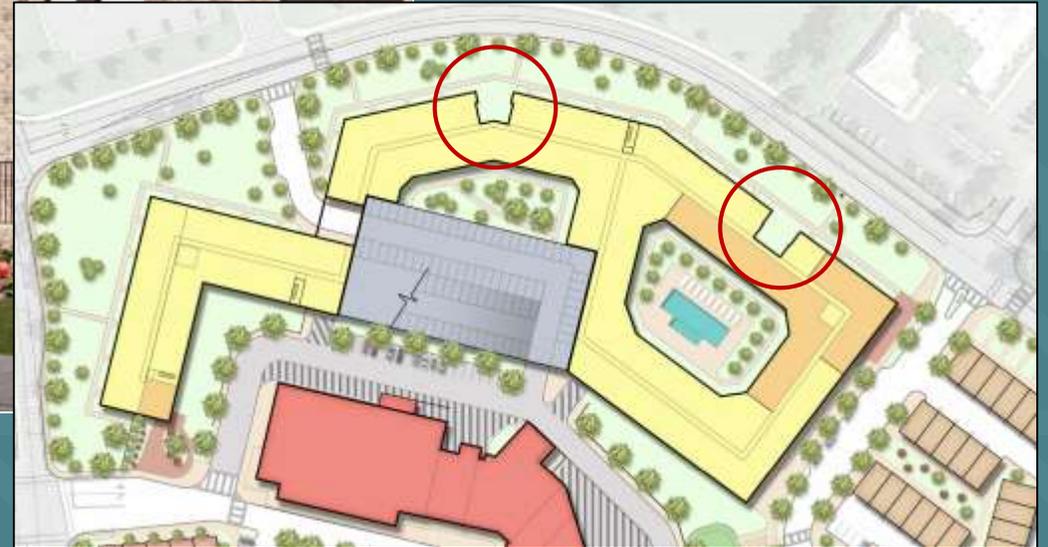
 TOTAL ADUs: 54 units (14% of total proposed units)

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



# ARCHITECTURE

# BLOCK 1 BUILDING “INSETS”





# RESIDENTIAL BLOCK 1 – WEST FACING ELEVATION FROM HASTINGS LANE





# RESIDENTIAL BLOCK 1 – EAST FACING ELEVATION FROM BROADVIEW AVE





# RESIDENTIAL BLOCK 1 – SOUTH FACING ELEVATION FROM OAK SPRINGS DRIVE





# RESIDENTIAL BLOCK 1 – SOUTH FACING ELEVATION FROM OAK SPRINGS DRIVE





# RESIDENTIAL BLOCK 2





# RESIDENTIAL BLOCK 3





# ARCHITECTURAL OPTION 1

*Leasing entrance at intersection of Oaks Springs Drive & Hastings Lane*



# ARCHITECTURAL OPTION 2

*Leasing entrance at intersection of Oaks Springs Drive & Hastings Lane*



# ARCHITECTURAL OPTION 1

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



# ARCHITECTURAL OPTION 2

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



# ARCHITECTURAL OPTION 1

*View from intersection of Oaks Springs Drive & Broadview Avenue*



# ARCHITECTURAL OPTION 2

*View from intersection of Oaks Springs Drive & Broadview Avenue*





# ARCHITECTURAL OPTION 1

*View from Broadview Avenue entrance into Warrenton Village Center*



# ARCHITECTURAL OPTION 2

*View from Broadview Avenue entrance into Warrenton Village Center*



# ARCHITECTURAL OPTION 1

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



# ARCHITECTURAL OPTION 2

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





# ARCHITECTURAL OPTION 1

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





# ARCHITECTURAL OPTION 2

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



# ARCHITECTURAL OPTION 1



*View from Oak Springs Drive*



# ARCHITECTURAL OPTION 2



*View from Oak Springs Drive*



# ARCHITECTURAL OPTION 1



*View from Broadview Avenue*



# ARCHITECTURAL OPTION 2



*View from Broadview Avenue*