



PLANNING COMMISSION WORK SESSION
Wednesday, January 4, 2023, 6:00 PM
Town Hall Conference Room, 2nd Floor

AGENDA

- I. Call to Order
- II. Roll Call
- III. Work Session Business
 - **2200494** – Barbara Samuels – A request for a Special Use Permit for a ground floor dwelling unit at 437 S. Royal Avenue identified by tax map 20A7-3-10. The property is zoned C-1, Community Business District.
 - **Comprehensive Plan** - Certification and recommendation of the new Comprehensive Plan document which shall update and supersede the Front Royal Comprehensive Plan, adopted March 23, 1998. Chapter 22, Article 3: §15.2-2223 through §15.2-2232 of the Code of Virginia outlines the legal authority and requirement that all localities prepare, recommend, and adopt a Comprehensive Plan.
 - **FY 2024-2028 Capital Improvement Plan (CIP).** Annual review of the draft CIP for conformance with the Comprehensive Plan. The CIP is not a budget, but rather, is a planning and finance tool that identifies needed capital improvement projects for the coming five (5) fiscal years.
 - **2200385 – Rezoning NVR Ryan Homes-** This application was submitted by NVR Inc., for the conditional rezoning of approximately 43.9 acres from the R-E District to the R1-A District. Proffers and a concept plan have been submitted for the site.
- IV. Adjournment



TOWN OF FRONT ROYAL

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
102 EAST MAIN STREET
P.O. BOX 1560
FRONT ROYAL, VA 2263

Main: 540.635.4236
Fax: 540.631.2727
www.frontroyalva.com

SPECIAL USE PERMIT REQUEST

FRSPU 2200494

APPLICANT:

NAME Barbara Samuels PHONE (540) 551-2592

ADDRESS 400 E. Jackson St.

E-MAIL bsamuelsrealtor@yahoo.com

PROPERTY OWNER:

NAME Set 6 Cardinal Park LLC PHONE _____

ADDRESS 400 E. Jackson St, Front Royal, VA 22630

E-MAIL _____

PROPERTY DESCRIPTION

PROPERTY ADDRESS 437 S. Royal Ave.

TAX MAP 20A13 SECTION 10 BLOCK 15/9 LOT 10

SUBDIVISION NAME _____ ACREAGE 0.53

REQUEST

ZONING DISTRICT C-1 Fork Town

PROPOSED USE OF PROPERTY 1 first floor dwelling unit

SPECIFIC SPECIAL USE PERMIT REQUEST _____

due to a leg injury I need a first floor dwelling unit.

ATTACHMENTS --The following must be submitted with the application. Additional information may be required depending on the nature of the request.

1. Survey/Plat of property showing all **existing** improvements.
(10 copies if larger than 11" X 17")
2. Site Plan Application
3. Application Fee of \$400.00 Receipt # 140814 Date Paid 11-15-2022
4. Additional information as required by the Dept. of Planning & Community Development.

CERTIFICATION

I certify that the information provided with this application is correct to the best of my knowledge and should the special use permit be granted, the project will comply with the conditions imposed upon it and will be implemented only as approved by Town Council.

Signature B. Samuels Date Nov. 15, 2022

By submitting this application, the applicant grants permission to Town officials and employees to enter upon the property, which is the subject of this application, during reasonable hours and for purposes related to the application process.

Revised 4-21-2021

12-21-22 - PC Consent to Advertise
1-4-23 - PC Work Session
1-18-23 - PC Public Hearing
2-13-23 - TC Work Session
2-27-23 - TC Public Hearing



I am requesting special usage at 437 S. Royal Ave. for a first-floor dwelling unit. The reason for this request is that I have an injured leg and have extreme difficulty walking upstairs.

Unfortunately, this injury is permanent. Currently, I use a cane and have a handicap sticker for parking.

Attached are the required details.



Barbara Samuels

(540) 551-2592

Interior changes

1. Currently there are two small bathrooms I would convert them into one large bathroom
2. Install a kitchen
3. New flooring and paint

Exterior

There is an existing handicapped parking space and signage

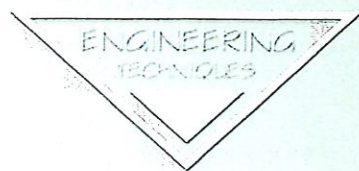
A handicapped ramp is existing at the end of the building

Note:

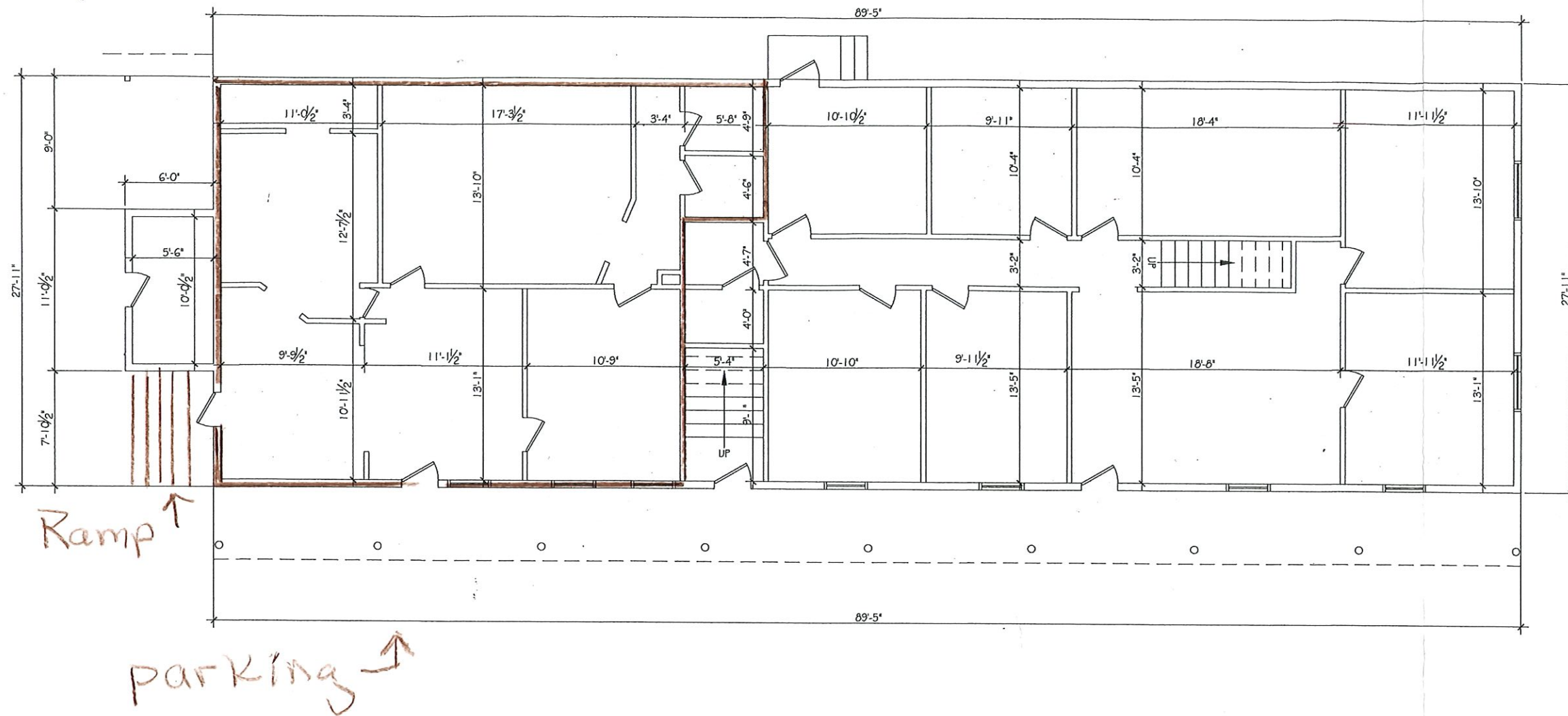
This dwelling unit would be at the far end of the building away from the street, and will not affect the commercial spaces closest to the street.



Engineering Techniques



Barbara Samuels
437 S. Royal AVE.
Front Royal, VA



① FIRST FLOOR EXISTING AND DEMO PLAN
Scale: 1/4" = 1'-0"

In the beginning God created the heavens and the earth. Genesis 1:1



...making the most of His creation!

Dan J. Hotek, P.E.
President/Structural Engineer

300 SKY MEADOW LANE
Front Royal, VA 22630
Ph: (540) 635-1521
Fax: (540) 635-2321

danhotek@engtechniques.com

REVISIONS			
REV.	DATE	COMMENTS	BY

PROJECT No.:	ET15-129
DRAWN BY:	DMA
CHECKED BY:	DJA
DATE:	1/12/2015
SCALE:	AS SHOWN
CAD FILE:	ET15-129 C00

**BARBARA SAMUELS
COMMERCIAL AS BUILT**

**437 S ROYAL AVE.
FRONT ROYAL, VA**

SHEET TITLE:

FIRST FLOOR
EXISTING / DEMO PLAN

SHEET NUMBER:

A2

2 OF 11

PLAT
SHOWING SURVEY
OF THE LAND OF
MUNSON & SNEAD, INC.

TOWN OF FRONT ROYAL -
WARREN COUNTY, VIRGINIA
APRIL 9, 1996
SCALE: 1"=30'

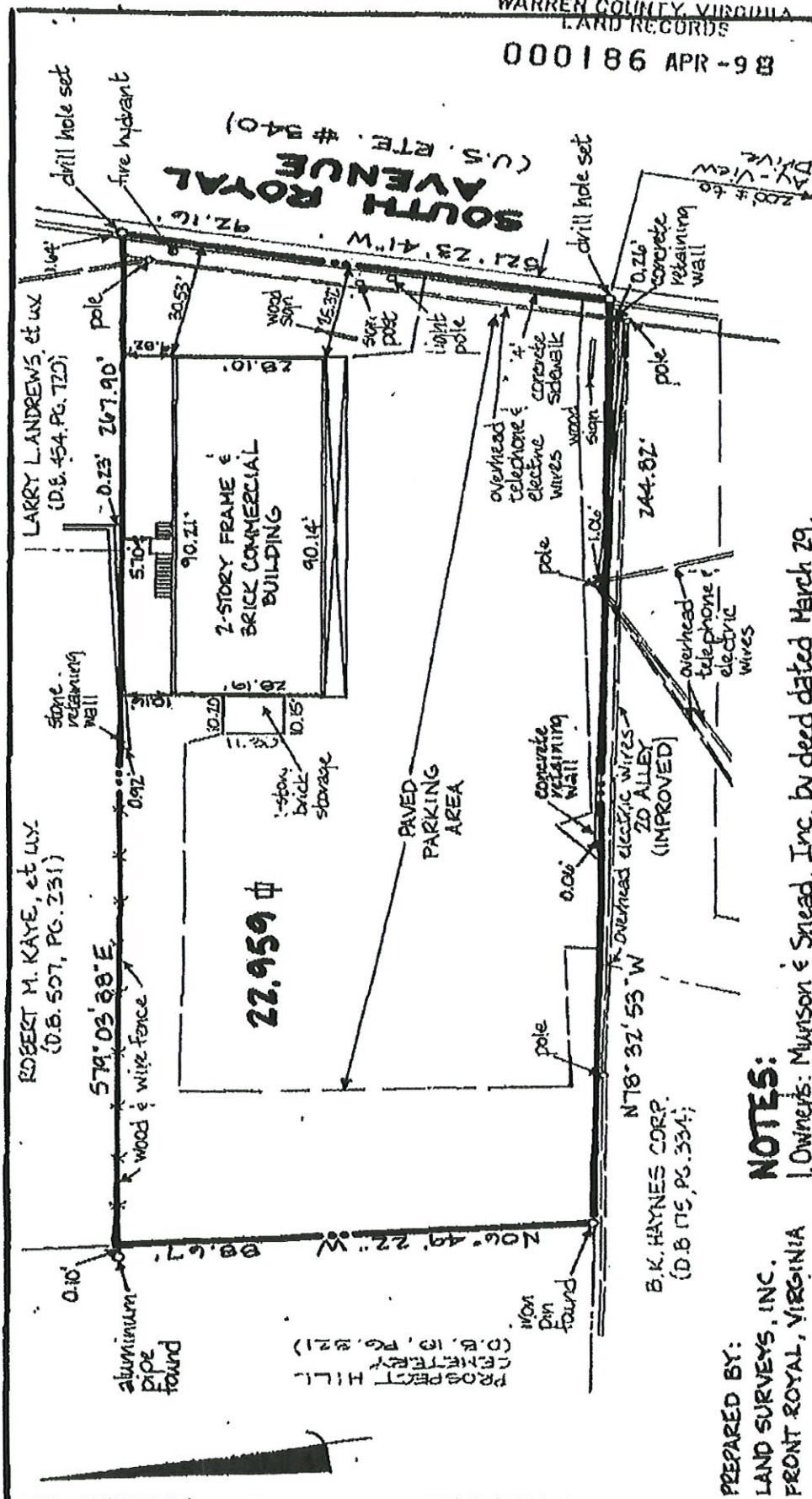
30' 45' 60' 90'

NOTES

1. Owners: Munson & Sneed, Inc. by deed dated March 29, 1996 and recorded as Instrument #9601367.
2. This land is shown on Tax Map 20A 7 (3) as Parcel 10.
3. No title report nor title search data was available for this survey.
4. Plat showing "Boundary Survey of the land of William J. Wilkinzon, et ux" by Wayne E. Niskanen, C.L.S. dated December 29, 1987 recorded in Deed Book 374 at Page 122.
5. The subject premises are located in FEMA flood zone X taken from FIRM Community Panel #510167 000 ZB.

PREPARED BY:

LAND SURVEYS, INC.
FRONT ROYAL, VIRGINIA



[illegible]

Renfo Property Information Form

Property Information

Area	WARR	Dist	Fork Town	Rec #	11,756.01	Map Id	20A7 3 10
Description	L 10 STEELE WILKINSON MUNSON & SNEAD INC SURVEY LR03-3822						
Address	437 S ROYAL AVE					Acres	0.53
Land Value	229,600	Zoning		Elec / Gas	Y / N		
Bldg Value	291,400	Esmt / ROW	PAVE / PUBL	Water / Sewer	PUBL / PUBL		
Total Value	521,000	Character	RLNG	Deed Ref Bk / Pg	15/9		
LU Value		Land Use	COMM	Sale Price / Parcels	530,000		
Tax Amount	4,089.85	Occupancy	COMM	Sale Date	1/5/2015		

Owner Information

Name	6 CARDINAL PARK LLC		
Address	163 SOUTH HUGHES ST		
	HAMILTON, VA 20158		

Building Information

Bldg Sq Ft	5,040	Stories	2	Units	Year Built	1988
Bsmt Sq Ft		Air Cond	Y	Garage / #	Condition	GOOD
Bsmt Fin SF		Fireplace		Carport / #	Rooms	7
Basement	SLAB	Flue		Heat	HPMP	Bedrooms
Foundation	BLOK	Roof Type	GABL	Fuel	ELEC	Fullbaths
Walls Ex / In	VINL / DRWL	Roof Matl	SHGL	Floor	CARP	Halfbaths 3

The information contained herein is deemed reliable but NOT GUARANTEED. The official city or county records must be checked to verify the accuracy of this information.

2200494_SUP_B. Samuels_437 S Royal Ave



November 22, 2022

1:1,128
0 40 80 160 ft
0 12.5 25 50 m
Virginia Geographic Information Network (VGIN)



425 S ROYAL AVE

Property Details

Current Owner

Name: ALLIE NICHOLE LLC

Mailing Address: 727 N ROYAL AVE N/A
FRONT ROYAL, VA 22630

Physical Address: 425 S ROYAL AVE
FRONT ROYAL, VA 22630

Tax Map #: 20A7 3 9

Account #: 11755

Total Acres (Includes all Sublots): 0.235

Zoning: C-1

Occupancy Code: Commercial

Magisterial Code: Fork-Town

Land Use: Commercial/Industrial

School Zone: RJ Elem., Skyline Middle, Skyline High

Legal Repository

Legal Description: L9 S ROYAL AVE	Instrument Type and Year: LR 2012	Deed Book No: N/A
Legal Description 2: N/A	Instrument Number: 2263	Deed Book Page: 0
Legal Description 3: N/A	Slide Number: N/A	Will Book No: N/A
Legal Description 4: N/A	Slide Index: N/A	Will Book Page: 0

Valuation & Sales

Land	Improvements	Total Value
\$122,800	\$65,900	\$188,700
Grantor	Sale Price	Sale Date
NULL KARIN	\$161,000	4/25/2012

Number of Parcels Involved in Sale

1



413 S ROYAL AVE

Property Details

Current Owner

Name: KAYE ROBERT M ET UX

Mailing Address: 413 SOUTH ROYAL AVE N/A
FRONT ROYAL, VA 22630

Physical Address: 413 S ROYAL AVE
FRONT ROYAL, VA 22630

Tax Map #: 20A7 3 8

Account #: 11754

Total Acres (Includes all Sublots): N/A

Zoning: C-1

Occupancy Code: Commercial

Magisterial Code: Fork-Town

Land Use: Commercial/Industrial

School Zone: RJ Elem., Skyline Middle, Skyline High

Legal Repository

Legal Description: L 8 J W HILLIARD

Instrument Type and Year: 0

Deed Book No: 507

Legal Description 2: S ROYAL AVE

Instrument Number: 0

Deed Book Page: 231

Legal Description 3: N/A

Slide Number: N/A

Will Book No: N/A

Legal Description 4: N/A

Slide Index: N/A

Will Book Page: 0

Valuation & Sales

Land

N/A

Improvements

\$183,100

Total Value

\$183,100

Grantor

N/A

Sale Price

\$376,384

Sale Date

9/2/1993

Number of Parcels Involved in Sale

N/A



200 W PROPECT ST

Property Details

Current Owner

Name: PROSPECT HILL CEMETERY

Mailing Address: PO BOX 83 N/A
FRONT ROYAL, VA 22630

Physical Address: 200 W PROPECT ST
FRONT ROYAL, VA 22630

Tax Map #: 20A622 1

Account #: 11576

Total Acres (Includes all Sublots): 31.68

Zoning: R-1

Occupancy Code: Vacant taxes exempt

Magisterial Code: Fork-Town

Land Use: Exempt - Religious

School Zone: RJ Elem., Skyline Middle, Skyline High

Legal Repository

Legal Description: N/A

Instrument Type and Year: 0

Deed Book No: N/A

Legal Description 2: N/A

Instrument Number: 0

Deed Book Page: 0

Legal Description 3: N/A

Slide Number: N/A

Will Book No: N/A

Legal Description 4: N/A

Slide Index: N/A

Will Book Page: 0

Valuation & Sales

Land	Improvements	Total Value
\$100	\$54,900	\$55,000

Grantor	Sale Price	Sale Date
N/A	N/A	0/0/0

Number of Parcels Involved in Sale
N/A



501 S ROYAL AVE

Property Details

Current Owner

Name: HAYNES BRADLEY K

Mailing Address: 501 S ROYAL AVE N/A
FRONT ROYAL, VA 22630

Physical Address: 501 S ROYAL AVE
FRONT ROYAL, VA 22630

Tax Map #: 20A7 8 1

Account #: 11998

Total Acres (Includes all Sublots): .224

Zoning: C-1

Occupancy Code: Commercial

Magisterial Code: Fork-Town

Land Use: Commercial/Industrial

School Zone: RJ Elem., Skyline Middle, Skyline High

Legal Repository

Legal Description: L1 & L3 BEATY
SUB

Instrument Type and Year: LR 2017

Deed Book No: N/A

Legal Description 2: N/A

Instrument Number: 1984

Deed Book Page: 0

Legal Description 3: N/A

Slide Number: N/A

Will Book No: N/A

Legal Description 4: N/A

Slide Index: N/A

Will Book Page: 0

Valuation & Sales

Land	Improvements	Total Value
\$117,000	\$237,800	\$354,800

Grantor	Sale Price	Sale Date
HAYNES BRADLEY K & BRADLEY	N/A	4/17/2017

Number of Parcels Involved in Sale

1



10 SOUTH ST

Property Details

Current Owner

Name: LMYA LC

Mailing Address: 10 SOUTH ST N/A
FRONT ROYAL, VA 22630

Physical Address: 10 SOUTH ST
FRONT ROYAL, VA 22630

Tax Map #: 20A7 6 11

Account #: 11943

Total Acres (Includes all Sublots): .5147

Zoning: C-1

Occupancy Code: Commercial

Magisterial Code: South River-Town

Land Use: Commercial/Industrial

School Zone: HJB Elem., WC Middle, WC High

Legal Repository

Legal Description: LOTS 11-12

Instrument Type and Year: LR 2020

Deed Book No: N/A

Legal Description 2: STINSON LOTS

Instrument Number: 3956

Deed Book Page: 0

Legal Description 3: N/A

Slide Number: N/A

Will Book No: N/A

Legal Description 4: N/A

Slide Index: N/A

Will Book Page: 0

Valuation & Sales

Land

\$358,700

Improvements

\$714,000

Total Value

\$1,072,700

Grantor

FRONT ROYAL VENTURES LLC

Sale Price

\$1,250,000

Sale Date

6/26/2020

Number of Parcels Involved in Sale

1



0 S ROYAL AVE

Property Details

Current Owner

Name: FERNANDEZ GARY ET UX

Mailing Address: 1780 ZACHARY TAYLOR HWY N/A
HUNTLY, VA 22640

Physical Address: 0 S ROYAL AVE
FRONT ROYAL, VA 22630

Tax Map #: 20A7 9 A 1

Account #: 12003

Total Acres (Includes all Sublots): .16

Zoning: C-1

Occupancy Code: Vacant Land

Magisterial Code: South River-Town

Land Use: Commercial/Industrial

School Zone: RJ Elem., Skyline Middle, Skyline High

Legal Repository

Legal Description: NPTL 1 B 'A'
POTTS SUB

Instrument Type and Year: 0

Deed Book No: 529

Legal Description 2: N/A

Instrument Number: 0

Deed Book Page: 638

Legal Description 3: N/A

Slide Number: N/A

Will Book No: N/A

Legal Description 4: N/A

Slide Index: N/A

Will Book Page: 0

Valuation & Sales

Land	Improvements	Total Value
\$97,600	N/A	\$97,600
Grantor	Sale Price	Sale Date
N/A	\$190,000	6/13/1994

Number of Parcels Involved in Sale

2

TOWN OF FRONT ROYAL, VA

COMPREHENSIVE PLAN

SURVEY RESULTS SUMMARY

February 21, 2022



SURVEY RESULTS

The Town of Front Royal distributed a survey that was open between November 2021 and January 2022 to solicit public input for the Comprehensive Plan update. There were a total of 469 participants, representing 3.1% of Front Royal's 15,011 residents. The following pages report the results of the survey.

Age of Participants

The age of participants were generally evenly distributed amongst all age brackets with the exception of young adults and children. Future planning efforts should take special interest in engaging this demographic.

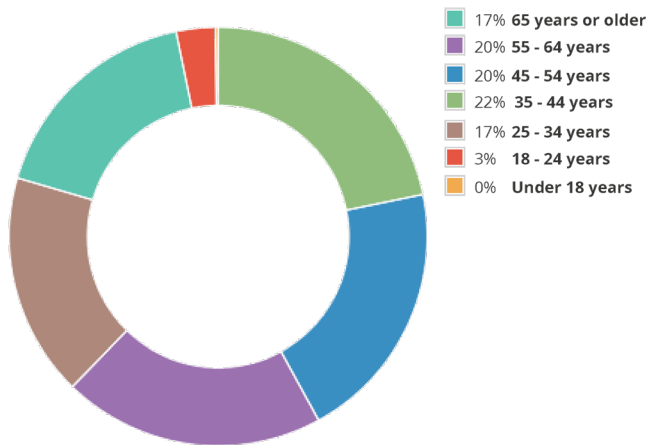


Figure 1: Age of Respondents

Of the total survey respondents, 75% reside within the 22630 Zip Code, while the remaining 25% reside within other zip codes.

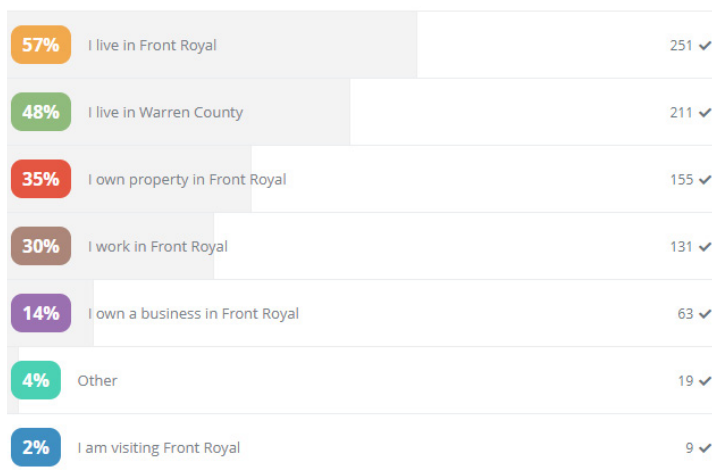
This shows that the majority of responses came from residents of the Town, which can also be seen from survey software's map of response locations. All areas of Front Royal generally appear to be represented as well.



Figure 3: Response Location

Why Front Royal?

Participants were then asked what their connection to Front Royal was, and were able to select all responses that applied. Of the 444 respondents, 57% live in Front Royal and 48% live in the County.

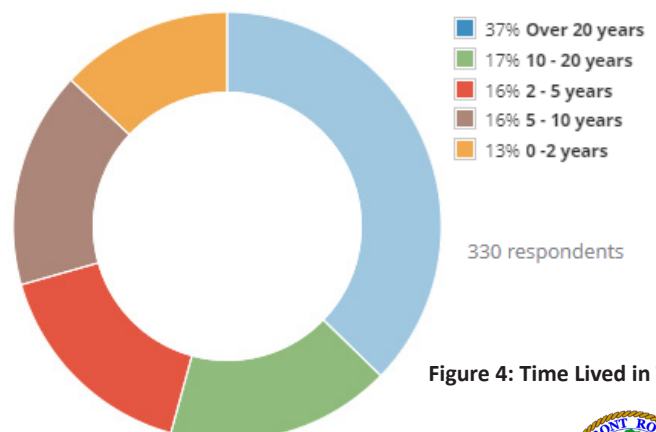


444 Respondents

Figure 2: Connection to the Town

How long have you lived here?

The survey then asked of those respondents that **live in Town**, how long have they lived there? 54% have lived in Town over 10 years, while 45% have lived for less than 10.



330 respondents

Figure 4: Time Lived in Town



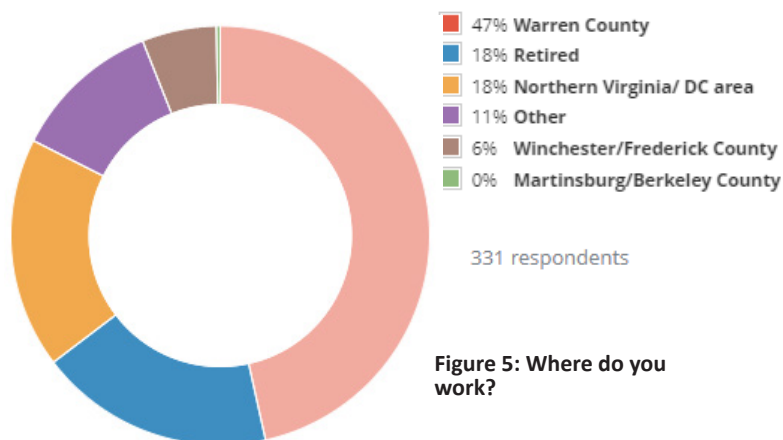


Figure 5: Where do you work?

Where do you work?

Of those respondents that **live in Town**, the survey asked, where do they work? 47% responded that they work in Warren County, of areas outside of Warren County, 18% work in the Northern Virginia / DC area and 6% work in Winchester/Frederick. This shows that of the respondents, most live and work locally. "Other" could include the Town, or jurisdictions in the region to the west, south, or east.

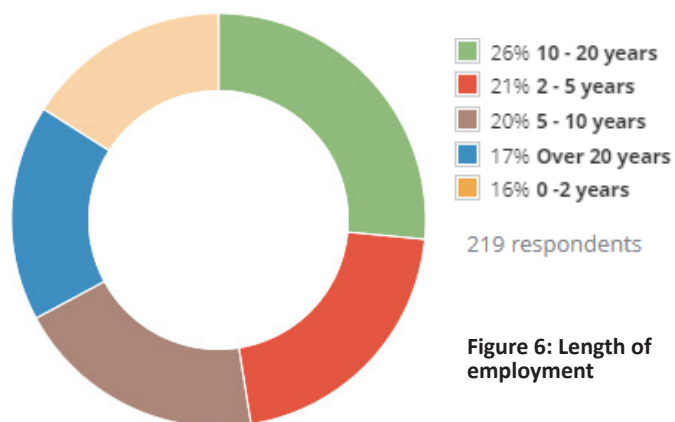


Figure 6: Length of employment

How long have you worked in Town?

The survey then asked for participants that **work in Town**, how long have they worked there? 43% of respondents have worked in Town for over 10 years, while 57% have worked for less than 10. Of those who have worked for less than 10 years, 37% have worked between 0 and 5 years.

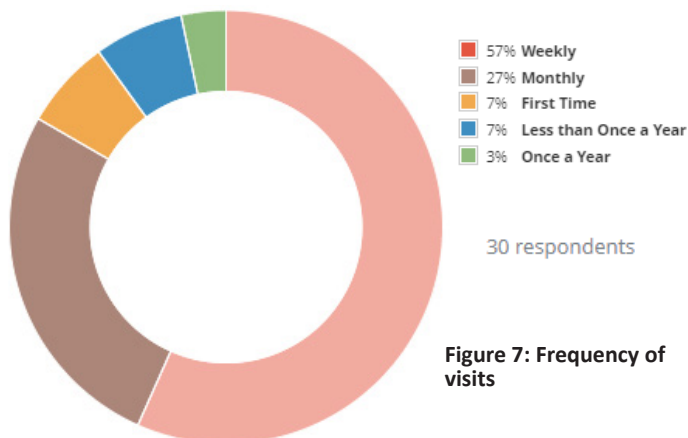


Figure 7: Frequency of visits

How often do you visit the Town?

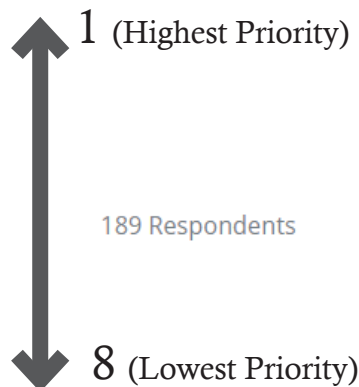
Of the respondents that are **visitors to the Town**, it was asked, how often do you visit? Most visitors report weekly trips into Town, while some report monthly trips.

Why choose to live in Front Royal?

Respondents were asked why they chose to make their home here in the Town with 1 being the most prioritized reason and 8 being the least. The highest ranked choices were Close to family/friends, Community Character, Closeness to outdoor activities, and the Town being a good place to raise children.

Figure 5: Why did you chose to live in Front Royal

Close to family/friends	Community Character	3.27
Community Character		3.57
Close to Outdoor activities		3.85
Good place to raise children		3.93
Type of Housing		4.77
Walkable Neighborhoods		5.12
Close to Major Interstates		5.20
Other		6.01



What contributes positively to quality of life in Front Royal?

The next set of questions were about quality of life in Town. Several categories were listed and respondents were asked to rank them 1 through 3, with 1 being Very Important, to 3 being Not Important. Respondents could also choose “No Opinion.” The results are shown in the figure below with higher amounts of respondents per ranking shading that response darker.

353 respondents	1	2	3	No Opinion
a. Town Services (DPW, Fire, Police)	51% 1	27% 2	8% 3	13% No Opinion
b. Schools	32% 1	25% 2	23% 3	20% No Opinion
c. Parking Availability	18% 1	42% 2	28% 3	12% No Opinion
d. Affordable Housing	43% 1	29% 2	19% 3	9% No Opinion
e. Safety & Security	54% 1	30% 2	11% 3	5% No Opinion
f. Recreational Resources	49% 1	36% 2	12% 3	3% No Opinion
g. Open Space and Parks	54% 1	32% 2	10% 3	3% No Opinion
h. Job Opportunities	29% 1	26% 2	28% 3	17% No Opinion
i. Transportation Options & Connectivity	16% 1	38% 2	31% 3	15% No Opinion
j. Walkability	30% 1	41% 2	21% 3	9% No Opinion
k. Shopping Convenience	26% 1	48% 2	19% 3	7% No Opinion
l. Cultural Activities	23% 1	39% 2	26% 3	12% No Opinion
m. Other	17% 1	9% 2	11% 3	63% No Opinion

Figure 6: Items that Contribute Positively

How important are these to OVERALL quality of life in Front Royal?

The next question asked how important the same categories were to overall quality of life in Town, with darker shading denoting where people placed the most emphasis. Safety and Security ranked the highest with 76% of the respondents labeling this Very Important. Interestingly, the importance of these topics generally matches the positively contributing reasons people live in Town.

347 respondents		Very Important	Important	Not Important	No Opinion
a. Town Services (DPW, Fire, Police)	66%	Very Important	30%	Important	3% Not Important 1% No Opinion
b. Schools	56%	Very Important	27%	Important	10% Not Important 8% No Opinion
c. Parking Availability	15%	Very Important	55%	Important	26% Not Important 4% No Opinion
d. Affordable Housing	56%	Very Important	32%	Important	8% Not Important 4% No Opinion
e. Safety & Security	76%	Very Important	21%	Important	2% Not Important 1% No Opinion
f. Recreational Resources	47%	Very Important	45%	Important	7% Not Important 1% No Opinion
g. Open Space and Parks	51%	Very Important	43%	Important	5% Not Important 1% No Opinion
h. Job Opportunities	47%	Very Important	38%	Important	9% Not Important 6% No Opinion
i. Transportation Options & Connectivity	28%	Very Important	42%	Important	23% Not Important 8% No Opinion
j. Walkability	36%	Very Important	45%	Important	16% Not Important 4% No Opinion
k. Shopping Convenience	35%	Very Important	53%	Important	9% Not Important 3% No Opinion
l. Cultural Activities	31%	Very Important	45%	Important	19% Not Important 6% No Opinion
m. Other	17%	Very Important	12%	Important	4% Not Important 66% No Opinion

Figure 7: Importance To Overall Quality

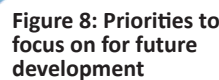
How important are these items for Future Development?

There are numerous factors that will influence the way a Town will look 20, 30 or 40 years into the future. The listed items will inform the Comprehensive Plan's policies and strategies for future growth.

	Very Important,	Important	Not Important
a. Job Creation	57% Very Important,	35% Important	8% Not Important
b. Transportation Network - Roads, Buses	41% Very Important,	44% Important	15% Not Important
c. Parking Availability	23% Very Important,	54% Important	23% Not Important
d. Walkability	41% Very Important,	45% Important	14% Not Important
e. Homes, Neighborhood	60% Very Important,	32% Important	8% Not Important
f. Parks/Access to Green Spaces	56% Very Important,	37% Important	7% Not Important
g. Types of Businesses	57% Very Important,	40% Important	3% Not Important
h. Affordability of Housing	61% Very Important,	31% Important	8% Not Important
i. Availability of Cultural Activities	32% Very Important,	50% Important	18% Not Important
j. Environmental Sustainability and Energy Efficiency	48% Very Important,	33% Important	18% Not Important
k. Historical Preservation	46% Very Important,	43% Important	10% Not Important
l. Broadband Access	69% Very Important,	23% Important	7% Not Important
m. Preservation of Opens Space and Farmland	61% Very Important,	33% Important	6% Not Important
n. Green Infrastructure, Solar Facilities	36% Very Important,	32% Important	32% Not Important
o. Diversity of Businesses	49% Very Important,	39% Important	12% Not Important

Figure 8: Factors important to the future development of Front Royal

The next question was open ended. Respondents were able to see comments left by other participants and “upvote” to agree with them. Some of the highlighted themes from responses are shown in the word cloud below, they are sized based on the amount of times they appeared in the responses. The top themes included **Responsible Growth, Better Water Supply, (utilize) Shenandoah River, Restricting Development, Redevelopment / Revitalization focus, Preserve Town History, Help Small Businesses.**



What do you wish Front Royal had more / less of?

Respondents were asked to choose from a list of items what they wish the Town had more of. The top categories were Entertainment, Restaurants, and Bike/ Pedestrian infrastructure, of which half of all respondents desired. Open Space, Affordable Housing, and Shopping were also noted as important future additions to the Town at 39%, 38%, and 37% of respondents. It was also asked what respondents wished Front Royal had less of, with open ended comments available for “upvoting” to agree. Top themes included wanting less **dilapidated buildings**, **issues with local governance**, and **certain types of businesses**.



Figure 9: What should Front Royal have more of?

What are Front Royal's biggest assets?

Respondents were asked what they believed Front Royal's biggest assets are, ranked from 1 (biggest asset) to 7 (smallest asset). Quality of Life ranked highest followed by Community Character and Parks & Recreational facilities.

Figure 10: What are Front Royal's biggest assets

Quality of Life	2.53
Community Character	2.64
Parks & Recreational Facilities	2.86
Community	3.01
Historic Downtown	3.29
Housing	5.05
Other	5.26

230 Respondents

1 (Biggest Asset)

7 (Smallest Asset)

Rate in life in Front Royal

Respondents were asked to rate quality of life in Front Royal from 1 to 10, with 1 being poor and 10 being excellent. The Average response was at “6.3” showing that residents think life in Town is above average. The comprehensive planning process will include strategies to get future ratings closer to 10!

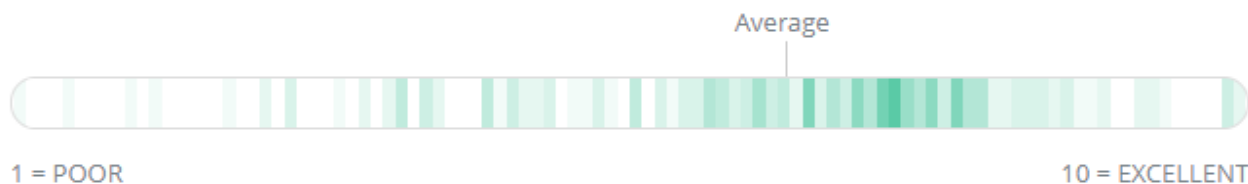


Figure 11: Rate the Quality of Life within the Town of Front Royal



What is challenging about life in Town/What is missing?

Respondents were asked for open ended comments about what is challenging about life in Town. The top ten answers that appeared, in no particular order were:

- Rising issues with Drugs
- Homelessness
- Lack of pedestrian infrastructure
- High utility taxes
- Traffic issues
- Need for more healthcare facilities
- Need for more choices for grocery stores
- Housing costs and lack of available housing
- Difficult job market
- Lack of clear vision for growth

What is missing from life in Front Royal?

The final question of the survey asked what features were missing from Front Royal. The responses are shown in the word cloud, sized according to the amount of times they appeared in responses. There were many great ideas that can be included in the Comprehensive Plan.



Figure 12: What is missing from Front Royal?



DRAFT VISION GOALS & OBJECTIVES

TOWN OF FRONT ROYAL, VIRGINIA

February 24, 2022



INTRODUCTION

About this Document

The draft vision, goals, and objectives document introduces the main themes of the Comprehensive Plan. These words help set the tone and direction of the plan as well as organize the rest of the document. While the main focus of the Plan is to set policies for Land Use and Transportation, many topics are included to help create a unified strategic vision for the Town’s future.

Many planning studies have examined Front Royal’s main street, in particular, and prepared a host of recommendations to follow. These will be utilized in the creation of the new plan, with the intention to create real action and improvement of quality of life in Town.

Balancing Interests

In all localities there are “competing interests” that are balanced. Decisions about where to invest resources all have their own stakeholders and benefits or drawbacks that may have differences, however, in the public input process and Existing Conditions analysis, commonalities can be identified.

For example, many responses in the public survey expressed a desire to avoid the growth that other regions of Northern Virginia had experienced while there were also responses about the rising cost of housing. Goals and objectives that focus on ensuring growth is in a form that is walkable and enhances the character of the Town can meet the needs of both of “competing interests” of wanting to avoid sprawl and while also providing additional supply of housing to assist with the rising cost.

With this effort, informed by the best planning practices, Front Royal will be ready for the future.



APPROACH

1.

Analyze public input and continue to solicit feedback.

The survey response has been incredibly insightful, with almost 500 participants and growing awareness in the community about the planning process. This input will inform every recommendation in the plan.

2.

Create a unifying strategy to address local needs.

Many planning studies have been conducted in the past two decades. This plan will learn from the previous work as well as public input to create a strategy for future development in Town that is unifying. While there may be disagreements on specific topics, the broad approach to comprehensive planning decisions is one that everyone can get behind.

3.

Bring the “Quality” of E. Main Street Town-wide.

E. Main Street has received a lot of attention as part of planning efforts of the past two decades. This has resulted in a high quality, walkable, and diverse area that acts as the “heart” of Town, the role it has historically played since its founding. While this plan will include new ideas for Main Street, it will also encourage the “quality” of a walkable environment into other nodes across town.

4.

Implement the plan’s goals and objectives.

With a unified strategy, clear expectations, and objectives that support a high quality of life, the Town can move forward implementing the plan.



“The Town of Front Royal will be a safe, environmentally conscious community that protects its natural resources and strives to preserve its small town charm. It will serve the needs of all residents while providing a business-friendly culture to promote economic prosperity and encourage high quality development.”

VISION

What is a Vision Statement?

We have received a great response from the Front Royal community through the public survey. The report is available through the Survey Results document. The comments have been interesting to consider, providing valuable insight into what the community finds important. The Vision Statement is a key piece of the comprehensive plan. The statement sets the tone and direction of the plan, by identifying the high level aspirations that the Town seeks to achieve. This should be a clear message the Town has consensus around, that speaks to the goals expressed through the public input process.

Why Use These Words?

These sentences capture the community’s future vision of Front Royal. The statement emphasizes the Town’s commitment to its environmental resources, its “charm,” and its pursuit of a robust and resilient economy Through the public input process, the community has expressed their appreciation for the local businesses of the Town as well as the desire for more food or retail options. However, with growth comes the need to ensure there is adequate infrastructure or protection for natural resources. For example, ensuring that development is accessible by walking and biking and follows the example of main street rather than creating another strip mall, can both accommodate new growth while preserving “small town charm” and preventing increases in traffic congestion. While there is a lot of awareness of revitalization regarding the downtown area, the Comprehensive Plan covers and considers the entire Town, from boundary to boundary. This vision will guide the Town towards ensuring that the “cohesive fabric” of places to enjoy nature, seek employment, or patronize a restaurant, are all well connected and walkable. New development should make the community feel pleased and see a direct connection with an improvement in their quality of life. This is possible through careful planning that mitigates the undesirable impacts, such as traffic congestion, the closure of local businesses, or rising costs of living.

"Small Town Charm" Defined

The phrase “small town charm” appears in many public input responses and was expressed as a desirable trait about Front Royal by the Planning Commission and Town Council. However, how is “small town charm” defined? Front Royal’s population is just over 15,000 people, which is considerably larger than many Virginia towns.

With deeper conversation around what this characteristic means, people tend to state their appreciation for small businesses. Local spots where they are familiar with the staff, or stores where they see other community members. There’s also expressed appreciation of the quick access to nature, through community parks or views of the surrounding mountains. Where the Town is a place that it is not difficult to get a canoe to the river and start paddling. Where it’s not too expensive to live in Town, and there is not crushing traffic congestion that wastes valuable time. Where friends and neighbors can be seen out walking in Town. There is a lot to the phrase “small town charm,” and it can be a difficult balance to maintain that which makes a place so loved by its community and visitors.

Front Royal is the seat of Warren County, its only incorporated Town, and has long acted as a “heart” of the area. Through the Existing Conditions document, one can see that the area has experienced increased growth that is expected to continue into the future. Without planning for this growth and guiding it towards ways that work to the community’s benefit, there can be many negative impacts to quality of life. This Vision and the Comprehensive Plan will work to ensure that the “small town charm” of Front Royal is preserved, even in its growth, and strive to create shared prosperity in a beautiful natural setting. Thank you for reading and participating in this important step towards the Town’s future!



GOALS & OBJECTIVES

Setting Goals

Goal statements are aspirational targets for the Town to strive for in its decision making. Simply stated, decisions will be evaluated against the Comprehensive Plan’s goals to determine whether or not a proposal is in line with where the Town plans to be in the future.

Objectives

Objectives for each topic area are listed to allow for the evaluation of proposals for their adherence to the Comprehensive Plan and to give specific guidance on how the Town intends to move forward on each topic.



The topics addressed in the plan include:

- “Small town character”
- Land Use
- Mobility & Accessibility (Transportation)
- Economic Sustainability
- Environmental Sustainability
- High Quality Development
- Housing Sustainability
- Tourism
- Public Health & Safety
- Responsive & Accountable Governance
- Reliable Utilities & Services

These cover the Town’s role “comprehensively” in promoting a high quality of life in Front Royal.

1. “SMALL TOWN CHARACTER”

Goal Statement

“Preserve the sociable and attractive charm of our Town’s character by encouraging community participation, promoting local events, and preserving its stock of historic buildings.”

Objectives & Strategies

1. Encourage community participation and volunteerism by creating and advertising events that work to beautify and improve quality of life in Town, such as litter removal or other public projects that could use help.
2. Continue to update and maintain a calendar that promotes local events.
3. Coordinate with local festival and event planners and encourage the creation of new events to ensure that the entire year has something to celebrate in Front Royal.
4. Identify and encourage new types of service-based or entertainment-based events that Front Royal may not have hosted before. These could take place in areas away from the downtown to help “activate” them.
5. Promote and maintain a seasonal farmers’ market.
6. Promote local artists in the community’s work through implementing public art, creating a public art market, or other arts related events.
7. Continue to seek funding opportunities for muralists to showcase their work on facades throughout Front Royal, including other areas of Town outside the downtown.
8. Continue to maintain standards for, and encourage, historic preservation of buildings throughout the Town.
9. Review and amend Historic District Guidelines for consistency and clarity.

What do you think?

Creativity and innovation can continue to make Front Royal a unique and interesting place for its events.



2. LAND USE

Goal Statement

“Ensure that the Town’s land is used in ways that protect environmentally sensitive areas and efficiently co-locate density with diverse uses oriented to connected and walkable central nodes for each area of Town.”

Objectives & Strategies

- 1. Encourage the highly productive, efficient, diverse, and varied use of land.
- 2. Capitalize on proximity and density of diverse use to build shared value. Layer uses vertically and horizontally to increase the amount of reasons a person would be in different areas of the Town.
- 3. Encourage the development of new uses in large areas of singular use.
 - a. Allowing for new uses, such as a sidewalk cafe or other neighborhood supporting use, can improve the walkability and sociability of areas that are single use dominant.
 - b. In commercial areas, new residential use of land can support the commercial uses and improve the walkability.
- 4. The Plan maps a series of “nodes” in each area of Town. Develop small area plans for more “fine grained” neighborhood planning and design that can improve land use.
- 5. Amend and update the Zoning Ordinance to allow for mixed uses. Zoning districts should be consolidated and simplified.
- 6. Ensure that use of the land avoids critical environmental assets, such as floodplains, riparian buffers, woodlands, steep slopes, viewsheds, wildlife corridors, endangered species habitats, and natural waterways or drainage channels. The Town will coordinate with other local agencies if a natural feature is shared.

What do you think?

The downtown is reflective of a time when uses were legally able to be mixed in an area. However, over time uses were separated, making it harder to access different uses by any other mode of transportation besides an automobile. Front Royal’s neighborhood “corner grocery stores” are a great example of where a commercial use can support walkability.

Much of Front Royal’s identity is tied to the natural environment, the Town could be a national model for environmental protection.

- 7. Create Design Guidelines, particularly for “big box stores,” that encourages more pedestrian and bicycle friendly storefronts.
- 8. Eliminate and reduce requirements for buffer yards and setbacks that increase the amount of distance between varying uses, except where needed to mitigate nuisances.
- 9. “Activate” the grounds of public facilities with pop-up uses where possible.
- 10. Implement the recommendations of the 2019 Downtown Parking Study. Consider implementing “maximum parking” requirements rather than “minimum parking” requirements to enhance walkability. Encourage shared parking agreements. Locate parking to the rear of buildings and in ways that do not inhibit pedestrian and bicycle access.
- 11. Study locations for a future public parking facility at the edge of the downtown area or new node areas of mixed use.
- 12. Remove on-street parking where feasible, such as on E. Main Street for additional space for parklets or widening sidewalks.
- 13. Allow and encourage remaining space on parcels to be used for auxiliary seating areas or other amenities that build shared value, particularly in the downtown area.
- 14. Allow for corner commercial mixed use buildings by conditional approval to support neighborhoods.
- 15. Study various “chains of activity” for how residents and visitors might spend an entire day in the Town to identify gaps for attraction of new land uses.
- 16. Review and update the language from all Zoning Districts to encourage walkable development.

Requiring every development to provide excessive parking takes up land that could be otherwise used for other purposes. By trying to consolidate parking, more land is available to create a walkable area with more businesses.

When the COVID-19 pandemic hit, many Towns and cities quickly converted parking spaces to outdoor dining. This allowed them to continue serving, but also showed that many people enjoy outdoor dining and that it can contribute to lively streets.

If parking standards are reformed, there can be more space for accessory uses on parcels.

“Chains of activity” show where someone might get breakfast, lunch, go to a museum, then get dinner. By examining how many combinations of each type of use are possible, the Town can begin to see where it could improve.



2. LAND USE

- 17. Review and update the Town’s Design Standards to support walkable development.
- 18. Amend and reduce the requirement for a 12,000 square foot lot for an Accessory Dwelling Unit. Add language to allow for Accessory Commercial Units, particularly in areas such as downtown.
- 19. Create and implement Design Guidelines that promote architectural quality and enhance the community’s walkability.
- 20. Ensure that the Zoning and Future Land Use Maps are aligned for desired development patterns.
- 21. Encourage new residential subdivisions to utilize the Town’s cluster Design Standards to preserve open space.
- 22. The Town shall maintain a shared Urban Development Area with Warren County that may be reviewed and amended from time to time.
- 23. Encourage planned developments for large developments and subdivisions.
- 24. Discourage linear “strip” commercial development. Encourage and require higher standards for uses within the Entrance Corridor Overlay Districts.
- 25. Improve and maintain existing housing and neighborhood quality by upgrading substandard housing and improving physical community facilities such as streets, sidewalks, and lighting.
- 26. Limit the amount of light and noise pollution from land use in the Town through ordinance standards.
- 27. Encourage age restricted housing to be developed in areas that are walkable.
- 28. The Town shall coordinate with Warren County to determine where to locate future neighborhood park facilities.

“Accessory Dwelling/Commercial Units” are additional businesses or residencies on parcels that are smaller than the “principal use” of the property. By adding more per parcel, this creates more density of uses.

The Town previously adopted and maintains urban development areas with Warren County. This planning process will review and amend these areas as needed, in coordination with the County.



- 29. Invite or incentivize landowners and developers to dedicate park space where the land is suitable to meet identified recreational or open space needs or the community, particularly where land can create a through-trail connection.
- 30. Allow farm related uses in agricultural lands which are zoned for low density residential use. Allow limited agricultural uses, such as backyard chickens and gardens in residential areas, subject to permitting and performance standards.
- 31. Encourage new industrial uses within approved industrial parks.
- 32. Future sites for industrial parks should be directly accessible to major thoroughfares for truck access. Industrial development should be reviewed and analyzed for slopes and soil suitability.
- 33. Industrial sites should provide extensive buffering and screening to mitigate any impacts to residential areas.
- 34. The Town will coordinate with Warren County as needed to plan for any industrial expansion and its burden on local infrastructure.
- 35. Encourage the redevelopment of existing commercial centers with residential development, public open spaces, public restrooms, and other amenities, particularly around South Street.
- 36. Encourage preservations of wooded areas, evaluate and monitor tree canopy coverage throughout the Town and establish tree canopy goals.
- 37. Support development on vacant properties or redevelopment of properties that have fallen into disrepair.
- 38. Plan for ways to activate and connect Front Royal’s waterfront to the Town.
- 39. Continue implementing the recommendations of Envision Front Royal and Envision 2.0.

Anywhere “through trails” can be established to make bicycling or walking through Town easier and more connected will help decrease automobile traffic and increase pedestrians and bicyclists.

Front Royal’s extensive riverfront is generally unused with the exception of the boat ramp at Eastham Park.

Previous Planning studies are full of great recommendations that have been carried forward with this plan.

3. MOBILITY & ACCESSIBILITY

Goal Statement

“Front Royal is a community with a high level of mobility and access, traffic is calmed in neighborhoods, and there are safe, comfortable, and connected bicycle and pedestrian routes across the entire Town.”

Objectives & Strategies

1. Review and update the Road Improvement Plan and the Pedestrian and Bicycle Improvement Plan at least every five years.
2. Prioritize the Bicycle Improvement Plan and Road Improvement Plan on an annual basis when updating the Capital Improvement Plan (CIP). Improve methods of prioritizing transportation projects to ensure that available public funds are used efficiently.
3. Reduce local traffic congestion by reducing local vehicle miles traveled (VMT) and coordinate with Land Use strategies to plan and implement comfortable, accessible, and convenient multi-modal transportation options. Prioritize increasing the amount of pedestrians and bicyclists in Town.
4. Examine and update the Construction Standards & Specifications manual to better incorporate the other goals of this section and updates to Chapter 148 of the Town Code.
5. Identify sources of funding other than local tax revenue, including grants, private donations, public/private partnerships, and potential new operational revenue. Train Town staff and work with the Northern Shenandoah Valley Regional Commission (NSVRC) so that grant applications are properly prepared to increase the likelihood of approval.
6. Require design features on roadways that improve the safety and comfort level of all users, including street trees, buffers between bicycle lanes and sidewalks from the automobile lanes, landscaped medians, street furniture and sidewalks that improve the safety and comfort level of all users.

What do you think?

The more people travel by car to make local trips, the greater the traffic congestion in Town. By encouraging local trips to be made by other modes of transportation, the overall traffic congestion will be relieved.

Often bicycle lanes are designed too narrow to comfortably accommodate the elderly or children. Until safe and comfortable accommodations are provided for all users, bicycling will be dangerous for some groups.

7. Seek to expand and anticipate traffic calming measures throughout the Town in collaboration with neighborhood residents and as part of the development process.
8. Coordinate with public schools and develop a Safe Route to School Travel Plan for every public school in the Town.
9. Consistently apply Americans with Disabilities Act (ADA) standards to facility design and ensure that accessible curb ramps exist at all pedestrian crossings where possible.
10. Continue to include bicycle and pedestrian accommodation in conjunction with the planning and design of new public or private road projects.
11. Explore and implement safe, convenient and visually attractive crossing alternatives to enable pedestrians and bicyclists to cross collector and arterial streets.
12. Evaluate street parking needs for new development projects and consider the implementation of narrower streets where street parking is determined to be unnecessary.
13. Require bicycle parking at public facilities and explore opportunities to provide or promote bicycle parking across Town to support local businesses.
14. Implement the recommendations of the 2019 Downtown Parking Study, and consider locations for future consolidated structured public parking facilities.
15. Continue to support park-and-ride lots and ride-sharing programs.
16. Review off-street parking requirements and amend or update to change to a “maximum parking” limit.
17. Encourage and implement shared parking agreements between local property owners.

Traffic calming measures could include curb extensions, speed tables, or intersection islands to help keep the community safe.

Bicycle parking should be as convenient as car parking to encourage more people to bicycle.



3. MOBILITY & ACCESSIBILITY

- 18. Evaluate the potential to convert E. Main Street to a pedestrian and bicycle street, explore “same grade” treatment options, or limiting car access at certain times of day.
- 19. Continue to maintain and expand transit services offered by Royal Trolley. Coordinate with Warren County and other public transportation service providers to maximize transit services that are available to Town citizens. With the assistance of the Northern Shenandoah Valley Regional Commission, ensure that all available public transportation services are advertised effectively.
- 20. Actively work with the Northern Shenandoah Valley Regional Commission, Virginia Department of Transportation, Warren County, Virginia Department of Rail & Public Transportation, Norfolk Southern Corporation, and other entities to establish the Town as a regional transportation hub.
- 21. Continue to support the growth of the Inland Port.
- 22. Require new development to be potentially accessible by public transit in the future, such as locating space for bus shelters.
- 23. Review transit stops to ensure that are connected with accessible sidewalks, trails, and bicycle lanes. Add shelters and lighting at stops and maintain them with unified signage and shelter design.
- 24. Work with Northern Shenandoah Valley Regional Commission and the Virginia Department of Transportation to collect data regarding regional travel patterns, car traffic counts, bicycle and pedestrian counts, and etcetera.
- 25. Explore the future demand and feasibility for passenger rail service for the Town and region.
- 26. Integrate innovative and sustainable stormwater infrastructure within the Town’s streets.

Exploring the main street as a pedestrian and bicycle street, even for a limited times or days, could create an even more attractive area.

- 27. Share knowledge of policies and strategies with partnering organizations to develop green infrastructure alternatives as an integral part of the development process.
- 28. Continue performing regular maintenance on existing transportation facilities to maximize the longevity of their investment.
- 29. Street lighting should be dark-sky compliant and direct light downwards, shielding it from the sky.
- 30. Upgrade the Town’s fleet when feasible to electric vehicles, allow for electric vehicle charging stations throughout the Town.
- 31. Limit truck through traffic to main routes, restrict their movement into residential neighborhoods.
- 32. Improve access to the water and sidewalk / bicycle lane connections to the boat launch.
- 33. Explore creating an advertising campaign to promote taking public transit, bicycling, or walking to destinations that communicates the benefit of what individual action does for the community.

Local groups in the community can share best practices in their respective fields and the community can benefit from collaboration.

“Front Royal Rides” or another slogan can brand and market the effort to get more people walking, biking, or using transit.



4. ECONOMIC SUSTAINABILITY

Goal Statement

“The Town’s economy is prosperous, vibrant, and resilient with a diverse base of employers. There is a special emphasis on fostering local entrepreneurship and small business with every successful business adding to the community’s wealth.”

Objectives & Strategies

1. Explore slowing speed limits around the downtown area to allow for comfort and safety, as well as increasing the likelihood patrons will stop and shop.
2. Attract businesses that support uses that are limited in Town, such as clothing stores or other shops that are not presently found in the market.
3. Identify placemaking opportunities to test temporary events, installations, or other features that attract people to the area and encourage them to spend longer periods of time.
4. Build upon Front Royal’s “sense of place” to strengthen the local economy.
5. Work with local business associations to identify and address needs that the Town can assist with.
6. Review and update local zoning regulations to ensure areas such as the downtown have the ability to foster a vibrant nightlife.
7. Study the feasibility of a Town-sponsored “business incubator” space.
8. Encourage local businesses to facilitate apprenticeships to build community ties and share business acumen.
9. Partner with local educational and vocational resources to provide for a skilled labor force.
10. Continue marketing and branding efforts around Front Royal as a “gateway to the outdoors.”

What do you think?

Strategies that are good for traffic safety can also good for local business.

Temporary events allow people to imagine different uses for space, and can be a lot of fun as well as an economic driver.



5. ENVIRONMENTAL SUSTAINABILITY

Goal Statement

“The community will protect its natural environment through innovative development techniques and technologies, preserved open spaces and critical features, and policies that protect water and air quality.”

Objectives & Strategies

- 1. Development should avoid steep slopes and other critical environmental features.
- 2. Clear-cutting trees should be avoided for new subdivisions, and areas where trees can be preserved should be clearly identified.
- 3. Explore implementing permeable pavement for public parking lots and other public facilities, encourage or amend Design Standards to require less impervious surfaces.
- 4. Best Management Practices (BMPs) should be utilized to manage stormwater in newly developed sites.
- 5. Bioswales, rain gardens, or other innovative techniques to trap and slow stormwater should be implemented throughout the Town to improve water quality and prevent flooding.
- 6. Preserve mature trees throughout the Town, collect data about the tree canopy cover and promote more plantings to grow and expand.
- 7. Utilize citizen input and town staff to plan for innovative projects throughout Town that will improve environmental conditions.
- 8. Study the sustainability of Town facilities and fleet, explore improvements where possible.
- 9. Market the Town’s sustainability efforts as part of its overall “green tourism” strategy and “gateway to the outdoors” branding.

What do you think?

Surface lots covered in dark impervious pavement make the air hotter and cause stormwater to move more quickly, leading to flooding. Permeable pavement allows stormwater to filter into the ground, and it can also be lighter to avoid heating the air.

Allowing people to test ideas and being flexible is key to innovation.



6. HIGH QUALITY DEVELOPMENT

Goal Statement

“Create guidelines that ensure development results in a high quality built environment for the enjoyment and prosperity of the community.”

Objectives & Strategies

- 1. Create design guidelines for creating shade, wind protection, and shelter from rain through the dimensions and design of buildings.
- 2. Utilize placemaking strategies to build many different activities and reasons to be within places throughout the Town.
- 3. Amend the building code and Design Standards to ensure that new mixed use development, including residential units associated with it, have at least a 12 foot tall ground floor to allow for flexible use and adaptation over time.
- 4. Ensure that new developments are comprised of many buildings that are well connected and integrated with the existing built fabric of the Town, rather than buffered away from it.
- 5. Design guidelines for storefronts should require transparency and accommodate large windows for visual interest.
- 6. Explore creating a Town program to assist business owners design and maintain quality storefronts.
- 7. Amend Design Standards for new mixed use and commercial development to provide more narrow storefronts along a street frontage to improve the vertical rhythm of the streetscape and increase density and diversity for new uses.
- 8. Amend the Zoning Ordinance and Design Standards to enforce high quality design.

What do you think?

The immediate temperature, wind conditions, or other climate-factors around you are important to how attractive a space is. For example, street trees can provide nice shade on a hot day, making it possible to spend more time on main street.

The spaces between buildings is as important as any given project for how people will access their Town.

The amount of businesses on main street helps keep pedestrians interested and walking onward. The more interest created makes walks feel not as long.

- 9. Widen and maintain sidewalks where possible, particularly in the downtown area.
- 10. Activate open spaces with opportunities for recreation and seating areas.
- 11. Prevent long stretches of blank and uninteresting facades on buildings.
- 12. Enforce prohibitions on the use of flashing signs and flags, work with property owners to consolidate their signage to conform to Town regulations.
- 13. Allow for the development of Accessory Commercial Units where possible.
- 14. Maintain high standards of landscaping across the Town with particular emphasis on the Entrance Corridor Overlay District.
- 15. Encourage new development to utilize innovative measures to handle stormwater.
- 16. Ensure that required landscaping is maintained from planting to maturity, replacing dead vegetation when necessary.
- 17. Implement unified wayfinding signage across the entire Town at the pedestrian scale, including areas outside of the downtown.

Blank and uninteresting facades can make walking distances seem much further.



7. HOUSING SUSTAINABILITY

Goal Statement

“Ensure the Town has a diversified stock of high quality, amenity-rich housing opportunities for all current and future residents of the community.”

Objectives & Strategies

- 1. Diversify and monitor the mix of available housing types in Town to ensure that the stock remains varied.
- 2. Implement and continue research on methods for increasing the amount of affordable workforce housing.
- 3. Support housing where it exists with services and other amenities equitably throughout the Town.
- 4. Amend Zoning Districts to allow for more multi-family housing options.
- 5. Ensure that all housing is supported locally by a mix of uses.
- 6. Allow for the development of Accessory Dwelling Units.
- 7. In accordance with the Code of Virginia Sec. 15.2-2223.5, ensure that manufactured homes remain a source of affordable housing by preserving existing manufactured housing communities or providing for the creation of new manufactured home communities.
- 8. Preserve and maintain historic residential architecture.

What do you think?

For young people to be able to move back to their hometowns, varying types of housing need to be provided to accommodate them. Elderly residents may also need or want to downsize their housing.



8. PUBLIC HEALTH & SAFETY

Goal Statement

“Maintain and improve the public’s health and safety in Town.”

Objectives & Strategies

- 1. Provide for quality street lighting along the Town’s paths for safety.
- 2. Include outdoor exercise equipment at local parks to improve community health.
- 3. Explore the use of Crime Prevention Through Environmental Design (CPTED) principles in creating Town Design Guidelines and Design Standards.
- 4. Map and ensure all areas of the Town have quick access to fresh locally sourced food.
- 5. Ensure that physical and mental healthcare services are easily accessible by multi-modal transportation.
- 6. Encourage all ages event programming to promote community health.

What do you think?

CPTED principles can be utilized to passively prevent crime and make the community feel safe.



9. RESPONSIVE GOVERNANCE

Goal Statement

“Ensure that the Town government is clear and transparent in its decision making, responsive to requests for information, and utilizes its funds and resources wisely.”

Objectives & Strategies

1. The Town shall take a fiscally conservative stance to ensure its long term fiscal strategies and plans support identified capital projects and needs.
2. The Town’s staff will be accessible and responsive to the public.
3. The Town’s decision making process will be open and transparent.
4. High levels of public participation are encouraged in public board and commission meetings.
5. The Town will strive to cooperate with local and regional government partners.
6. The Comprehensive Plan will be consulted along with other guiding documents as the primary basis for decision-making regarding land use and transportation.
7. The Comprehensive Plan will be updated or reviewed every five years, per the Code of Virginia.
8. Consistent engagement with the community shall be maintained via town halls or surveys on resident satisfaction.
9. Allow citizens to test “pilot projects” for ideas on how to improve the Town.
10. Ensure that all voices are heard in the community when surveyed.
11. Ensure that revenues adequately support current and future service and infrastructure needs.

What do you think?

By consistently applying the Comprehensive Plan to decisions, the community can build higher levels of trust.

Allowing the public to test their ideas for Town improvement in ways that are inexpensive via “pilot projects” can allow for permanent implementation later on ideas that are popular.



10. RELIABLE UTILITIES & SERVICES

Goal Statement

“Front Royal residents and businesses will enjoy effective utilities and services.”

Objectives & Strategies

1. Utility systems such as water and sewer will be continually modernized to meet local needs.
2. Promote and facilitate high speed internet access for all residents.
3. Explore the provision of Town-wide public wireless internet (wifi) service or in parks.
4. Improve cellular service throughout the Town through co-located cellular towers or other facilities.
5. Ensure the efficient delivery of services and utilities through increasing density rather than allowing sprawl development. Carefully plan towards future needs.
6. The Town’s water quality will be continually safe and reliable as a result of the high standards of Front Royal’s Public Works.
7. Communicate across governmental agencies to find efficiencies or innovation where possible.
8. Town roadways and trails will be well maintained and safe.
9. The Town’s Department of Energy Services will continue to secure reliable power for the community.
10. Continue communicating and educating the public how the Town’s services are provided.

What do you think?

Often government agencies might notice things occurring in the Town that could affect the mission of other agencies, by encouraging communication the delivery and effectiveness of services can be more robust.



INTRODUCTION

The Capital Improvement Program (CIP) is a schedule prepared for capital projects in the Town of Front Royal for the upcoming fiscal year and the ensuing five (5) years. The CIP is intended to advise Town Council so better decisions can be made regarding capital expenditures. Capital expenditures are generally defined as the purchase or construction of long-lived (greater than 10 years), high-cost (greater than \$500,000), tangible assets. The CIP is not intended to be used to reserve funding for particular capital projects. Rather, the information provided in the CIP is useful as a planning tool for the preparation of the Town budget. It also assists Town Council in projecting future revenue and expenditure needs and setting funding priorities.

The CIP is updated on an annual basis, so capital projects can be removed when they are completed or as priorities change. Once adopted, capital project priorities may change throughout the year based on changing circumstances. It is also possible that particular projects may not be funded during the year that is indicated in the CIP. The status of any project generally becomes increasingly uncertain the further in the future it is projected. Virginia Code 15.2-2239 requires that the Planning Commission provide recommendations to Town Council prior to the adoption of a CIP. Furthermore, Section 15.2-2239 of the Code of Virginia assigns the Planning Commission with the responsibility of evaluating capital expenditures to determine if they conform to the Comprehensive Plan.

In accordance with Section 15.2-2298 of the Code of Virginia, the Town can not accept proffers without first adopting a CIP. Proffers are voluntary contributions typically offered as part of a rezoning application to mitigate impacts associated with new development. Proffers can include cash, property or any other contribution that is directly attributable to the development. Since proffers are specific to a particular development, the Town can accept proffers that are not found in the CIP. However, before the Town can receive property or cash from a proffer the CIP needs to be updated to include the project to which the proffer is connected. The proffer language itself should specify how cash or property will be used if the Town chooses not to use the cash or property for its intended purpose.

Projects that compose the CIP are submitted by department heads to the Finance Director. The Finance Director then compiles a draft CIP and that document is forwarded to the Planning & Zoning Director. The Planning & Zoning Director shall then prepare a report and forward the draft CIP to the Planning Commission. The Planning Commission may call upon technical assistance and reports from other Department Director's as necessary. The Planning Commission shall also hold a public hearing on the draft CIP. After such public hearing, the Planning Commission shall forward the CIP to Town Council with specific recommendations and comments.

**TOWN OF FRONT ROYAL
CAPITAL IMPROVEMENT PLAN
FY 2023 - 2028**

Fund	Project	FY23	FY24	FY25	FY26	FY27	FY28	Future Projects	TOTAL
General Fund/Fleet	Rehabilitation of Maintenance Building (Including Sitework & Equipment)	\$ -	\$ 1,710,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,710,000.00
	Carwash	\$ -	\$ 300,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 300,000.00
General Fund/Police	Comcast Building Remodel for Office Space	\$ -	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000.00
General Fund/Streets	East - West Connector	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 20,000,000.00	\$ 20,000,000.00
General Fund/Streets	Happy Creek Road, Phase 2 & 3	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 16,900,000.00	\$ 16,900,000.00
General Fund/Streets	Leach Run Flyover, Phase 2	-	\$ -	\$ 40,000.00	\$ 9,000,000.00	\$ 9,000,000.00		\$ 9,000,000.00	\$ 27,040,000.00
General Fund/Streets	Williams Street Connector to HJB Elementary School	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -		\$ 2,000,000.00	\$ 2,050,000.00
General Fund/Streets	Sycamore Trail	\$ -	\$ -	\$ 20,000.00	\$ -	\$ -		\$ 480,000.00	\$ 500,000.00
General Fund/Streets	Lake Avenue Extension	\$ -	\$ 30,000.00	\$ -	\$ -	\$ -		\$ 720,000.00	\$ 750,000.00
General Fund/Streets	Royal Lane Extension	\$ -	\$ 50,000.00	\$ -	\$ -	\$ -		\$ 2,000,000.00	\$ 2,050,000.00
General Fund/Streets	Kendrick Lane Sidewalk Extension	\$ -	\$ 25,000.00	\$ -	\$ -	\$ -		\$ 575,000.00	\$ 600,000.00
General Fund/Streets	W. Main Street Sidewalk Extension	\$ -	\$ 25,000.00	\$ -	\$ -	\$ -		\$ 575,000.00	\$ 600,000.00
General Fund/Streets	Westminster Connector	\$ -	\$ -	\$ -	\$ 2,500,000.00	\$ 2,500,000.00		\$ 2,500,000.00	\$ 7,500,000.00
General Fund/Streets	John Marshall Highway Turn Lane	\$ -	\$ -	\$ -	\$ 468,125.00	\$ -			\$ 468,125.00
General Fund/Streets	Primary Paving Plan	\$ 172,610.00	\$ 322,755.00	\$ 330,962.00	\$ 98,573.00	\$ 673,791.00	\$ 106,005.00	\$ 229,505.00	\$ 1,934,201.00
General Fund/Streets	Secondary Paving Plan (Including New Sidewalk Installation)	\$ 264,350.00	\$ 1,045,770.00	\$ 788,046.00	\$ 568,862.00	\$ 646,576.00	\$ 334,697.00	\$ 1,477,607.00	\$ 5,125,908.00
General Fund/Streets	8th Street Bridge Replacement	\$ 1,500,000.00	\$ -	\$ -	\$ -				\$ 1,500,000.00
Electric	Automated Metering Infrastructure (AMI)	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ -	\$ -			\$ 1,500,000.00
Electric	Happy Creek Substation Expansion	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00	\$ 200,000.00		\$ -	\$ 1,000,000.00
Electric	Line Extensions	\$ -	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 3,300,000.00
Electric	Manassas Ave Substation Transformer Replacements	\$ 177,500.00	\$ 200,000.00	\$ -	\$ -	\$ -		\$ -	\$ 377,500.00
Electric	Sprint Substation Transformer Replacements	\$ -	\$ -	\$ -	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00	\$ -	\$ 750,000.00
Electric	New Canopy Street Lights Along East Main	\$ -	\$ 135,000.00	\$ 135,000.00	\$ 135,000.00	\$ 135,000.00		\$ -	\$ 540,000.00
Water	Redundant Waterline (Loan including amount to be paid by Dominion)	\$ 18,000,000.00	\$ -	\$ -	\$ -	\$ -		\$ -	\$ 18,000,000.00
Water	Jamestown Pump Station Upgrade	\$ -	\$ 300,000.00	\$ 300,000.00	\$ -	\$ -		\$ -	\$ 600,000.00
Water	4-H Pump Station Upgrade	\$ -	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00		\$ -	\$ 600,000.00
Water	Switch Gear Raw Water Pump Station & VFD	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00		\$ -	\$ 500,000.00
Water	Clearwell 1 & 2 Upgrade	\$ 150,000.00	\$ 150,000.00	\$ 150,000.00	\$ -	\$ -		\$ -	\$ 450,000.00
Water	Raw Water Intake Upgrade 10,000,000 to 15,000,000 15 yrs. DEQ WITHDRAW 1mm	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 15,000,000.00	\$ 15,000,000.00
Water	Johnmarshall Highway Improvements	\$ 450,000.00	\$ -	\$ -	\$ -			\$ -	\$ 450,000.00
Water	Browntown Subdivision Improvements	\$ -	\$ 2,000,000.00	\$ -	\$ -			\$ -	\$ 2,000,000.00
Water	Rodney Ave. Interconnection	\$ -	\$ -	\$ 175,000.00	\$ -			\$ -	\$ 175,000.00
Water	Oakridge Court Improvements	\$ -	\$ -	\$ 125,000.00	\$ -			\$ -	\$ 125,000.00
Water	Steele Ave. Interconnection	\$ -	\$ -	\$ -	\$ 300,000.00			\$ -	\$ 300,000.00
Water	Cedar Drive Improvements	\$ -	\$ -	\$ -	\$ -	\$ 580,000.00		\$ -	\$ 580,000.00
Water	Hilvue Street Improvements	\$ -	\$ -	\$ -	\$ -	\$ 194,000.00		\$ -	\$ 194,000.00
Water	Water Line Upgrades	\$ 290,000.00	\$ 1,390,000.00	\$ 413,000.00	\$ 1,080,000.00	\$ 463,000.00	\$ 651,000.00	\$ -	\$ 4,287,000.00
Sewer	Inflow & Infrastructure Abatement (Loan to advance for consent order)	\$ 217,050.00	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ 600,000.00	\$ -	\$ 3,217,050.00
Sewer	Wastewater Treatment Plant Upgrade phase II (Design)	\$ -	\$ -	\$ -	\$ -			\$ 3,000,000.00	\$ 3,000,000.00
Sewer	Wastewater Treatment Plant Upgrade Phase II (Construction)	\$ -	\$ -	\$ -	\$ -			\$ 18,000,000.00	\$ 18,000,000.00
Sewer	Replace Rotary Fan Press with Centrifuge	\$ -	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 2,400,000.00	\$ 4,900,000.00
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
									\$ -
	Total	\$ 22,021,510.00	\$ 10,383,525.00	\$ 5,027,008.00	\$ 16,450,560.00	\$ 16,592,367.00	\$ 3,041,702.00	\$ 95,457,112.00	\$ 168,973,784.00

Paving Mobilization Schedule

Mobilization #1:

Street	Location	Status
N. Royal Ave.	14th St. to Commerce Ave.	Complete
Forest Hill Dr.	Duck St. to Strasburg Rd.	Complete
Valleyview Dr.		Complete
Virginia Ave.	W. 14th St. to W. 16th St.	Complete
W. 16th St.	Virginia Ave. to Dead end	Complete

Final Mobilization

Street	Location	Status
E. 13th St.	Royal Ave. to George Banks Blvd	Complete
George Banks Blvd.	E. 13th St. to 15th St	Complete
Belmont Ave.	E. 13th St. to E. 17th St.	Complete
W. 11th St.	Royal Ave. to N. Shenandoah Ave.	Complete
W. 9th St.	Virginia Ave. to N. Shenandoah Ave.	Complete
Viscose Ave.	Shenandoah Ave. to W. Main St.	Complete
Garrison St.	Viscose Ave. to W. Main St.	Complete
Easterly St.	Wine St. to Stonewall Dr.	Complete
Horseshoe Dr.	Easterly St. to Easterly St.	Complete

Street	Location	Status
E. 6th St.	Royal Ave. to Commerce Ave.	Week of 11/21
Remount Rd.	Criser Rd. Through intersection to Com	In progress
S. Royal Ave.	Ay-view Dr. to Criser Rd.	In progress
W. Criser Rd.	Includes intersection at S. Royal Ave. to	In progress
Carter St.	Beeden Ln. to Ryder Benson Ln.	In progress
Stonewall Dr.	Commerce Ave. to Jackson St.	Complete
Hamilton Circle	Manassas Ave. to Stockton Rd.	Complete
Bee St.	Stonewall Dr. to Stockton Rd.	Complete
Crescent St.	Chester St. to Peyton St.	Week of 11/21
Commerce Ave. turn lar	Left Turn Lane-Northbound	Week of 12/5

11/10/2022



FY 2023 Capital Improvements-Update

Fund	Project	FY23 Budget	Prior Funding	Total Project Cost	Status
General Fund Streets	Primary Paving Plan	\$172,610	\$195,565	\$1,899,861	To be completed during final paving mobilization (Mid December 2022)
General Fund Streets	Secondary Paving Plan (Including New Sidewalk Installation)	\$264,350	\$2,113,498	\$8,326,438	Completed
General Fund Streets	8 th Street Bridge Replacement	\$500,000		\$1,380,000	Funding Agreement with VDOT has been signed
General Fund Fleet	Rehabilitation of Fleet Maintenance Building	Debt Service	\$174,933	\$1,780,100	Bid Specifications being Finalized
Water	Switch Gear Raw Water Pump Station & VFD	\$100,000		\$500,000	Funding to be accumulated over next 5 years.
Water	Clearwell 1 & 2 Upgrade	\$150,000	\$40,000	\$490,000	Task order issued to Consultant for inspection; Proposal expected in early December
Water	John Marshall Highway Improvements	\$450,000		\$450,000	Council approved contract for project 9/26/22; Contractor currently ordering materials
Water	Water Line Upgrades (Braxton Rd./ Manassas Ave.)	\$290,000	\$614,000	\$2,985,000	Council approved contract 8/29/22; Material on order for planned start date in early January 2023 (anticipated completion-3 months).
Sewer	Inflow & Infrastructure Abatement (Loan to advance for consent order)	\$217,050	\$8,000,000	\$10,617,050	Bid Opening 10/26/22; Bid approval by Council in December
Electric	Happy Creek Substation Expansion	\$200,000		\$1,000,000	Funding to be accumulated over next 3 years
Electric	Kendrick Substation Transformer Replacements	\$183,334	\$75,000	\$625,000	Order has been placed; expected delivery in August 2023
Electric	Manassas Ave. Substation Transformer Replacements	\$177,500	\$210,000	\$565,000	Funding to be accumulated; Project bid to be advertised in July 2023
Electric	Automated Metering Infrastructure (AMI)	\$500,000	\$207,000	\$1,707,000	Funding to be accumulated; Anticipate total funding by FY 2025
Total Amount		\$ 3,204,844	\$11,629,996	\$ 32,325,449	

Project Discussion

General Fund Streets (\$2.5M)

The **8th Street Bridge Replacement** project would replace the existing low water bridge that was constructed in 1965, to address ongoing flooding and maintenance issues. Funds will be accumulated over the next three years for the project, with construction taking place once the total project amount has been accumulated.

General Fund Fleet (\$1.7M)

The **Rehabilitation of the Fleet Maintenance Building** project includes the addition of 9,732 square feet to the existing Fleet Maintenance building to provide adequate workspace that will accommodate the larger vehicles, and eliminate the need for staff to work on vehicles outside, which can be problematic in inclement weather.

Water (\$1.5M)

Replacement of pumps at raw water pump station includes the replacement of three pumps that have been in service for 24 years and showing wear, with limited opportunities for additional maintenance/repair. The **Clearwell 1 & 2 Upgrade** will complete the maintenance and repairs identified in the Dixon Engineering and Inspection Report. **John Marshall Highway Improvements** include replacing an 8-inch water line with a 12-inch water line, between Colonial Drive and Leach Run Parkway. **Water Line Upgrades** include the replacement of water lines throughout the year to address aging lines in conjunction with the Town's paving plans (Braxton Rd./Manassas Ave.). The **Water Line Maintenance Capital Inventory** includes the costs of materials to install and maintain the water lines in the Town system. This inventory is used to handle emergency situations like water line breaks during the winter months. The **I&I Abatement Project** includes 25,000 linear feet of lining along with lining or replacement of 192 laterals.

Electric (\$1M)

- The **Happy Creek Substation Expansion** will upgrade the substation to supply electrical service in the future load growth areas in Happy Creek and surrounding areas (significant growth is anticipated due to the completion of the new Warren Memorial Hospital). The **Kendrick Substation Transformer Replacements** include the replacement of Transformer #2, which is reaching the end of its 30-year life cycle. The **Manassas Ave. Substation Transformer Replacements** include the replacement of Transformer #1, which is reaching the end of its 30-year life cycle.
- The **Automated Metering Infrastructure (AMI)** project would include installation at existing meter and pole locations and would enable the Town to upgrade its current metering systems to allow remote connection/disconnection of service via computer and would eliminate the need to estimate meter readings during severe weather.

THOMAS MOORE LAWSON, P.C.

***OF COUNSEL - WILLIAMS MULLEN**

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WINCHESTER, VA 22604
TELEPHONE: (540) 665-0050
FACSIMILE: (540) 722-4051

*THOMAS MOORE LAWSON • TLAWSON@LSPLC.COM

December 28, 2022

Lauren Kopishke, Director of Planning & Zoning/Zoning Administrator
Town of Front Royal, Virginia
102 E. Main Street
Front Royal, VA 22630

Re: Saddle Crest
Our File No. 1474.002

VIA E-MAIL AND HAND-DELIVERY

Dear Ms. Kopishke:

As we discussed in our most recent meeting, enclosed please find ten copies of the following documents for the Planning Commission Work Session and upcoming public hearing:

- Saddle Crest Concept Plan (digital copy sent by e-mail)
- Draft Proffer Statement in redline and clean format
- Fiscal Impact Analysis by Stu Patz & Associates
- Traffic Analysis by Kittleson & Associates

You will note that the Concept Development Plan has been revised to reflect 134 lots from the 142 lots previously proposed. This new plan also provides for a total of approximately 5.5 acres which is to be reserved for a future right-of-way to accommodate the extension of Leach Run Parkway. We have also provided for a right-of-way reservation to allow for a future connection to the East-West connector. The plan submitted also includes more detail about walking trails throughout the open space portions of the property and a representation of a playfield.

In response to comments received from the Planning Commission Members at the last work session, we clarified in the proffers that the construction of all public improvements are the responsibility of the Applicant. Upon inspection and approval by the appropriate governmental authority, those improvements will be dedicated and conveyed to the appropriate agency. In response to comments from the Warren County School System, the Applicant proffered a payment for the school system in the amount of \$3,551.25 for each single-family residence which will be paid at the issuance of a Certificate of Occupancy for each residential unit. The amount of the proffer takes into account a 24% credit for the lots that could be developed on the property

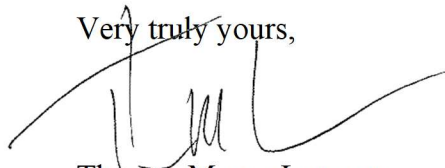
Lauren Kopishke, Director of Planning & Zoning/Zoning Administrator
December 28, 2022
Page 2

currently by right. There are also other credits that should be considered for the significant amount of open space, walking trails, and playfield amenities proffered to be included within this community which should more than offset any impact anticipated by the park system.

For the benefit of the Planning Commission and Town Council, we have also included a complete fiscal impact analysis prepared by Stu Patz & Associates for the Town. The analysis criteria used in the report is intentionally conservative and demonstrates that the proposed community will be tax positive. Finally, we included a copy of the traffic analysis conducted by Kittleson & Associates which not only explains in detail the amount of work performed by the traffic engineer but also demonstrates that there will be no adverse impact to the existing road network as a result of the delivery of the Saddle Crest community.

Thank you for your continued assistance and cooperation. Should you have any questions, please do not hesitate to contact me.

Very truly yours,



Thomas Moore Lawson

TML:jk
Enclosures
cc: NVR, Inc.

PROFFER STATEMENT

REZONING: RZ# 2200385
Estate Residential District (R-E) to Residential District (R-1A)

PROPERTY: 44.183 Acres +/-;
Tax Map Parcel 20A221-3A (the "Property")

RECORD OWNERS: Thomas H. Sayre and Carla A. Sayre (collectively "Owner")

APPLICANT: NVR, INC. ("Applicant")

ORIGINAL DATE
OF PROFFERS: September 14, 2022

REVISION DATE(S): December 28, 2022

The undersigned Owner hereby proffers that the use and development of the above-referenced parcel, which is requested to be rezoned, shall be in substantial conformance with the following conditions, which shall supersede all other proffers on the Property that may have been made prior hereto. In the event that the above-referenced R-1A conditional rezoning is not granted as applied for by the Owner, these proffers shall be deemed withdrawn and shall be null and void. Further, these proffers are contingent upon final rezoning of the Property with "final rezoning" defined as that rezoning which is in effect on the day following the last day upon which the Town Council of the Town of Front Royal, Virginia (the "Town Council") decision granting the rezoning may be contested in the appropriate court. If the Town Council's decision is contested, and the Owner elects not to submit development plans until such contest is resolved, the term rezoning shall include the day following entry of a final court order affirming the decision of the Town Council which has not been appealed, or, if appealed, the day following which the decision has been affirmed on appeal.

The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. The improvements proffered herein shall be provided at the time of development of that portion of the Property adjacent to or including the improvement or other proffered requirement, unless otherwise specified herein. Any proffered conditions that would prevent the Owner from conforming with State and/or Federal regulations shall be considered null and void. The term "Owner" as referenced herein shall include within its meaning all future owners and successors in interest.

1. Land Use

- 1.1 The Property shall be developed as a residential single-family detached community.
- 1.2 The number of homes constructed on this Property shall not exceed 134 single family detached units.

2. Site Development

- 2.1 Applicant shall develop the Property in conformance with the Saddle Crest Concept Plan dated August 24, 2022, and revised through December 23, 2022 to include walking trails, which is attached hereto and incorporated herein by reference as “Exhibit A.”
- 2.2 Applicant shall incorporate a mixture of vegetative screening/existing vegetation, where appropriate fencing, other appropriate barriers, and open space on the Property’s shared boundary with the Norfolk Southern railroad line to minimize the impacts of the railroad to the future residents of the Property.
- 2.3 The Property shall be served by public water and sewer which shall be installed by the Applicant and dedicated to the Town of Front Royal, Virginia (the “Town”).
- 2.4 The open space areas labeled as “Reservation” shall be available for dedication to the Town for the construction of the extension of Leach Run Parkway at such time as funding is available for said construction. At such time and after a demand is made in writing by the Town for the dedication of the land for Leach Run Parkway, the Property shall be dedicated within 30 days by the owner which is anticipated to be the future homeowners’ association for the subdivision. At all times before the aforementioned dedication, the Property will be held in title by the Applicant and then the future homeowners’ association for the subdivision and maintained for trails and recreational uses for the benefit of the residents of Saddle Crest.
- 2.5 Applicant shall install appropriate storm water management facilities on the Property including a storm water retention pond. The pond shall be located in the open space which shall be conveyed to the future homeowners’ association for the subdivision. The homeowners’ association shall be responsible for the maintenance of the pond.
- 2.6 A portion of the Property shall be reserved as open space. Such open space shall be conveyed to and maintained by the future homeowners’ association for the subdivision constructed on the Property.
- 2.7 Applicant shall install one or more entrance features on the open spaces depicted on Exhibit A, which are adjacent to Shenandoah Shores Road to include, but not be limited to, a monument sign identifying the subdivision and the entrance to the Property. The entrances features(s) shall be maintained by the future homeowners’ association for the subdivision.
- 2.8 The Concept Plan provides for a future connection to the East-West Connector if and when it is constructed. At such time and after a demand is made in writing by the Town for the dedication of the connection to the East-West Connector, the Property shall be dedicated within 30 days by the owner which is anticipated to be the future homeowner’s association for the subdivision.

3. Transportation

- 3.1 Subject to the provisions for changing the entrance as more specifically set forth above, the Property shall be served by a single access point on Shenandoah Shores Road as depicted on Exhibit A which shall be constructed in accordance with the Town or Virginia Department of Transportation (“VDOT”) standards, as appropriate.
- 3.2 The roads within the subdivision on the Property shall be public, constructed to Town or VDOT standards, as appropriate, dedicated to the Town and maintained by the Town.

4. Homeowners’ Association

- 4.1 Applicant shall create a homeowners’ association to maintain the open space areas of the Property, entrances feature(s) and the storm water management pond constructed on the Property.

5. Public Schools

- 5.1 Applicant proffers to pay the amount of \$3,551.25 to the Town at the time of the issuance of each Certificate of Occupancy for each single-family detached residence. Said funds are proffered to be paid to the Town to defer the costs of public schools and/or other public facilities.

[remainder of page intentionally left blank]

Respectfully submitted,

OWNER:

THOMAS HALL SAYRE

STATE/Commonwealth of _____, AT LARGE
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2022, by THOMAS HALL SAYRE.

NOTARY PUBLIC

My commission expires: _____
Registration number: _____

CARLA A. SAYRE

STATE/Commonwealth of _____, AT LARGE
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____, 2022, by CARLA A. SAYRE.

NOTARY PUBLIC

My commission expires: _____
Registration number: _____

PROFFER STATEMENT

REZONING: RZ# 2200385
Estate Residential District (R-E) to Residential District (R-1A)

PROPERTY: 44.183 Acres +/-;
Tax Map Parcel 20A221-3A (the "Property")

RECORD OWNERS: Thomas H. Sayre and Carla A. Sayre (collectively "Owner")

APPLICANT: NVR, INC. ("Applicant")

ORIGINAL DATE
OF PROFFERS: September 14, 2022

REVISION DATE(S): December 28, 2022

The undersigned Owner hereby proffers that the use and development of the above-referenced ~~parcels~~parcel, which ~~are~~is requested to be rezoned, shall be in substantial conformance with the following conditions, which shall supersede all other proffers on the Property that may have been made prior hereto. In the event that the above-referenced R-1A conditional rezoning is not granted as applied for by the Owner, these proffers shall be deemed withdrawn and shall be null and void. Further, these proffers are contingent upon final rezoning of the Property with "final rezoning" defined as that rezoning which is in effect on the day following the last day upon which the Town Council of the Town of Front Royal, Virginia (the "Town Council") decision granting the rezoning may be contested in the appropriate court. If the Town Council's decision is contested, and the Owner elects not to submit development plans until such contest is resolved, the term rezoning shall include the day following entry of a final court order affirming the decision of the Town Council which has not been appealed, or, if appealed, the day following which the decision has been affirmed on appeal.

The headings of the proffers set forth below have been prepared for convenience or reference only and shall not control or affect the meaning or be taken as an interpretation of any provision of the proffers. The improvements proffered herein shall be provided at the time of development of that portion of the Property adjacent to or including the improvement or other proffered requirement, unless otherwise specified herein. Any proffered conditions that would prevent the Owner from conforming with State and/or Federal regulations shall be considered null and void. The term "Owner" as referenced herein shall include within its meaning all future owners and successors in interest.

1. Land Use

- 1.1 ~~1.1~~—The Property shall be developed as a residential single-family detached community.

1.2 The number of homes constructed on this Property shall not exceed 134 single family detached units.

2. Site Development

2.1 Applicant shall develop the Property in conformance with the Saddle Crest Concept Plan dated August 24, 2022 ~~and, and revised through December 23, 2022 to include walking trails, which is~~ attached hereto and incorporated herein by reference as “Exhibit A.”

2.2 Applicant shall incorporate a mixture of vegetative screening/existing vegetation, where appropriate; fencing, other appropriate barriers, and open space on the Property’s shared boundary with the Norfolk Southern railroad line to minimize the impacts of the railroad to the future residents of the Property.

~~2.3 Applicant shall incorporate a mixture of vegetative screening/existing vegetation, where appropriate, and fencing along the shared property lines with Tax Map Nos. 20A232-6, 20A232-6A, 20A232-8, and 20A232-10 to maintain privacy between these adjoining residential uses and the residences to be constructed on the Property.~~

2.3
~~2.4~~ The Property shall be served by public water and sewer ~~provided~~which shall be installed by the Applicant and dedicated to the Town of Front Royal, Virginia (the “Town”).

2.4 The open space areas labeled as “Reservation” shall be available for dedication to the Town for the construction of the extension of Leach Run Parkway at such time as funding is available for said construction. At such time and after a demand is made in writing by the Town for the dedication of the land for Leach Run Parkway, the Property shall be dedicated within 30 days by the owner which is anticipated to be the future homeowners’ association for the subdivision. At all times before the aforementioned dedication, the Property will be held in title by the Applicant and then the future homeowners’ association for the subdivision and maintained for trails and recreational uses for the benefit of the residents of Saddle Crest.

2.5 Applicant shall install appropriate storm water management facilities on the Property including a storm water retention pond. The pond shall be located in the open space which shall be conveyed to the future homeowners’ association for the subdivision. The homeowners’ association shall be responsible for the maintenance of the pond.

2.6 A portion of the Property shall be reserved as open space. Such open space shall be conveyed to and maintained by the future homeowners’ association for the subdivision constructed on the Property.

- 2.7 Applicant shall install one or more entrance features on the open spaces depicted on Exhibit A, which are adjacent to Shenandoah Shores Road to include, but not be limited to, a monument sign identifying the subdivision and the entrance to the Property. The entrances features(s) shall be maintained by the future homeowners' association for the subdivision.

2.8 The Concept Plan provides for a future connection to the East-West Connector if and when it is constructed. At such time and after a demand is made in writing by the Town for the dedication of the connection to the East-West Connector, the Property shall be dedicated within 30 days by the owner which is anticipated to be the future homeowner's association for the subdivision.

3. Transportation

~~3.1~~ 3.1 Subject to the provisions for changing the entrance as more specifically set forth above, the Property shall be served by a single access point on Shenandoah Shores Road as depicted on Exhibit A which shall be constructed in accordance with the Town ~~of Front Royal ("Town")~~ or Virginia Department of Transportation ("VDOT") standards, as appropriate.

- 3.2 The roads within the subdivision on the Property shall be public, constructed to Town or VDOT standards, as appropriate, dedicated to the Town and maintained by the Town.

4. Homeowners' Association

- 4.1 Applicant shall create a homeowners' association to maintain the open space areas of the Property, entrances feature(s) and the storm water management pond constructed on the Property.

5. Public Schools

5.1 Applicant proffers to pay the amount of \$3,551.25 to the Town at the time of the issuance of each Certificate of Occupancy for each single-family detached residence. Said funds are proffered to be paid to the Town to defer the costs of public schools and/or other public facilities.

[remainder of page intentionally left blank]

Respectfully submitted,

OWNER:

THOMAS HALL SAYRE

STATE/Commonwealth of _____, AT LARGE
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____,
2022, by THOMAS HALL SAYRE.

NOTARY PUBLIC

My commission expires: _____
Registration number: _____

CARLA A. SAYRE

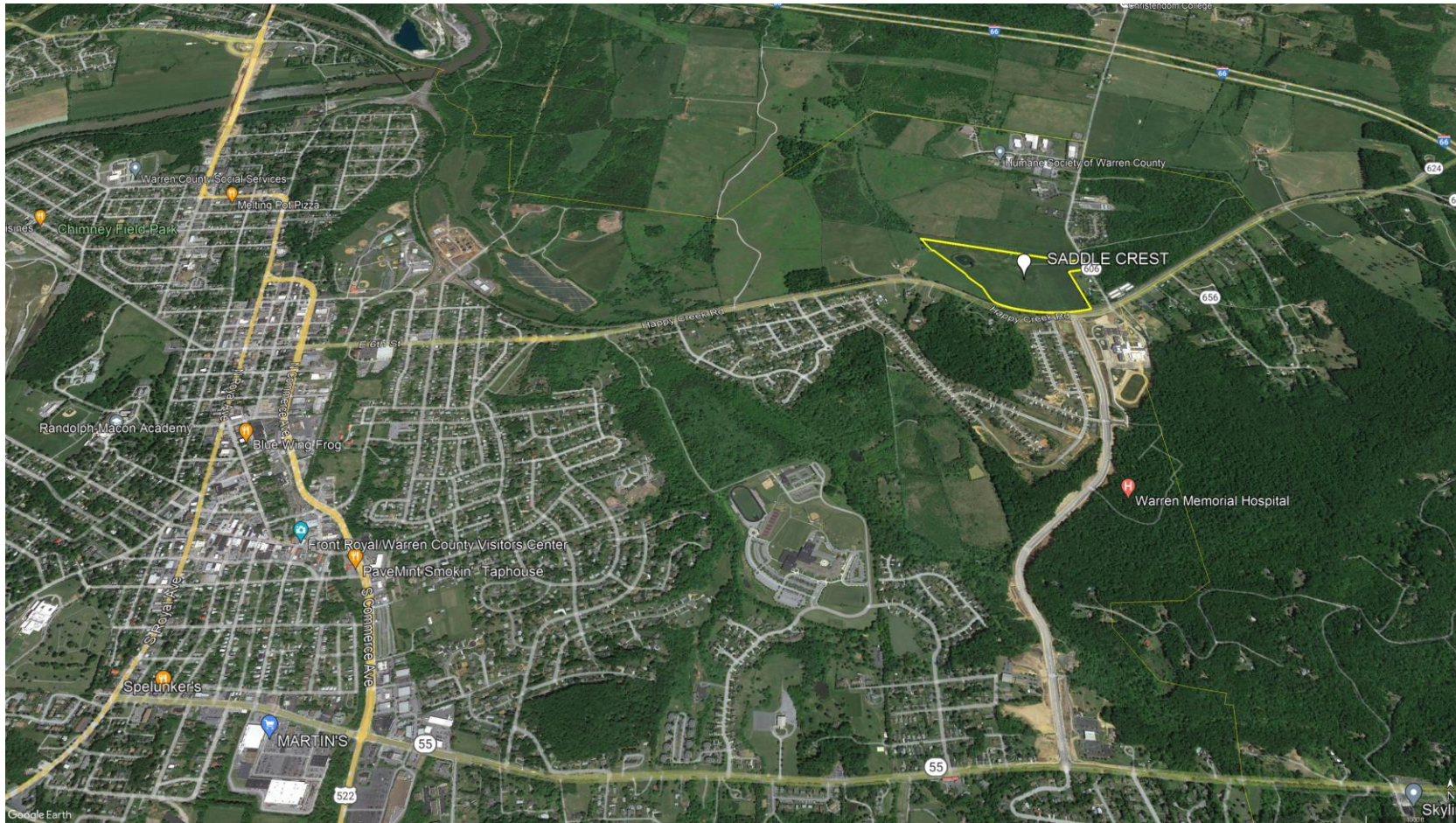
STATE/Commonwealth of _____, AT LARGE
CITY/COUNTY OF _____, to-wit:

The foregoing instrument was acknowledged before me this _____ day of _____,
2022, by CARLA A. SAYRE.

NOTARY PUBLIC

My commission expires: _____
Registration number: _____

Saddle Crest Neighborhood



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

Community Information

- Rezoning to R-1A
- 44.183 acres
- 134 Single Family Detached Homes, w/2-car garage
- 3.03 units/acre
- Public Streets, w/Sidewalks on both sides
- Existing Public Sanitary Sewer & Water on site
- Landscaping/fencing/berms along property



View of Property Facing Shenandoah Shores Road



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

View of Property Facing Northwest



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

View of Property Facing Southeast



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

Changes to Address Comments Raised December 7th Planning Commission Worksession

- Approximately 5.5 acres right-of-way reservation for the extension of future Leach Run Parkway
- Reduced number of lots from 142 to 134.
- Added Walking trail in Open Space
- Added Play field in Open Space
- Proffers include \$3,600 per unit for Public Schools (24% Credit/by-right zoning)

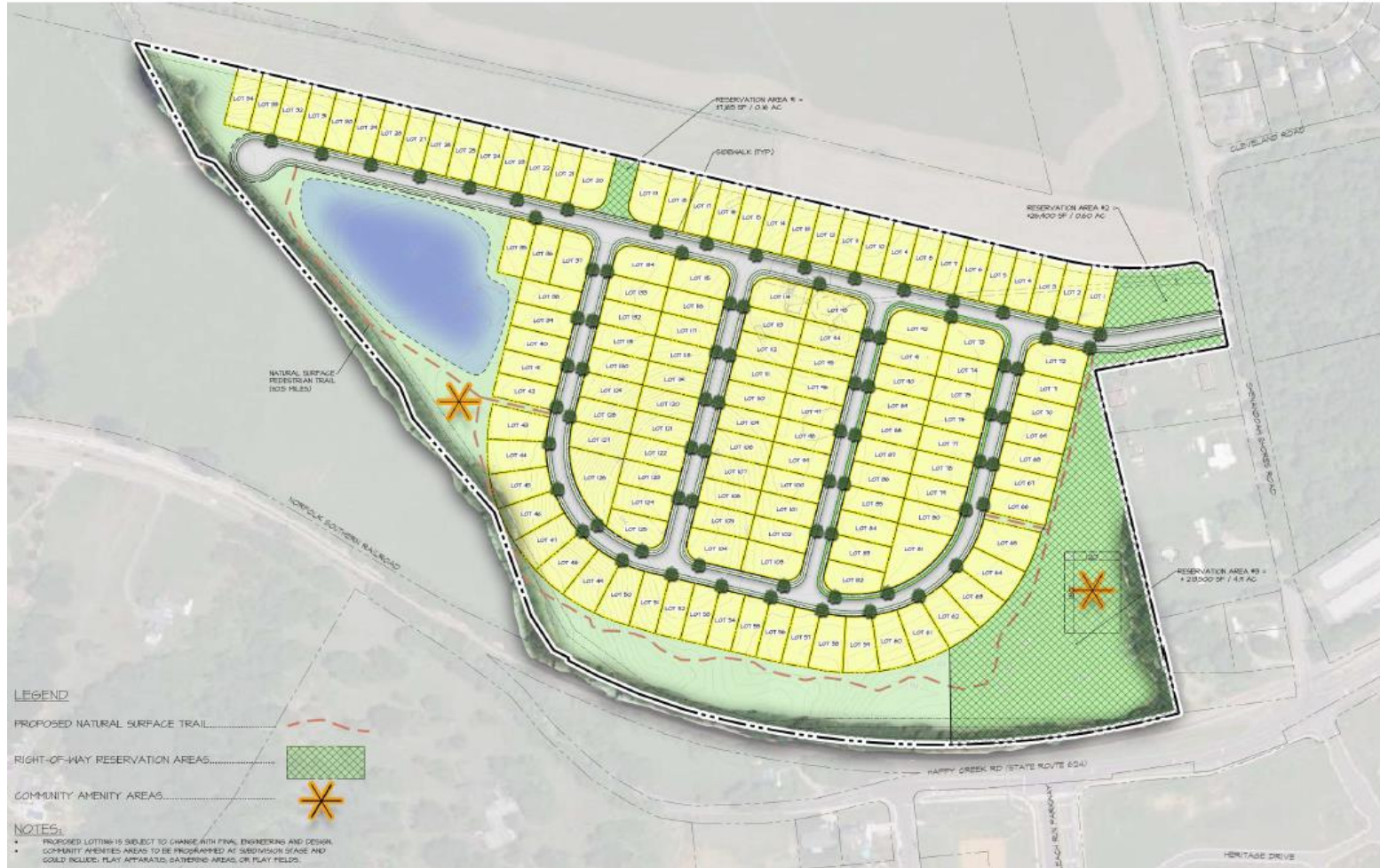


Overlay of Reserved Area Over Initial Plan



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

Revised Conceptual Development Plan



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

Positive Net Fiscal Impact to Town of Front Royal

Summary of On-Site and Off-Site Fiscal Impacts,
Saddle Crest at Build-Out, Town of Front Royal, Virginia
(Constant 2022 Dollars)

<u>Source of Fiscal Impacts</u> <u>in Town of Front Royal</u>	<u>Impacts On-Site</u> <u>in Town of Front Royal</u>	<u>Impacts Off-Site</u> <u>in Town of Front Royal</u>	<u>Total Fiscal</u> <u>Impacts</u>
Revenues to the Town	\$368,490	\$231,280	\$599,770
Town Costs	-\$150,790	-\$91,460	-\$242,250
Net Fiscal Benefits	\$217,700	\$139,820	\$357,520

Source: Town of Front Royal; S. Patz & Associates, Inc.



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

Example of Homes to be Built



102 E. Main Street | Front Royal, VA 22630 | frontroyalva.com

SADDLE CREST

CONCEPT PLAN

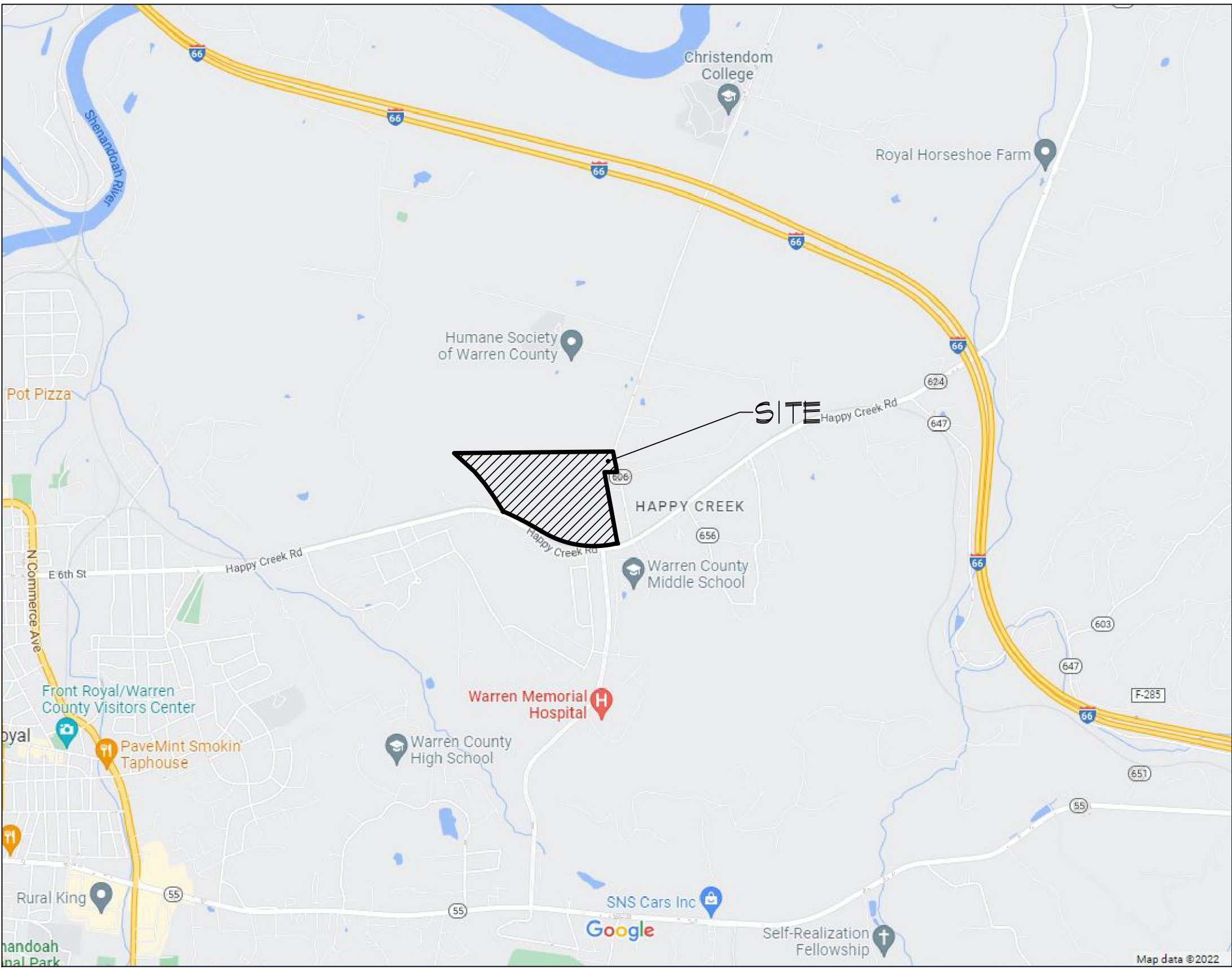
FRONT ROYAL, VIRGINIA

GENERAL NOTES

ALL THAT CERTAIN LOT, PIECE OR PARCEL OF LAND, WITH ALL IMPROVEMENTS THEREON AND ALL APPURTENANCES THERETO BELONGING, LOCATED AND BEING IN THE TOWN OF FRONT ROYAL, COUNTY OF WARREN, COMMONWEALTH OF VIRGINIA, AND BEING DESIGNATED AS FOLLOWS:

PARCEL 3A –PID 20A221–3A: 44.183 ACRES, MORE OR LESS, AS THE SAME IS SET FORTH ON PLAT ENTITLED "PLAT SHOWING DIVISION OF THE LAND OF R. ALTON MORRISON" ATTACHED TO DEED DATED APRIL 26, 1999, RECORDED AS INSTRUMENT NUMBER 990002893, AS CORRECTED IN INSTRUMENT NUMBER 990003204, AS FURTHER CORRECTED IN INSTRUMENT NUMBER 990007978, AMONG THE LAND RECORDS OF WARREN COUNTY, VIRGINIA, AND TO WHICH REFERENCES ARE HEREBY MADE FOR A MORE PARTICULAR DESCRIPTION OF THE PROPERTY HEREBY CONVEYED.

- BOUNDARY AND NORTH MERIDIAN INFORMATION SHOWN HEREON IS BASED ON EXISTING LAND RECORDS OF WARREN COUNTY, VIRGINIA AND FIELD SURVEY PERFORMED BY MORRIS & RITCHIE ASSOCIATES INC. ON JUNE 8, 2022. BEARING AND/OR DISTANCES MAY VARY FROM RECORD AND ARE SHOWN AS SURVEYED.
- SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION X – AREAS DETERMINED TO BE OUTSIDE THE 500–YEAR FLOODPLAIN – BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY–PANEL NUMBERS 51187C0117C, 51187C0116C DATED JUNE 3, 2008.
- ALL EASEMENTS AND RIGHTS–OF–WAY APPARENT FROM A CAREFUL PHYSICAL INSPECTION OF THE SURVEYED PROPERTY, OR AS IDENTIFIED IN SCHEDULE B – PART II ARE CORRECTLY SHOWN UNLESS OTHERWISE NOTED.
- NO EVIDENCE OF CURRENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WERE OBSERVED.
- NO EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL WAS OBSERVED.
- NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES AND NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WERE OBSERVED.
- THERE ARE NO OBSERVED PARTY WALLS.
- NO EVIDENCE OF BURIAL GROUND OR CEMETERIES.
- WATERS OF THE U.S. (INCLUDING WETLANDS) DELINEATION SHOWN HEREON HAS BEEN PREPARED BY WETLANDS STUDIES AND SOLUTIONS, INC DATED: 5/11/22
- TOPOGRAPHIC INFORMATION SHOWN BASED ON A FIELD SURVEY PERFORMED BY MORRIS & RITCHIE ASSOCIATES, INC. IN JUNE 8, 2022.
- THE PROPERTY HAS DIRECT ACCESS TO TO SHENANDOAH SHORES ROAD, STATE ROUTE 606, A PUBLIC RIGHT–OF–WAY.
- THE UNDERGROUND UTILITY LOCATIONS SHOWN HEREON ARE BASED ON MARKING BY MISS UTILITY 811. NO ADDITIONAL INVESTIGATION OF UNDERGROUND UTILITIES WAS PERFORMED PURSUANT TO THE CONTRACTED SCOPE OF WORK.
- THIS CONCEPT PLAN IS SUBJECT TO CHANGE BASED ON FINAL ENGINEERING AND DESIGN.



VICINITY MAP
SCALE: 1"=2000'

Sheet List Table	
Sheet Number	Sheet Title
1	COVER SHEET
2	NOTES & DETAILS
3	EXISTING CONDITIONS
4	LAYOUT PLAN
5	ILLUSTRATIVE PLAN

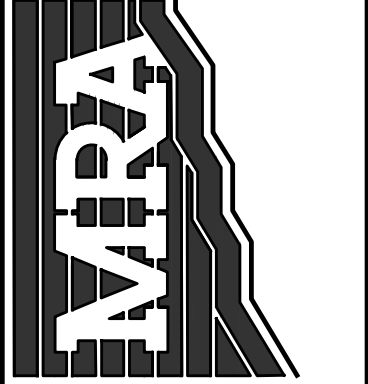
APPLICANT
MR. RICHARD LANHAM
NVR, INC.
3926 PENDER DRIVE, SUITE 200
FAIRFAX, VA 22030

OWNERS
SAYRE THOMAS HALL ET
835 SHENANDOAH SHORES RD
FRONT ROYAL, VA 22630

PREPARED BY
MORRIS & RITCHIE ASSOCIATES, INC.
604 SOUTH KING STREET, SUITE 200
LEESBURG, VIRGINIA 20175
CONTACT: TODD HECK

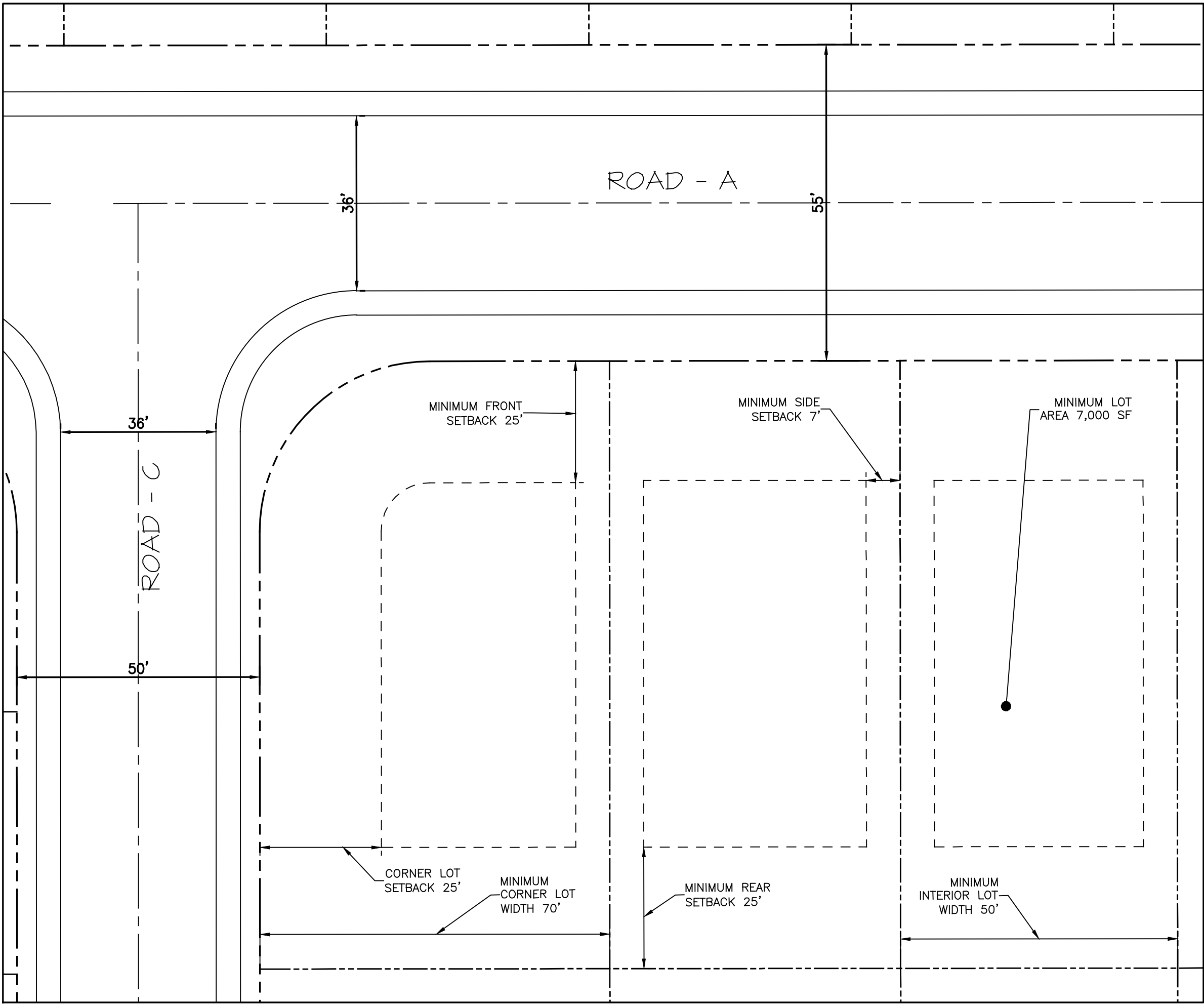
DATE	REVISIONS
12/23/2022	REVISED PER COUNTY COMMENTS

MORRIS & RITCHIE ASSOCIATES, INC.
ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS
604 SOUTH KING STREET, SUITE 200
LEESBURG, VA 20175
PHONE: (703) 994-4047
MRAGTA.COM
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COVER SHEET	SADDLE CREST CONCEPT PLAN FRONT ROYAL, VA
-------------	---

JOB NO.: 21115
SCALE: AS SHOWN
DATE: 2022–08–24
DRAWN BY: JAE
DESIGN BY: JAE
REVIEW BY: JKE
SHEET: 1 OF 5



TYPICAL LOT DETAIL

LEGEND

-----	EX. R/W LINE
-----	EX. PROPERTY LINE
-----	EX. ADJ. PROPERTY LINE
-----	EX. BUILDING
-----	EX. EASEMENT
-----	EX. PAVEMENT
-----	EX. CURB
-----	EX. WALKWAY
---○---	EX. POWER POLE
---OH---OH---OH---OH---	EX. METAL FENCE LINE
---OH---OH---OH---OH---	OVERHEAD ELECTRIC
~~~~~	WOODEN FENCE
○	IPS
○	IPF
○	CRBF
	IRON PIN SET
	IRON PIN FOUND
	CAPPED REBAR FOUND

PROJECT NOTES

1. PHYSICAL ADDRESS IS 835 SHENANDOAH SHORES RD, FRONT ROYAL, VIRGINIA 22630, PER COUNTY GIS.
2. PARCEL PIN: 20A221-3A
3. TOTAL PARCEL AREA: 44.183 AC AS SURVEYED
4. EXISTING USE: AGRICULTURE/UNDEVELOPED
5. PROPOSED USE: RESIDENTIAL
6. EXISTING ZONING: R-E
7. PROPOSED ZONING: R-1A

ZONING REQUIREMENTS

ZONING:	R-1A	Units
	Min. Lot Area:	7,000 SF
	Min. Lot Width Interior:	50 FT
	Min. Lot Width Corner:	70 FT
Setbacks:	Front:	25 FT
	Side:	7 FT
	Rear:	25 FT
	Corner Lot Front:	25 FT

DENSITY SUMMARY

ZONE	LOTS	ACRES	UNITS PER ACRES
R-1A	134	44.183	3.033

ZONING REQUIREMENTS  
(R-1A) SECTION 175-18.1

175-18.3 AREA (R-1A)

Notwithstanding the provisions of Section 175-128, all newly established uses, with the exception of single-family dwellings, shall be required to meet the minimum area requirements at the time of establishment of the use.

- A. Minimum lot size:
1. Single family dwellings: seven thousand (7,000) square feet.
  2. Schools: twenty thousand (20,000) square feet.
  3. Churches: twenty thousand (20,000) square feet.
  4. Parks and playgrounds: five thousand (5,000) square feet.
  5. Public utilities: no regulation.
  6. Other public facility uses: twenty thousand (20,000) square feet.

- B. Minimum lot width:
1. Single-family dwellings:
    - a. Corner lots: seventy (70) feet.
    - b. Interior lots: fifty (50) feet.
  2. Parks and playgrounds and public utilities: no regulation.
  3. All other uses: one hundred (100) feet.

C. Minimum district size: three (3) acres.

175-18.4 HEIGHT(R-1A)

A. Single-family dwellings: thirty-five (35) feet maximum.

B. Public or semipublic buildings: forty-five (45) feet maximum, provided that the required front, side and rear yards are increased by two (2) feet for each foot in height over thirty-five (35) feet.

- C. Exemptions from height requirements:
1. Church spires.
  2. Belfries.
  3. Cupolas.
  4. Municipal water towers.
  5. Chimneys.
  6. Flues.
  7. Flagpoles.
  8. Television antennas.
  9. Radio aerials.

D. Accessory buildings and structures:

1. On lots with an area of less than five-tenths (0.5) acre: two-thirds (2/3) height of principal structure.
2. On lots with an area of five-tenths (0.5) acre or more: not to exceed height of principal structure or thirty-five (35) feet, whichever is less.

175-18.5 MINIMUM YARD DIMENSIONS (R-1A)

- A. Single-family dwellings:
1. Front setback: twenty-five (25) feet.
  2. Side: seven (7) feet.
  3. Corner side: twenty-five (25) feet.
  4. Rear: twenty-five (25) feet.

- B. Other principal structures:
1. Front setback: twenty-five (25) feet.
  2. Side: fifteen (15) feet.
  3. Rear: thirty (30) feet.
  4. Corner side: twenty-five (25) feet.

- C. Accessory buildings and structures:
1. Front setback: thirty (30) feet.
  2. Side: five (5) feet or fifty percent (50%) of building height, whichever is greater.
  3. Rear: five (5) feet or fifty percent (50%) of building height, whichever is greater.
  4. Corner side: twenty-five (25) feet.

D. Notwithstanding the provisions above, the front setback on any lot located within a block that is fifty percent (50%) or more developed shall conform with any consistently established setback along the block.

E. The main or front building facade and entrance for any single-family dwelling shall be oriented toward the front yard of the property, unless an administrative variance is granted pursuant to Section 175-147.1.

(Added "E" 2-26-01-Effective Upon Passage)

175-18.6 LOT COVERAGE (R-1A)

- A. Maximum building coverage: thirty-five percent (35%)
- B. Accessory building coverage: thirty percent (30%) of any required yard

175-18.7 OFF-STREET PARKING (R-1A)

A. Space requirements:

1. Single-family dwellings: two (2) spaces per unit.
2. Churches/assembly area: one (1) space per four (4) fixed seats in the main assembly or one (1) per one hundred (100) net square feet.
3. Schools: one (1) space per employee plus parking space for assembly areas as provided in Subsection A (2) above.
4. Libraries: one (1) space per one thousand (1,000) gross square feet.

B. Location: Minimum setback for driveways and parking: three (3) feet from side and rear property lines for parking areas consisting of no more than 4,500 square feet in area. All parking areas with more than 4,500 square feet in area shall meet the requirements of Section 148-870. (Amended 6-13-16 - Effective Upon Passage)

C. Parking spaces where one car is parked behind another car are permitted in this district for individual dwelling units.

MORRIS & RITCHIE ASSOCIATES, INC.  
ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS

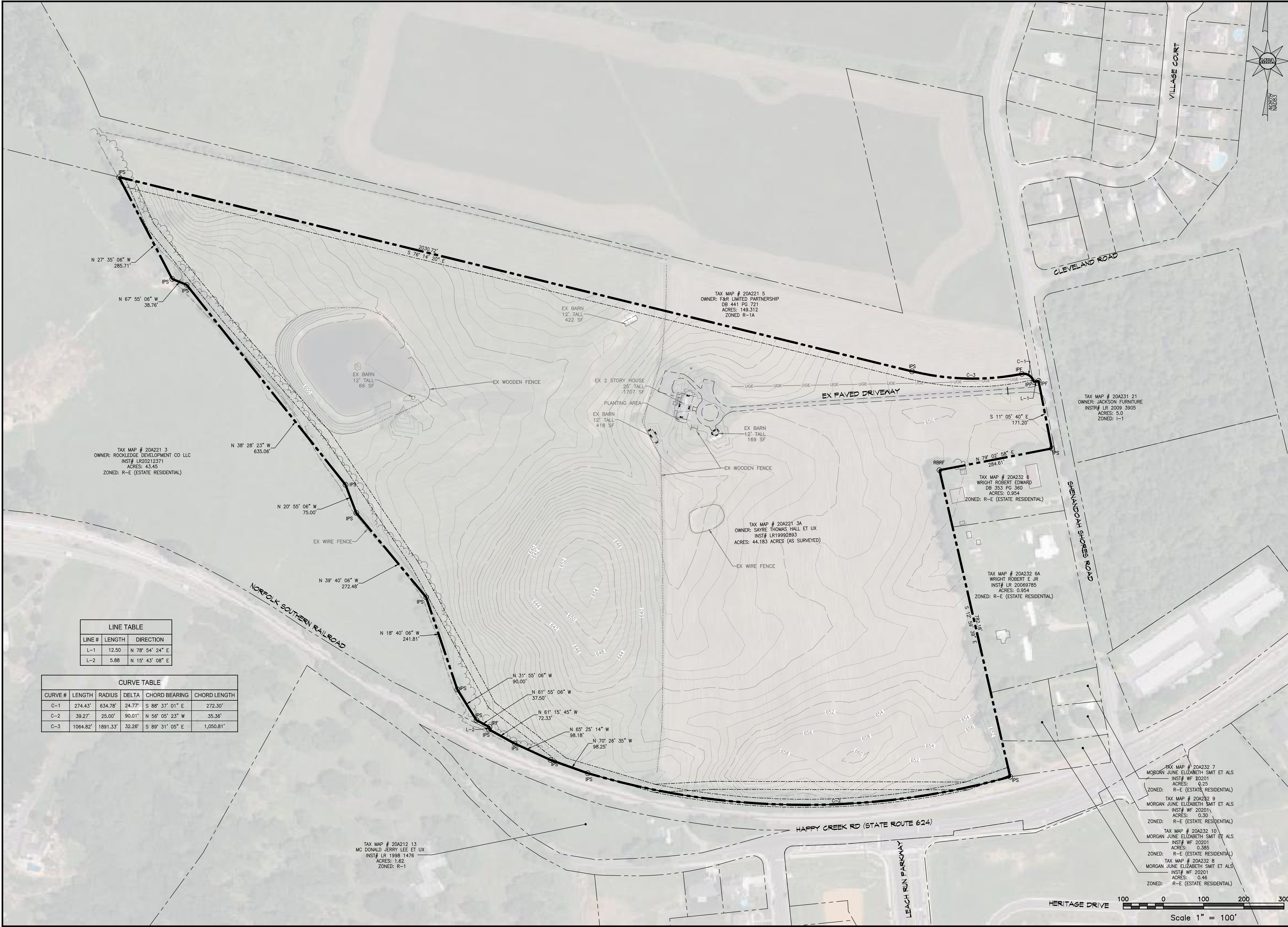


NOTES & DETAILS

SADDLE CREST  
CONCEPT PLAN  
FRONT ROYAL, VA

JOB NO.:	21115
SCALE:	
DATE:	2022-08-24
DRAWN BY:	JAE
DESIGN BY:	JAE
REVIEW BY:	JKE
SHEET:	2 OF 5





LINE TABLE		
LINE #	LENGTH	DIRECTION
L-1	12.50	N 78° 54' 24" E
L-2	5.88	N 15° 43' 08" E

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C-1	274.43'	634.78'	24.77°	S 88° 37' 01" E	272.30'
C-2	39.27'	25.00'	90.01°	N 56° 05' 23" W	35.36'
C-3	1064.82'	1891.33'	32.26°	S 89° 31' 05" E	1,050.81'

DATE

12/23/2022

REVISIONS

REVISED PER COUNTY COMMENTS

MORRIS & RITCHIE ASSOCIATES, INC.

ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS

604 SOUTH KING STREET, SUITE 200

LEESBURG, VA 20175

PHONE: (703) 984-4047

MRA@GTA.COM

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MRA

COMMUNITY HEALTH & ENVIRONMENTAL

PROFESSIONAL ENGINEER

JON K. ERICKSON

Reg. No. 32355

12/23/2022

EXISTING CONDITIONS

SADDLE CREST

CONCEPT PLAN

FRONT ROYAL, VA

JOB NO.: 21115

SCALE: AS SHOWN

DATE: 2022-08-24

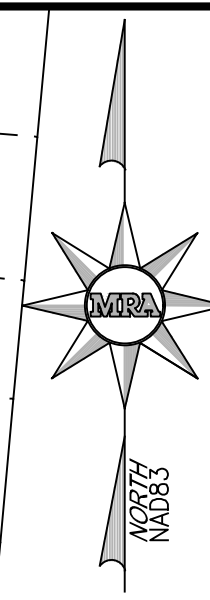
DRAWN BY: JAE

DESIGN BY: JAE

REVIEW BY: JKE

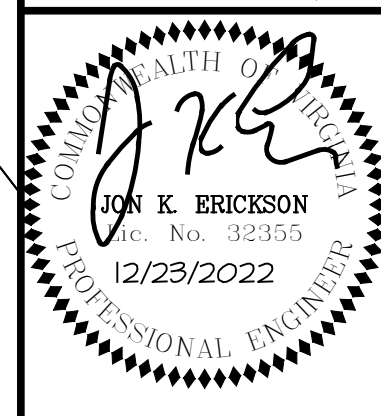
SHEET: 3 OF 5





DATE	REVISIONS	REVISED	PER	COUNTY	COMMENTS
12/23/2022					

**MORRIS & RITCHIE ASSOCIATES, INC.**  
ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS  
604 SOUTH KING STREET, SUITE 200  
LEESBURG, VA 20175  
PHONE: (703) 984-4047  
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LAYOUT PLAN	
SADDLE CREST CONCEPT PLAN	
FRONT ROYAL, VA	
JOB NO.:	21115
SCALE:	AS SHOWN
DATE:	2022-08-24
DRAWN BY:	JAE
DESIGN BY:	JAE
REVIEW BY:	JKE
SHEET:	4 OF 5

LINE TABLE		
LINE #	LENGTH	DIRECTION
L-1	12.50	N 78° 54' 24" E
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**LEGEND**

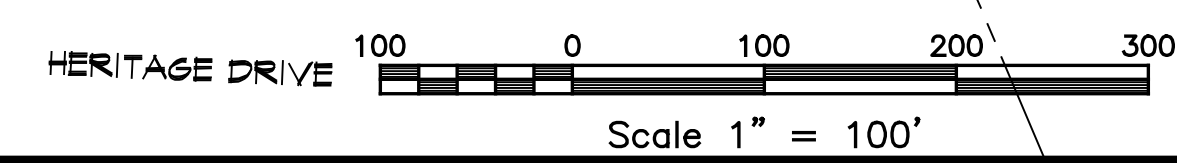
PROPOSED NATURAL SURFACE TRAIL.....

RIGHT-OF-WAY RESERVATION AREAS.....

COMMUNITY AMENITY AREAS.....

**NOTES:**

- PROPOSED LOTTING IS SUBJECT TO CHANGE WITH FINAL ENGINEERING AND DESIGN.
- COMMUNITY AMENITIES AREAS TO BE PROGRAMMED AT SUBDIVISION STAGE AND COULD INCLUDE: PLAY APPARATUS, GATHERING AREAS, OR PLAY FIELDS.





THIS SHEET IS FOR ILLUSTRATIVE PURPOSES ONLY!



LEGEND

- PROPOSED NATURAL SURFACE TRAIL.....
- RIGHT-OF-WAY RESERVATION AREAS.....
- COMMUNITY AMENITY AREAS.....

NOTES:

- PROPOSED LOTTING IS SUBJECT TO CHANGE WITH FINAL ENGINEERING AND DESIGN.
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DATE12/23/2022REVISIONSREVISED PER COUNTY COMMENTS

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COMMUNITY HEALTH & ENVIRONMENTAL PROFESSIONAL ENGINEER

JON K. ERICKSON

License No. 32355

12/23/2022

ILLUSTRATIVE PLAN

SADDLE CREST

CONCEPT PLAN

FRONT ROYAL, VA

JOB NO.: 21115

SCALE: AS SHOWN

DATE: 2022-08-24

DRAWN BY: JAE

DESIGN BY: JAE

REVIEW BY: JKE

SHEET: 5 OF 5



**Fiscal Impacts Analysis**  
**Saddle Crest**  
**Town of Front Royal, Virginia**

**Prepared for:**  
**Richard A. Lanham**  
**NVR, Inc.**

**November, 2022**

**S. Patz and Associates, Inc.**  
**46175 Westlake Drive, Suite 400**  
**Potomac Falls, Virginia 20165**



▪ S. PATZ & ASSOCIATES, INC. ▪  
▪ REAL ESTATE CONSULTANTS ▪

November 29, 2022

Richard A. Lanham  
Regional Manager, Land Entitlement  
NVR, Inc.

Rick:

Attached is our full narrative Fiscal Impacts Analysis (FIA) for the proposed Saddle Crest subdivision, planned for the development of 142 single-family homes on a largely vacant property near the intersection of Happy Creek Road and Shenandoah Shores Road in the Town of Front Royal. The proposal is for four- and five-bedroom homes for sale, with homes to range in size between 1,600 and 2,200 square feet and to be sold in the upper-\$300,000's and low-\$400,000's.

The FIA to follow documents the net tax benefits that will accrue to the Town of Front Royal annually at build-out. This includes both on-site (real estate and personal property taxes) and off-site benefits, which include expenditures from future residents and businesses. These calculations do not account for any tax revenues that would accrue to Warren County, as that requires a separate calculation and is not within the scope of this analysis.

The FIA shows a net benefit for the proposal of \$357,520 annually and after build-out. This equates to approximately \$2,520 per home. The following table presents the FIA conclusions at build-out.

<b><u>Summary of On-Site and Off-Site Fiscal Impacts,</u></b> <b><u>Saddle Crest at Build-Out, Town of Front Royal, Virginia</u></b> (Constant 2022 Dollars)			
<b><u>Source of Fiscal Impacts</u></b> <b><u>in Town of Front Royal</u></b>	<b><u>Impacts On-Site</u></b> <b><u>in Town of Front Royal</u></b>	<b><u>Impacts Off-Site</u></b> <b><u>in Town of Front Royal</u></b>	<b><u>Total Fiscal</u></b> <b><u>Impacts</u></b>
Revenues to the Town	\$368,490	\$231,280	\$599,770
Town Costs	-\$150,790	-\$91,460	-\$242,250
<b>Net Fiscal Benefits</b>	<b>\$217,700</b>	<b>\$139,820</b>	<b>\$357,520</b>
Source: Town of Front Royal; S. Patz & Associates, Inc.			

All detailed data that support our findings and conclusions are presented in the attached report. Please call if additional data or clarification are needed.

*Ariel Goldring*

Ariel Goldring  
President



---

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Emergency Services Tax.....	13
Personal Property Tax .....	14
Consumer Utility Tax .....	15
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## **Section I: Introduction**

The following report is a Fiscal Impacts Analysis (FIA) of Saddle Crest, a proposed subdivision of single-family homes on approximately 44.183 acres on the north side of Happy Creek Road in the eastern side of the Town of Front Royal. The concept is for 142 four- and five-bedroom single-family homes for sale. Site work is expected to start as soon as early-2024, with new home sales commencing by mid-2025.

The rezoning effort in Front Royal will be supported by the following Fiscal Impacts Analysis (FIA), which calculates the net tax benefits that will accrue to the Town of Front Royal at project build-out. The FIA to follow includes net tax benefits from on-site development and off-site expenditures in the Town, as will be fully explained in the report. The FIA is based on the ability of the site to be developed and occupied, as planned. The property is planned to be rezoned from R-E to R-1A.

The report to follow is presented in two sections. The first, the Introduction, provides a brief analysis of the Saddle Crest site location and development program. Section II is the calculation of the full narrative FIA that documents annual net tax revenue from the Saddle Crest proposal, based on on-site net revenues and off-site revenues, from on-site expenditures. Town costs are subtracted from the revenue estimates to establish a net fiscal benefit. For this analysis, all tax revenue and cost data are presented in constant 2022 dollars.

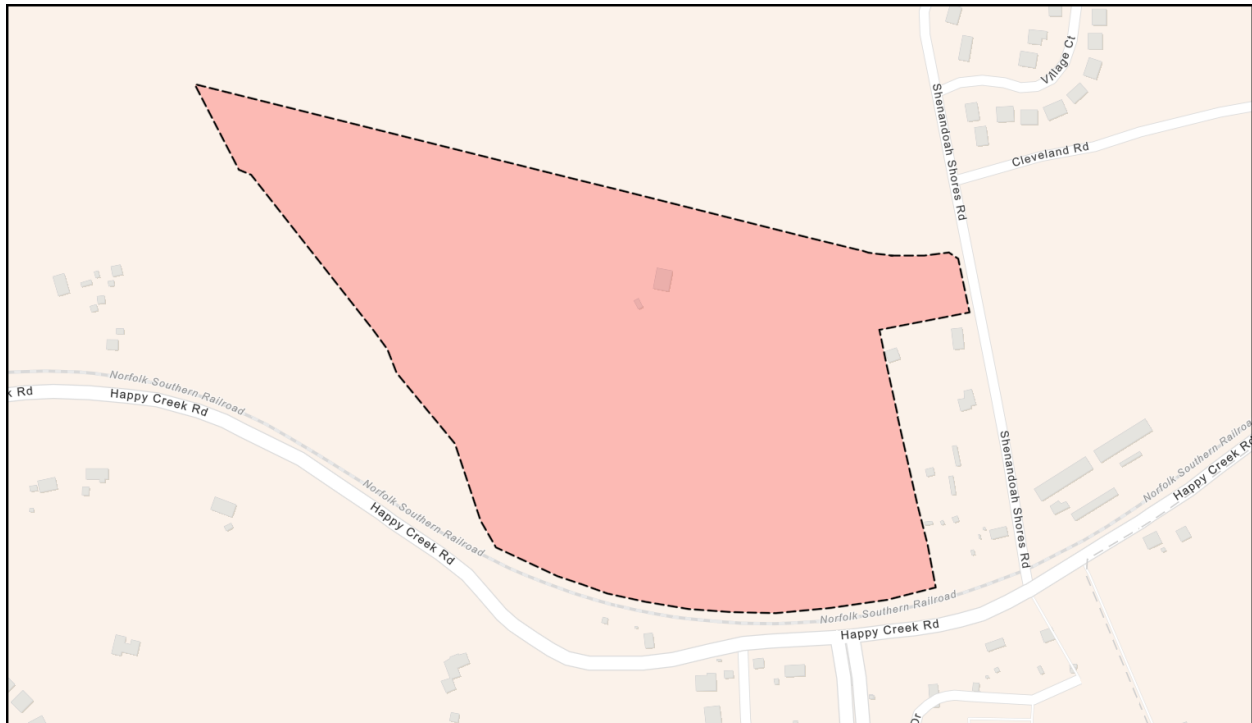


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## Saddle Crest

### Site Description

Map A shows the location of the Saddle Crest development site within the eastern portion of the Town of Front Royal. The site is comprised of one irregularly shaped parcel spanning approximately 44 acres on the north side of a Norfolk-Southern rail line and just west of Shenandoah Shores Road. The Saddle Crest site is situated approximately three miles east of Downtown Front Royal, one mile north of Warren Memorial Hospital and six miles southeast of the Walmart- and Lowe's-anchored Riverton Commons and the Target-anchored Crooked Run Center.



**Map A – Site Location**

Shown next is a northern aerial view of the study site. The study site is shown to be large and with a generally flat topography. At the center of the property is a small commercial building that was constructed in 1999 and is occupied by a single-family detached structure that is presently occupied. This building will be demolished as part of the development program. Apart from a small pond on the western side of the property, the remainder of the site is vacant and largely cleared.

The aerial shows the site to be located in a somewhat mixed-use setting. Non-residential uses near the site are generally located along Shenandoah Shores Road and include Happy Creek Storage (Note 1), Brotherhood-Railroad Signalmen (Note 2), Airpac (Note 3), Terra Site Constructors (Note 4) and a private school called Chelsea Life Academy (Note 5). The only other large non-residential uses near the study site is Warren County Middle School (Note 6), located just south of Happy Creek Road. None of these non-residential uses would deter new home purchases that the Saddle Crest site.

The aerial shows that essentially all of the remaining nearby development consists of single-family homes. Most are mature, though the recently-built Oden Ridge (Note 7) is located nearby and on the south side of Happy Creek Road. Most homes in this attractive subdivision were built over the 2007 to 2021 period, with prices in the upper-\$200,000's to low-\$400,000's.



Northern Aerial

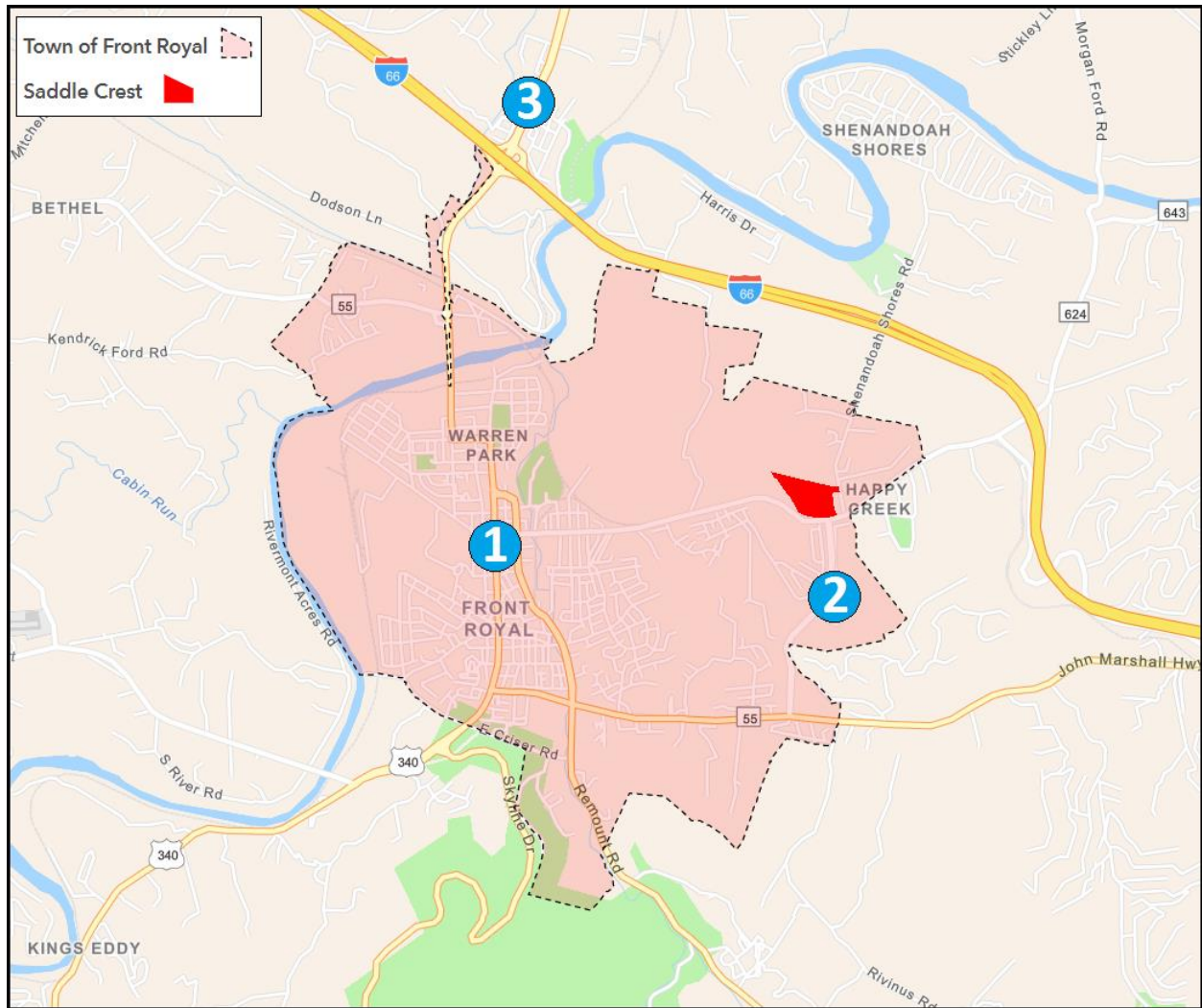


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Map B shows the Saddle Crest setting within the Town of Front Royal. It shows the site to be located off Happy Creek Road (SR 624), which provides direct access to Downtown Front Royal (Note 1), approximately three miles west of the study site. The Downtown is the location of a host of restaurants and retailers. It is also the location of the nearest grocery store, which is a Martin's. Happy Creek Road extends east through more rural portions of Warren County.

South of Happy Creek Road and along Leach Run Parkway is the expansive Warren Memorial Hospital (Note 2), located approximately one mile from the study site. This is a 17,000± square foot, three-story acute-care hospital that opened in the summer of 2021 with 36 private patient rooms, 18 emergency beds, six observation beds, three operating rooms and one cardiac catheterization lab. The 150-acre campus includes room for future expansion phases. It replaced an older hospital that opened off Shenandoah Avenue in the early-1950's. This is one of the largest employers in Warren County.

The third development node shown in Map B is the retail cluster located at the intersection of I-66 and Winchester Road (Note 3). Several big box retailers are located in this area and include Target, Walmart, Lowe's Home Improvement, Petco and Michael's. This is also the location of an Aldi grocery store and several restaurants.



**Map B - Site Setting**

To summarize, the Saddle Crest site is located within a desirable setting near Downtown Front Royal. It is within close proximity to the region's employment centers, major roadways, a major hospital and a full array of retailers and restaurants.

### **Saddle Crest Development Program**

The site plan for Saddle Crest is presented below. It shows a total of 142 detached single-family homes on the north side of Happy Creek Road and accessible from Shenandoah Shores Road in the east. Three internal roadways will serve each of the residential units. A SWM pond will be located at the western edge of the property.





**Saddle Crest Site Plan**

Shown next are renderings of the typical homes that will comprise Saddle Crest. These will be attractive two-level homes ranging in size between 1,600 and 2,200 square feet. These homes are proposed to be sold starting in the upper-\$300,000's and low-\$400,000's. Each home will have four bedrooms with an option for a fifth bedroom in some models. All homes will have attached two-car garages.



**Typical Home Rendering**

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## **Section II: Fiscal Impacts Analysis**

This section of the report presents the methodology and findings of the Fiscal Impacts Analysis (FIA) for the proposed single-family homes that will comprise Saddle Crest in the Town of Front Royal at build-out. The FIA compares the tax revenues to be forthcoming from the proposal, as described above, with the tax-supported costs that the Town will entail to serve the project, once built and at stabilized occupancy. The net fiscal benefits will be the difference between those revenues and the numerous costs to the Town for new development. Although the development will generate both revenues and costs to Warren County, the analysis to follow only calculates the impacts that Saddle Crest will have on the Town of Front Royal.

On-site fiscal impacts from Saddle Crest will cover development on the site. Fiscal impacts created off-site, due to the spin-off effects of resident and employee expenditures within the Town, are studied separately. For off-site impacts, economic impacts are undertaken to show how consumer expenditures will stimulate new business within the Town of Front Royal, based on new business receipts, employment and employee earnings resulting from those expenditures.

### **Summary of Residential Impacts**

Table 2 presents a summary of the revenues, costs and net fiscal benefits (revenue surplus or deficit) for the 142 single-family homes that are proposed for Saddle Crest and for the economic activity that would be generated in the Town of Front Royal by residents off-site.

On-site impacts for residential uses often produce a relatively modest surplus annually, principally due to costs for public school students that are expected to live in the community. This is not a negative issue in this case, as the Town does not operate any schools. Local schools are operated at the County level. The resident expenditures in Front Royal will also generate a sizable level of new business receipts in the Town.

In total, and at build-out, the full development and occupancy of the 142 new single-family homes at Saddle Crest will generate a positive annual fiscal benefit of approximately



\$357,520, reported in constant 2022 dollars. This equates to approximately \$2,520 per residential unit.

**Table 1: Summary of On-Site and Off-Site Fiscal Impacts of New Homes, Saddle Crest at Build-Out, Town of Front Royal, Virginia**  
(Constant 2022 Dollars)

<b><u>Source of Fiscal Impacts in Town of Front Royal</u></b>	<b><u>Impacts On-Site in Town of Front Royal</u></b>	<b><u>Impacts Off-Site in Town of Front Royal</u></b>	<b><u>Total Fiscal Impacts</u></b>
Revenues to the Town	\$368,490	\$231,280	\$599,770
Town Costs	<u>-\$150,790</u>	<u>-\$91,460</u>	<u>-\$242,250</u>
<b>Net Fiscal Benefits</b>	<b>\$217,700</b>	<b>\$139,820</b>	<b>\$357,520</b>

Source: Town of Front Royal, VA; S. Patz & Associates, Inc.

In addition to the on-site fiscal impacts, the economic impacts off-site in Front Royal from new resident expenditures would generate additional tax revenue. Based on anticipated household incomes, resident expenditures could equal \$11.9 million annually at businesses in the Town, with another \$24.4 million in business expenditures to be generated by the “ripple effect” of resident expenditures across the local economy. This would add a total of over \$36 million in business activity in the Town.

The off-site expenditures will generate new jobs. These would be added region-wide and not just in the Town of Front Royal. Annual earnings from these new jobs would provide additional fiscal impacts across the region. These calculations were reduced by 40 percent to account for consumer expenditures outside of the Town, particularly elsewhere in Warren County. Thus, the off-site calculations capture expenditures only within the Town of Front Royal.

The following analysis presents the derivation of the fiscal impacts to be derived from the residential development at Saddle Crest. These impacts include the net fiscal benefits of the proposed single-family homes, being the difference between tax revenue generated for the Town of Front Royal and the costs of public services to serve residents of the new development. As stated above, economic impacts include new business revenue, employees, and employee earnings that would accrue in the Town as a result of resident expenditures in Front Royal annually.

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### On-Site Fiscal Impacts from Saddle Crest

The following analyses derive the revenues generated for the Town of Front Royal from Saddle Crest “on-site.” “On-site” denotes revenues that are derived directly from real estate development and personal property taxes, while “off-site” impacts are generated from local business growth based on new resident expenditures. Off-site impacts will be treated separately as “economic impacts,” although their fiscal benefits are also assessed. Data in the tables to follow are rounded off to the nearest ten dollars and represent annual amounts after build-out. All data are presented in constant 2022 dollars.

Table 3 summarizes the various revenues to accrue to the Town of Front Royal from the development and sales of the 142 single-family homes to be built at the Saddle Crest site. Various property taxes would account for 79.5 percent of the revenue to be generated on-site. Smaller consumer utility taxes, motor vehicle license and trash/ recycling fees account for over 20 percent of the total of \$368,490 in on-site tax revenue.

<b>Table 2: <u>Summary of Annual On-Site Revenues,</u></b> <b><u>Saddle Crest at Build-Out,</u></b> <b><u>Front Royal, Virginia</u></b> (Constant 2022 Dollars)		
	<b><u>Amount</u></b>	<b><u>Percent of Total</u></b>
Real Estate Tax	\$75,690	20.5%
Emergency Services Tax	\$186,300	50.6%
Personal Property Tax	\$30,900	8.4%
Motor Vehicle Licenses	\$7,100	1.9%
Consumer Utility Tax	\$20,450	5.5%
Trash and Recycling Tax	<u>\$48,050</u>	13.0%
<b>Total</b>	<b>\$368,490</b>	<b>100.0%</b>
Source: Town of Front Royal, VA; S. Patz & Associates, Inc.		

Each revenue source will be explained in the paragraphs to follow. A separate section of the report will address the costs of services and facilities that the Town of Front Royal must provide to serve the future homes.



## Real Estate Tax

Anticipated home sales prices at Saddle Crest are expected to range between the upper-\$300,000's and low-\$400,000's. Based on unit finishes and other features, the new homes at Saddle Crest are expected to be assessed at a value of \$410,000. This is a conservative estimate given the pace of increased property valuations in Front Royal over the past few years. At the Town's real estate tax rate of \$0.13 per \$100 of assessed value, real estate taxes would total \$58,220 each year after build-out, in constant 2022 dollars. This is shown in Table 3 below.

<b>Table 3: <u>Real Estate Tax,</u> <u>Saddle Crest at Build-Out,</u> <u>Front Royal, Virginia</u> (Constant 2022 dollars)</b>	
	<b><u>Total</u></b>
Cost/Price per Unit	\$410,000
Number of Units	142
Total Cost/ Price	\$58,220,000
Tax Rate	\$0.13/\$100
<b>Real Estate Tax</b>	<b>\$75,690</b>
Source: Town of Front Royal; S. Patz & Associates, Inc.	

## Emergency Services Tax

The Town of Front Royal levies an emergency services tax on real estate property to support fire and other emergency services. At the Town's emergency services tax rate of \$0.32 per \$100 of assessed value, emergency services taxes would total \$186,300 each year after build-out, in constant 2022 dollars. This is shown in Table 4 below.

<b>Table 4: <u>Emergency Services Tax,</u> <u>Saddle Crest at Build-Out,</u> <u>Front Royal, Virginia</u> (Constant 2022 dollars)</b>	
	<b><u>Total</u></b>
Cost/Price per Unit	\$410,000
Number of Units	142
Total Cost/ Price	\$58,220,000
Tax Rate	\$0.32/\$100
<b>Emergency Services Tax</b>	<b>\$186,300</b>
Source: Town of Front Royal; S. Patz & Associates, Inc.	

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## **Personal Property Tax**

Personal property taxes for residences in Virginia are based on the depreciated values of vehicles used solely for residential purposes. Given that the new homes at Saddle Crest are proposed to sell at the top of the market in terms of prices, the anticipated incomes of future residents are expected to be above the Town and County's average household income. Thus, calculating the average depreciated value of vehicles in the Town of Front Royal does not provide relevant data that can be used to estimate expected automobile values of future homeowners.

Homeowners at Saddle Crest are projected to own approximately 284 vehicles, based on an estimated 2.00 vehicles per residential unit expected at the community. Given the future resident incomes, expected car values for new homes at Saddle Crest are estimated at \$17,000. This is a conservative estimate, given the anticipated incomes of future homeowners. At this value, the total on-site personal property value for residents at Saddle Crest would total approximately \$4.8 million. At the tax rate of \$0.64 per \$100 of assessed value, on-site personal property taxes would be \$30,900 annually, in constant 2022 dollars. This is shown in Table 5.

<b>Table 5: <u>Personal Property Taxes,</u> <u>Saddle Crest at Build-Out,</u> <u>Front Royal, Virginia</u> (Constant 2022 Dollars)</b>	
	<b><u>Total</u></b>
Number of Units	142
Vehicles per Unit	2.00
Number of Vehicles	284
Depreciated Value Per Vehicle	\$17,000
Total Depreciated Value	\$4,828,000
<b>Tax at \$0.64/\$100</b>	<b>\$30,900</b>
Source: Town of Front Royal; S. Patz & Associates, Inc.	

## **Motor Vehicle Licenses**

Each motor vehicle in the Town of Front Royal is subject to a license fee of \$25. In the derivation of personal property taxes in Table 5, it was shown that there would be an estimated 284 vehicles at the property. At a fee of \$25 per vehicle, the total tax for this tax source would be \$7,100.



## Consumer Utility Tax

Consumer utility taxes are taxes on expenditures on consumer utilities, such as electricity, gas, telephone and cable. While the tax rates for the different utilities vary, experience has shown that the average tax is about \$3.00 per utility, per month. For four utilities per household, averaging \$3.00 per utility per month for 12 months, the total utility tax for Saddle Crest would be \$20,450 annually. This is shown in Table 6.

**Table 6: Consumer Utility Taxes,  
Saddle Crest at Build-Out,  
Front Royal, Virginia**  
(Constant 2022 Dollars)

	<b><u>Total</u></b>
Number of Units	142
Utilities Per Unit	4
Each Utility Average	\$3.00
Number of Months	12
<b>Total Utility Tax</b>	<b>\$20,450</b>
Source: Town of Front Royal; S. Patz & Associates, Inc.	

## Trash Collection and Recycling Tax

The Town of Front Royal levies a monthly tax of \$14.10 for each 96-gallon trash and recycling container. For 142 homes, each of which is expected to have one trash and one recycling container, this would equate to a total of 284 containers. For 12 months, the total taxable amount would total \$48,050. This is shown in Table 7 below.

**Table 7: Trash Collection and Recycling Taxes,  
Saddle Crest at Build-Out,  
Front Royal, Virginia**  
(Constant 2022 Dollars)

	<b><u>Total</u></b>
Number of Units	142
Containers Per Unit	2
Total Containers	284
Price per Container (96 gallon)	\$14.10
Number of Months	12
<b>Total Trash/ Recycling Tax</b>	<b>\$48,050</b>
Source: Town of Front Royal; S. Patz & Associates, Inc.	

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### **On-Site Fiscal Impacts: Town Costs to Serve Saddle Crest**

The focus of the on-site fiscal impacts of costs to the Town of Front Royal from Saddle Crest is the General Fund Budget expenditures expressed on a per capita basis. Per capita expenditures are allocated (by type) to residents, public school students, and businesses (in terms of numbers of employees) on a proportional basis according to utilization by each type of persons. These costs cover both operations for services and capital improvements in the form of annual debt service to support the capital improvements programs of the Town.

Budget expenditures will be discussed below, and per capita costs will be calculated based on current types of users. Applying these costs per capita to the residents of Saddle Crest produces an estimate of the annual costs to the Town for services to support the proposed new homes.

For the Town's adopted FY 2023 budget, approximately 64 percent of all General Fund expenditures are supported by local taxes, the remainder being primarily revenues from the state and federal governments. An examination of budgeted revenues for the year will demonstrate this proportion. The fiscal impact costs are based on General Fund expenditures supported by local taxes.

**Table 8: General Fund Revenue by Type from Local Taxes,  
Front Royal, Virginia**

	<u>Amount</u>	<u>Percent</u>
<b>General Property Taxes</b>		
Real Estate Taxes		
Current taxes, including penalties	\$991,750	8.2%
Delinquent taxes, including penalties	\$18,850	0.2%
Personal Property Taxes		
Current taxes, including penalties	\$427,470	3.5%
Public service corporation taxes	\$22,100	0.2%
Interest on delinquent taxes	<u>\$21,990</u>	<u>0.2%</u>
<i>Total General Property Taxes</i>	<i>\$1,482,160</i>	<i>12.3%</i>
<b>Other Local Taxes</b>		
Warren County sales tax	\$1,327,355	11.0%
Business and occupational taxes and penalties	\$812,800	6.7%
Franchise Tax	\$68,725	0.6%
Consumer taxes - electric deregulation	\$227,625	1.9%
Vehicle licenses	\$380,550	3.2%
Bank stock taxes	\$271,230	2.2%
Lodging taxes	\$317,935	2.6%
Meal taxes	\$2,079,955	17.2%
Payment in lieu of taxes	<u>\$761,885</u>	<u>6.3%</u>
<i>Total Other Local Taxes</i>	<i>\$6,248,060</i>	<i>51.8%</i>
<b>Subtotal Local Taxes</b>	<b>\$7,730,220</b>	<b>64.0%</b>
<b>Non-Tax Revenue</b>	<b>\$4,340,980</b>	<b>36.0%</b>
<b>Total General Fund Revenue</b>	<b>\$12,071,200</b>	<b>100.0%</b>
<b>Percent Tax Revenue</b>	<b>64.04%</b>	

Source: Adopted FY 2023 Budget for the Town of Front Royal, Virginia

When the expenditures for each type of user are determined, and the tax-supported proportions are calculated, these costs are divided by the number of persons by type. The most recent census data show that the Town of Front Royal has a population of 12,160±. Calculating the number of employees who physically work within the Town limits is more challenging, as the U.S. Bureau of Labor Statistics (BLS) only tracks the number of at-place jobs at the county-wide level and not the town level. This is the standard source of employment data for analyses of this type.

The Front Royal Warren County Economic Development Authority do not track the number of employees within the Town Limits. State and regional economic development agencies do not track this data either. Thus, for the sake of this analysis, it was assumed that half



of the County's 13,200 at-place jobs are located within the Town limits. Since the Town of Front Royal does not operate independent schools, a parks/ recreation department or a health/ welfare department, per capita expenditures for residents and employees are the same, at \$412.

The General Fund budget total for the Town for FY 2023, is \$12.1 million, with 64.8 percent of that cost for the Town's resident population and 35.2 percent for employment, or persons with jobs in the Town.

**Table 9: Allocation of General Fund Expenditures by Type for Residents (Population) and Businesses (Employees), Town of Front Royal, Virginia**  
(Constant 2022 dollars)

	<b><u>FY 2023</u></b> <b><u>Adopted: Population</u></b>	<b><u>FY 2023</u></b> <b><u>Adopted: Employment</u></b>	<b><u>FY 2023</u></b> <b><u>Adopted: Total</u></b>
Town Council	\$123,574	\$67,071	\$190,645
Clerk of Council	\$12,964	\$7,036	\$20,000
Board of Elections	\$10,371	\$5,629	\$16,000
Town Manager	\$293,360	\$159,225	\$452,585
HR & Risk Management	\$272,958	\$148,152	\$421,110
Benefits & Insurance	\$384,894	\$208,906	\$593,800
Information Technology	\$351,175	\$190,605	\$541,780
Tourism	\$160,550	\$87,140	\$247,690
Finance	\$640,461	\$347,619	\$988,080
Town Attorney	\$265,358	\$144,027	\$409,385
Police	\$3,562,151	\$1,933,404	\$5,495,555
Economic Development	\$17,783	\$9,652	\$27,435
Planning & Community Development	\$421,526	\$228,789	\$650,315
Transfer/ Debt	\$498,093	\$270,347	\$768,440
Fleet Management	\$297,213	\$161,317	\$458,530
General Properties	\$273,188	\$148,277	\$421,465
Horticulture	<u>\$238,783</u>	<u>\$129,602</u>	<u>\$368,385</u>
<b>Total</b>	<b>\$7,824,403</b>	<b>\$4,246,797</b>	<b>\$12,071,200</b>
Percent Tax Support	64.04%	64.04%	64.04%
Tax-supported Expenditures	\$5,010,633	\$2,719,587	\$7,730,220
Number of Persons	12,160	6,600	18,760
Per Capita Tax Support	\$412	\$412	\$412
Sources: FY 2023 Adopted Budget for Front Royal, Virginia; Virginia Employment Commission; S. Patz & Associates, Inc.			

### **Tax-Supported Costs of Saddle Crest**

As explained above, costs to the Town to serve the future residents at Saddle Crest are derived by multiplying the per capita costs of residents and employees by the numbers of those persons. These are tax-supported costs, to be compared to the taxes generated by Saddle Crest.

The costs will cover operating costs for general government and the costs of facilities in terms of debt service for capital improvements. Since the Town does not operate any schools, there are no costs associated with school-age children.

There are expected to be about 366 residents at Saddle Crest, at a ratio of 2.58 persons per households. This estimate is based on the most recent census data on average household size in the Town of Front Royal. It was shown above that the average tax-supported cost for residents in the Town is \$412. For the residents of Saddle Crest, total tax-supported costs to the Town of Front Royal would be approximately \$150,790. This calculation is presented in Table 9 below.

**Table 10: Tax Supported Costs for Residents,  
Saddle Crest at Build-Out,  
Front Royal, Virginia**  
(Constant 2022 dollars)

	<b><u>Total</u></b>
Number of Units	142
Persons per Unit	2.58
Residents	366
Expenditure Per Capita	\$412
<b>Population Expenditures</b>	<b>\$150,790</b>

Source: Town of Front Royal; S. Patz & Associates, Inc.

### **On-Site Fiscal Impacts from Saddle Crest**

Data in Table 11 below compares the calculated on-site tax revenues expected from Saddle Crest at build-out with the tax-supported costs required to serve the residents of the new single-family homes to be built. The annual net fiscal benefit will be a surplus of \$217,700, reported in constant 2022 dollars.

**Table 11: Net On-Site Fiscal Tax Benefit,  
Saddle Crest, at Build-Out,  
Front Royal, Virginia**  
(Constant 2022 dollars)

	<b><u>Total</u></b>
Total Tax Revenue	\$368,490
Population Expenditures	<u>-\$150,790</u>
<b>Net Fiscal Benefit</b>	<b>\$217,700</b>

Source: Town of Front Royal; S. Patz & Associates, Inc.

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## **Off-Site Fiscal Impacts: From New Single-Family Homes**

In addition to the revenues and costs that accrue to the Town of Front Royal from the new homes “on-site” – that is, due to the residential units and residents themselves in their dwellings - there are also off-site impacts that occur, as residents spend part of their income in the Town for consumer goods, and as businesses re-spend the income from purchases by residents by the purchase of goods and services from other vendors in the Town. Calculations to follow are reduced by 40 percent to account for expenditure that occurs to businesses outside of the Town, primarily elsewhere in Warren County and neighboring areas. This is a conservative estimate.

Consumer budgets are identified by the U.S. Bureau of Labor Statistics by area and income level. There is no direct budget information for Front Royal, and the income level for Northern Virginia is too high to be applicable here. Instead, national data for a budget at similar income ranges has been chosen for this calculation.

Consumer expenditures made off-site in the Town are translated into economic impacts in Front Royal, using multiplier matrices provided for the local area by the U.S. Bureau of Economic Analysis. These multipliers capture the round-by-round flows of expenditures in the Town initiated by Town residents. The multipliers are specific to Warren County.

There are separate matrices for business receipts, employment and employee earnings. The items in the consumer budget are multiplied in turn by these expenditure-specific categories in each matrix and summed to give the “ripple effect” (spin-off or multiplier effects) of circulation of money through the economy. The ripple effects, plus the original consumer expenditures, equal the total economic impacts of the new residents on the Town economy.

### **Business Receipts**

Residents at Saddle Crest are likely to spend 78.9 percent of their income on non-housing expenditures. Other uses of income are taxes and savings. Overall, this calculates to \$11.9 million in annual consumer expenditures from the expected residents at full build-out. The ripple, or multiplier effect, will generate another \$24.4 million in annual receipts among Town businesses,



for a total business receipts impact of \$36.4 million. These business receipts will form the basis for many tax receipts for the Town of Front Royal from the impacted businesses.

<b><u>Source of Impact</u></b>	
Direct Consumer Expenditures	\$11,928,000
Indirect Ripple Effect	<u>\$24,436,320</u>
<b>Total Business Receipts</b>	<b>\$36,364,320</b>

### **Employment and Earnings**

Since there will be no employees on-site at Saddle Crest, all employment and employee earnings impacts come from the ripple or multiplier effects on businesses, i.e., employee earnings that support increased business receipts in the Town. There will be approximately 222 new full-time equivalent employment positions created from resident expenditures at Saddle Crest, over time, with total earnings for these employees of \$7.2 million

<b><u>Spinoff Employment and Salaries</u></b>		
<b><u>Employees</u></b>	<b><u>Average Salary</u></b>	<b><u>Total Earnings</u></b>
222	\$32,516	\$7,218,552

### **Off-Site Fiscal Impacts**

Table 12 summarizes the revenues and costs to the Town of Front Royal from the off-site impacts of Saddle Crest. These impacts derive primarily from the \$36.4 million in new business receipts in the Town, plus estimates of real property and business personal property for a typical commercial operation. It is proper to look at these impacts as long-term. That is, it is not likely that the projected 222 new employees will be immediate or lead to abrupt expansion of the property tax base, but this should happen over time as part of business expansion in the Town.

Other tax receipts should accrue as soon as consumers at Saddle Crest begin making expenditures, that is, as soon as the subdivision is built out and sold. In the short run, revenues should start at approximately \$34,690 and rise to \$231,280 as businesses expand physically. Costs are based on new employees within Front Royal at a cost to the Town of \$412 per employee, as derived above. With costs of \$91,460 the net fiscal benefits from off-site expenditures from Saddle Crest residents should be approximately \$139,820.

**Table 12: Off-Site Fiscal Impact of Consumer Expenditures by Type,  
Residents of Saddle Crest, at Build-Out,  
Front Royal, Virginia**  
(Constant 2022 dollars)

	<u><b>Total</b></u>
<u><b>Annual Revenues for the Town:</b></u>	
Real Estate Tax	\$59,940
Machinery and Tools Tax	\$9,400
Retail Sales Tax	\$32,800
BPOL Tax	\$39,160
Lodging Tax	\$15,740
Utility Tax	\$18,430
Meals Tax	\$29,720
Motor Vehicles	\$8,330
Recordation Tax	<u>\$17,760</u>
<b>Total Revenue</b>	<b>\$231,280</b>
<b>Less Costs to the Town</b>	<b><u>-\$91,460</u></b>
<b>Net Fiscal Benefit to the Town</b>	<b>\$139,820</b>
Source: RIMS II Modeling System; U.S. Bureau of Economic Analysis	

### **Saddle Crest FIA Conclusions**

Table 13 shows a summary of net tax benefits for the proposed single-family homes at Saddle Crest. On-site impacts will be a surplus of \$217,700. Off-site benefits would total \$139,820. Combined, this will generate a fiscal surplus of \$357,520 annually and at build-out for the Town of Front Royal. This equates to approximately \$2,520 per unit.

**Table 13: Summary of On-Site and Off-Site Fiscal Impacts of New Homes,  
Saddle Crest at Build-Out, Town of Front Royal, Virginia**  
(Constant 2022 Dollars)

<u><b>Source of Fiscal Impacts in Town of Front Royal</b></u>	<u><b>Impacts On-Site in Town of Front Royal</b></u>	<u><b>Impacts Off-Site in Town of Front Royal</b></u>	<u><b>Total Fiscal Impacts</b></u>
Revenues to the Town	\$368,490	\$231,280	\$599,770
Town Costs	<u>-\$150,790</u>	<u>-\$91,460</u>	<u>-\$242,250</u>
<b>Net Fiscal Benefits</b>	<b>\$217,700</b>	<b>\$139,820</b>	<b>\$357,520</b>
Source: Town of Front Royal, VA; S. Patz & Associates, Inc.			

September 9, 2022

Project# 27646

To: Lauren Kopishke, CZA  
Director of Planning and Zoning – Town of Front Royal

From: Chris Tiesler, P.E., PTOE.; Andrew Butsick, P.E.; John Callow

RE: Saddle Crest Development – Transportation Assessment

## TRANSPORTATION ASSESSMENT

Kittelison & Associates, Inc. (Kittelison) developed this memorandum to document the anticipated transportation impacts of the proposed Saddle Crest development on Shenandoah Shores Road in Front Royal, Virginia. **Figure 1** illustrates the site plan for the proposed 142 single-family development with a single access point along Shenandoah Shores Road. For the purposes of this analysis, build-out of the developed was assumed to occur by year 2026. The primary intent of this memorandum is to evaluate the anticipated traffic operations of the roadway network after build-out of the proposed site, including peak hour operations and evaluation of VDOT turn lane warrants. Specifically, this analysis includes:

- Trip generation estimate
- Left- and right-turn lane warrant analyses of the proposed site-access driveway on Shenandoah Shores Road.
- Year 2026 operational analysis of the Shenandoah Shores Road/Site Driveway intersection

Preliminary findings are summarized below.

- The proposed site driveway intersection is forecast to operate at LOS B or better during the weekday a.m. and p.m. peak hours after build-out of the site.
- VDOT southbound right-turn lane warrants are not forecast to be met at the site driveway.
- VDOT northbound left-turn lane warrants are not forecast to be met at the site driveway.

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## Development Description

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The proposed development consists of 142 single-family detached homes and is assumed to be completely built out and occupied by year 2026. **Figure 1** illustrates a conceptual site plan of the proposed development. The single point of access is proposed approximately 900 feet north of Happy Creek Road. Shenandoah Shores Road is identified as a Major Collector by the Virginia Department of Transportation (VDOT).





figure  
**1**



## Volume Development

To evaluate VDOT turn lane warrants and evaluate anticipated operations at the site driveway after build-out in 2026, the projected traffic volumes at the site driveway were developed. Twenty-four-hour tube counts were obtained in March 2022 on Shenandoah Shores Road in the approximate location of the future site access driveway. The counts were conducted on a weekday when school was in session. **Attachment A** contains all count data sheets.

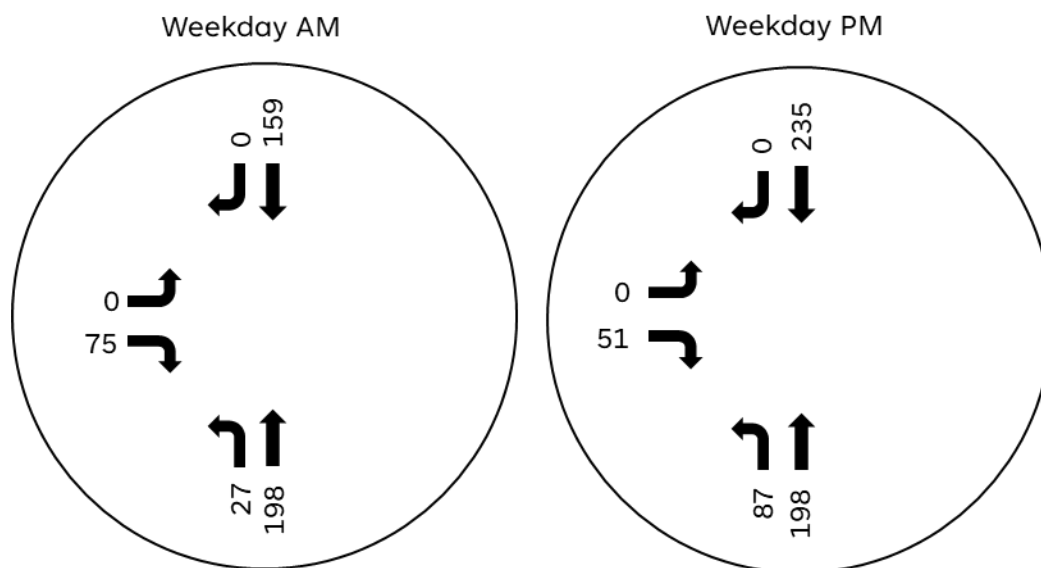
To estimate future traffic volumes and assignments for both development phases, a trip distribution pattern was established, assuming all residential trips generated by the development would travel to/from the south and Happy Creek Road, as there are few destinations for such trips to the north. A linear 1.0 percent annual growth rate was applied to existing volumes on Shenandoah Shores Road to project future baseline volumes for year 2026. No “in-process” developments were identified in the vicinity of the project.

Once background traffic volume projections were established, the site-generated trips for the proposed development were assigned to the roadway network. **Table 1** below illustrates the anticipated trip generation of the proposed development using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (Reference 1).

**Table 1. Estimated Trip Generation**

Land Use	ITE Code	Units		Weekday Daily	Peak Hour Adjacent Street					
					Weekday AM Peak Hour			Weekday PM Peak Hour		
					Total	In	Out	Total	In	Out
Single-Family Detached Housing	210	142	Dwelling Units	1,393	102	27	75	138	87	51

Figure 2 illustrates the anticipated traffic volumes at the site driveway after build-out of the proposed site in 2026 during the weekday a.m. and weekday p.m. peak hour.



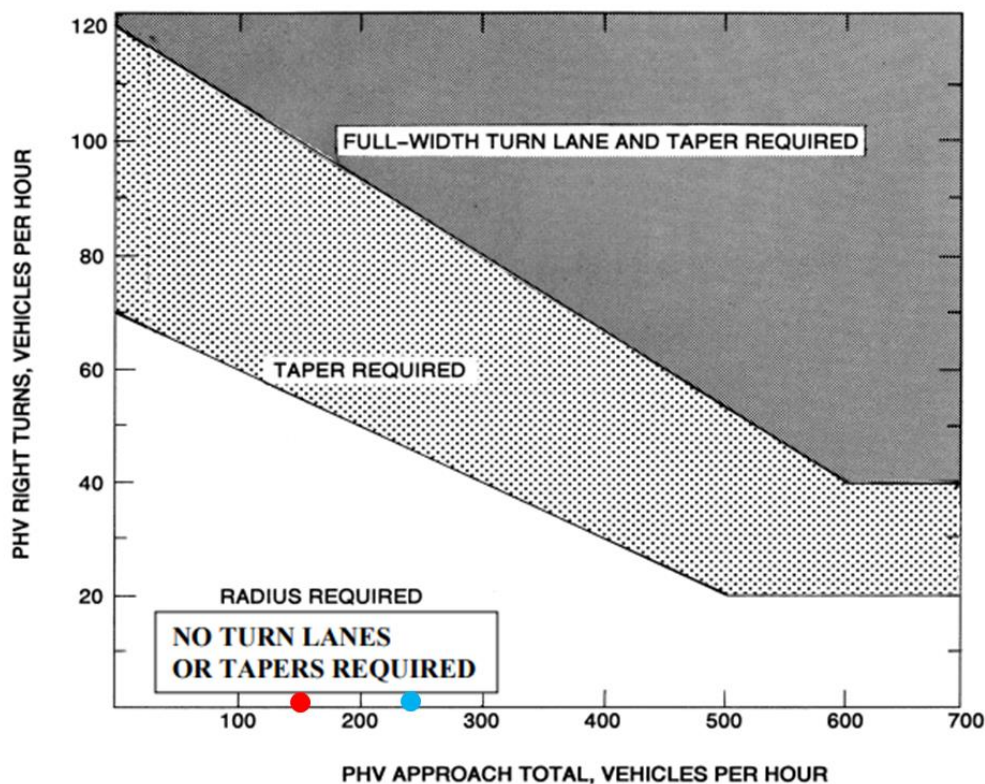
**Figure 2. Projected Traffic Volumes – Shenandoah Shores Road/Site Driveway - 2026 Post-Build-Out – Weekday AM & PM Peak Hours**

## VDOT Turn Lane Warrant Evaluation

The subsequent section evaluations the need for left- and right-turn lanes at the Shenandoah Shores Road/Site Driveway intersection based on VDOT design standards established in Appendix F of the VDOT RDM (Reference 2).

### RIGHT-TURN LANE WARRANTS

Per Appendix F of the RDM, a right-turn lane is should be considered on a two-lane roadway if the warrants in Figure 3-26 are met. No southbound right-turns are projected at the Shenandoah Shores Road/Site Driveway intersection since virtually all traffic generated by the development will be oriented southward toward Happy Creek Road. As shown in **Figure 3**, the minimum VDOT threshold for a right-turn taper on Shenandoah Shores Road is 20 vehicles in a single peak hour. Even if a few vehicles were to travel to the development from the north, it is unlikely there would be more than 20 southbound right-turns in a single hour. Therefore, neither a southbound right-turn taper nor turn lane are warranted.



**FIGURE 3-26 WARRANTS FOR RIGHT TURN TREATMENT (2-LANE HIGHWAY)**

● Weekday AM      ● Weekday PM

**Figure 3. VDOT Right-Turn Lane Warrants – Shenandoah Shores Road – 2026 Post-Build-Out Weekday AM & PM Peak Hours**

### LEFT-TURN LANE WARRANTS

Per Appendix F of the RDM, a left-turn lane on a two-lane roadway with a posted speed of 35 miles-per-hour is required if the thresholds for various conditions (design speed, percentage of left-turns, advancing/opposing volume) are met. These warrants were evaluated against the weekday a.m. and p.m. peak hour projections of northbound left-turn demand at the Shenandoah Shores Road/Site Driveway intersection for both development scenarios. **Figure 4** and **Figure 5** illustrate the application of the appropriate nomographs for the weekday a.m. and weekday p.m. peak hours, respectively.



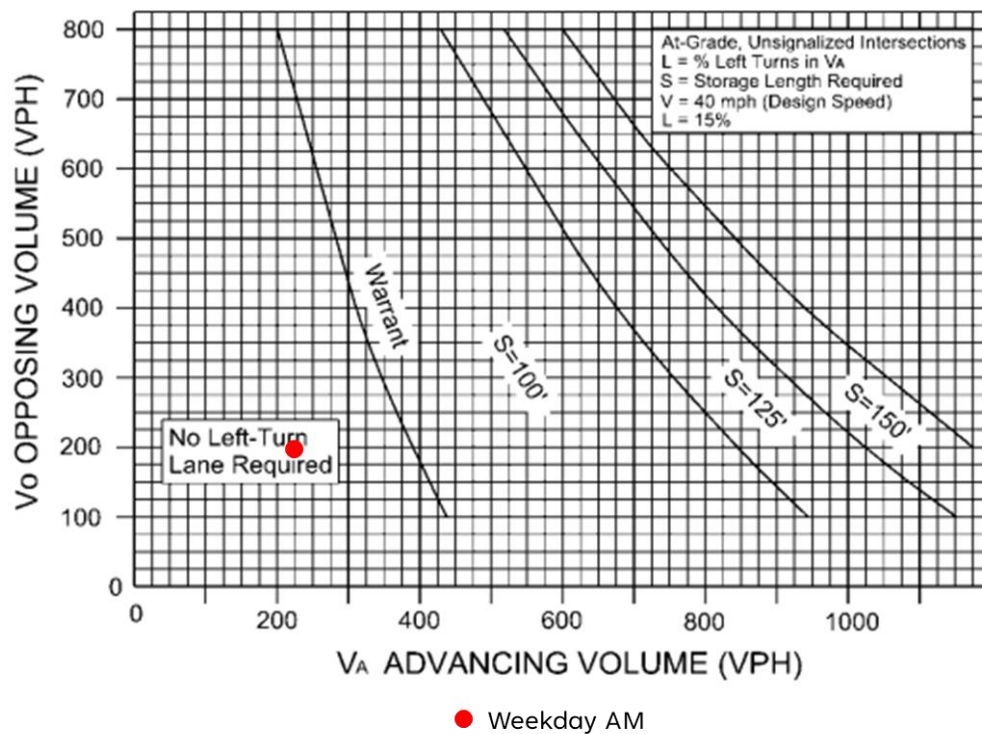


Figure 4. VDOT Left-Turn Lane Warrants – Shenandoah Shores Road – 2026 Post-Build-Out Weekday AM Peak Hour

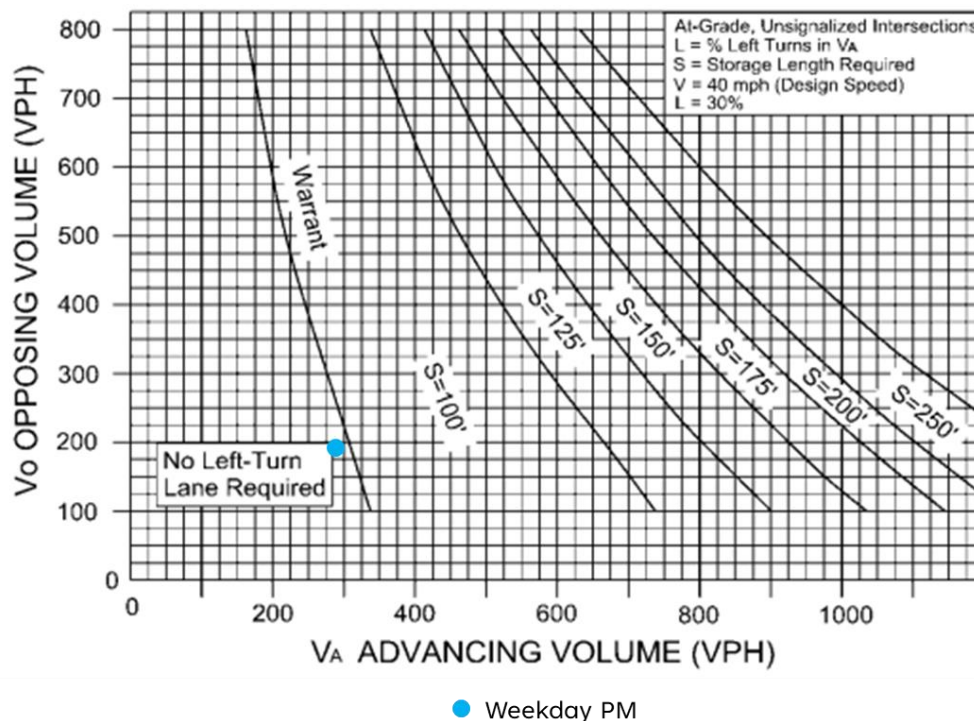


Figure 5. VDOT Left-Turn Lane Warrants – Shenandoah Shores Road – 2026 Post-Build-Out Weekday AM Peak Hour

As shown in the nomographs, neither development scenario is projected to trigger a VDOT warrant for a northbound left-turn lane on Shenandoah Shores Road at the site driveway.

## FUTURE TRAFFIC OPERATIONS

All level of service (LOS) analyses described in this report was performed in accordance with the procedures stated in the *Highway Capacity Manual, 6th Edition* (HCM - Reference 3). This analysis is based on the system hourly peak during each of the study periods to evaluate of all intersection levels-of-service. The weekday a.m. and weekday p.m. peak hours were found to occur from 8:00 a.m. to 9:00 a.m. and 5:00 p.m. to 6:00 p.m., respectively. Traffic operations were evaluated using Synchro 11 in accordance with VDOT's *Traffic Operations and Safety Analysis Manual v2.0* (TOSAM – Reference 4).

**Figure 5** illustrates the anticipated peak hour operations at the site driveway after build-out of the proposed site in 2026. **Table 2** summarizes the operations. **Attachment B** contains the year 2026 level of service worksheets for both scenarios.

**Table 2. Year 2026 Traffic Operations – Weekday AM and Weekday PM Peak Hours**

Intersection	Control Form	Approach	Lane Group	Weekday AM			Weekday PM		
				LOS	Delay (sec)	Queue (ft)	LOS	Delay (sec)	Queue (ft)
Shenandoah Shores Rd & Site Driveway	Two-way, stop-controlled	EB	EBLR	A	9.6	<25	B	10.0	<25
		NB	NBLT	A	0.9	0	A	2.4	<25
		SB	SBTR	-	-	-	-	-	-

As shown, the Shenandoah Shores Road/Site Driveway intersection is forecast to operate acceptably at LOS A and LOS B under year 2026 total traffic conditions during the weekday a.m. and weekday p.m. peak hours, respectively.

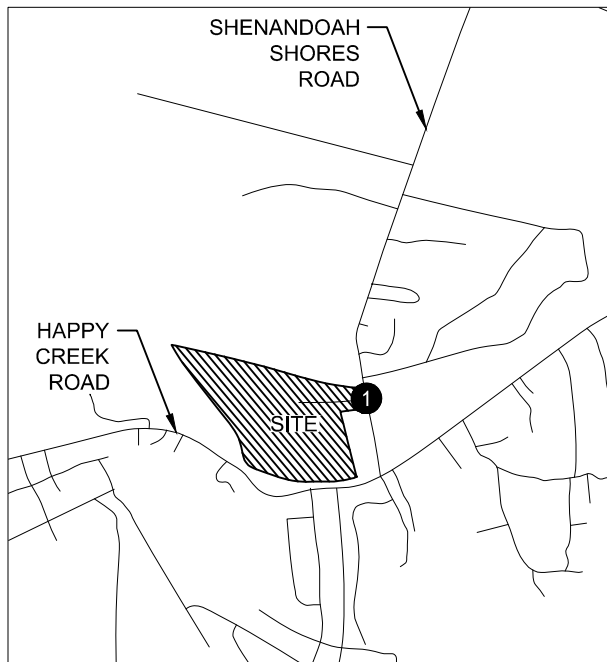
## Conclusions

The proposed development is not forecast to any off-site improvements. Findings are summarized below.

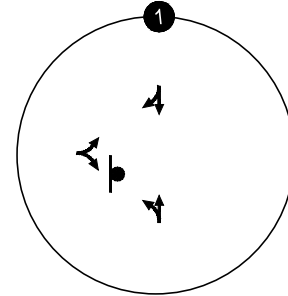
- The proposed site driveway intersection is forecast to operate at LOS B or better during the weekday a.m. and p.m. peak hours after build-out of the site.
- VDOT southbound right-turn lane warrants are not forecast to be met at the site driveway.
- VDOT northbound left-turn lane warrants are not forecast to be met at the site driveway.

## References

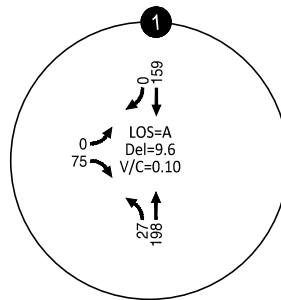
1. Institute of Transportation Engineers. Trip Generation, 11th Edition. 2021.
2. Virginia Department of Transportation. Road Design Manual.
3. Transportation Research Board. Highway Capacity Manual, 6th Edition. 2016.
4. Virginia Department of Transportation. Traffic Operations and Safety Analysis Manual. February 2020.



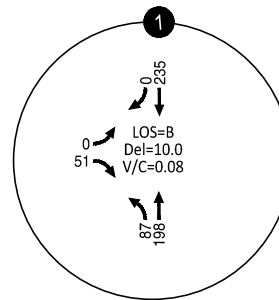
## 2026 ASSUMED LANE CONFIGURATION



## WEEKDAY AM



## WEEKDAY PM



= STOP SIGN  
 LOS = CRITICAL MOVEMENT LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)  
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)  
 V/C = CRITICAL CRITICAL VOLUME-TO-CAPACITY RATIO

**2026 Total Traffic Conditions**  
**Weekday AM & PM Peak Hours**  
**Front Royal, VA**

Figure  
**6**



**Attachment A**  
Traffic Data

Type of report: Tube Count - Volume Data

LOCATION: Shenandoah Shores Rd North of Happy Creek Rd										QC JOB #: 15751801
SPECIFIC LOCATION:										DIRECTION: NB
CITY/STATE: Front Royal, VA										DATE: Mar 22 2022 - Mar 23 2022
Start Time	Mon 22 Mar 22	Tue 23 Mar 22	Wed 24 Mar 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		13	10			12			12	
01:00 AM		9	4			7			7	
02:00 AM		4	3			4			4	
03:00 AM		5	6			6			6	
04:00 AM		5	4			5			5	
05:00 AM		21	26			24			24	
06:00 AM		50	44			47			47	
07:00 AM		111	111			111			111	
08:00 AM		188	192			190			190	
09:00 AM		128	155			142			142	
10:00 AM		84	90			87			87	
11:00 AM		100	95			98			98	
12:00 PM		139	109			124			124	
01:00 PM		107	119			113			113	
02:00 PM		141	106			124			124	
03:00 PM		172	171			172			172	
04:00 PM		164	201			183			183	
05:00 PM		219	161			190			190	
06:00 PM		147	153			150			150	
07:00 PM		111	100			106			106	
08:00 PM		102	77			90			90	
09:00 PM		75	56			66			66	
10:00 PM		38	35			37			37	
11:00 PM		29	20			25			25	
Day Total		2162	2048			2113			2113	
% Weekday Average		102.3%	96.9%							
% Week Average		102.3%	96.9%			100%				
AM Peak Volume		8:00 AM 188	8:00 AM 192			8:00 AM 190			8:00 AM 190	
PM Peak Volume		5:00 PM 219	4:00 PM 201			5:00 PM 190			5:00 PM 190	
Comments:										

Report generated on 3/25/2022 6:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Shenandoah Shores Rd North of Happy Creek Rd										QC JOB #: 15751801	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: Front Royal, VA										DATE: Mar 22 2022 - Mar 23 2022	
Start Time	Mon 22 Mar 22	Tue 23 Mar 22	Wed 24 Mar 22	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM		14	7			11			11		
01:00 AM		11	3			7			7		
02:00 AM		4	5			5			5		
03:00 AM		13	8			11			11		
04:00 AM		38	36			37			37		
05:00 AM		65	51			58			58		
06:00 AM		90	102			96			96		
07:00 AM		111	121			116			116		
08:00 AM		144	162			153			153		
09:00 AM		87	102			95			95		
10:00 AM		82	117			100			100		
11:00 AM		127	104			116			116		
12:00 PM		128	106			117			117		
01:00 PM		120	93			107			107		
02:00 PM		142	104			123			123		
03:00 PM		206	197			202			202		
04:00 PM		166	183			175			175		
05:00 PM		249	203			226			226		
06:00 PM		145	96			121			121		
07:00 PM		104	84			94			94		
08:00 PM		60	63			62			62		
09:00 PM		32	74			53			53		
10:00 PM		39	24			32			32		
11:00 PM		13	20			17			17		
Day Total	2190		2065		2134				2134		
% Weekday Average	102.6%		96.8%								
% Week Average	102.6%		96.8%		100%						
AM Peak Volume	8:00 AM 144		8:00 AM 162		8:00 AM 153				8:00 AM 153		
PM Peak Volume	5:00 PM 249		5:00 PM 203		5:00 PM 226				5:00 PM 226		
Comments:											

Report generated on 3/25/2022 6:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)



Type of report: Tube Count - Volume Data

LOCATION: Shenandoah Shores Rd North of Happy Creek Rd										QC JOB #: 15751801	
SPECIFIC LOCATION:										DIRECTION: NB, SB	
CITY/STATE: Front Royal, VA										DATE: Mar 22 2022 - Mar 23 2022	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile	
		22 Mar 22	23 Mar 22			Hourly Traffic			Hourly Traffic		
12:00 AM		27	17			22			22		
01:00 AM		20	7			14			14		
02:00 AM		8	8			8			8		
03:00 AM		18	14			16			16		
04:00 AM		43	40			42			42		
05:00 AM		86	77			82			82		
06:00 AM		140	146			143			143		
07:00 AM		222	232			227			227		
08:00 AM		332	354			343			343		
09:00 AM		215	257			236			236		
10:00 AM		166	207			187			187		
11:00 AM		227	199			213			213		
12:00 PM		267	215			241			241		
01:00 PM		227	212			220			220		
02:00 PM		283	210			247			247		
03:00 PM		378	368			373			373		
04:00 PM		330	384			357			357		
05:00 PM		468	364			416			416		
06:00 PM		292	249			271			271		
07:00 PM		215	184			200			200		
08:00 PM		162	140			151			151		
09:00 PM		107	130			119			119		
10:00 PM		77	59			68			68		
11:00 PM		42	40			41			41		
Day Total		4352	4113			4237			4237		
% Weekday Average		102.7%	97.1%								
% Week Average		102.7%	97.1%			100%					
AM Peak Volume		8:00 AM 332	8:00 AM 354			8:00 AM 343			8:00 AM 343		
PM Peak Volume		5:00 PM 468	4:00 PM 384			5:00 PM 416			5:00 PM 416		
Comments:											

Report generated on 3/25/2022 6:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

**Attachment B**  
Year 2026  
Traffic Operations Worksheets

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	75	27	198	159	0
Future Vol, veh/h	0	75	27	198	159	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	85	31	225	181	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	468	181	181	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	553	862	1394	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	539	862	1394	-	-	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1394	-	862	-	-	
HCM Lane V/C Ratio	0.022	-	0.099	-	-	
HCM Control Delay (s)	7.6	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	



Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	51	87	198	235	0
Future Vol, veh/h	0	51	87	198	235	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	58	99	225	267	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	690	267	267	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	411	772	1297	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	375	772	1297	-	-	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	2.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1297	-	772	-	-	
HCM Lane V/C Ratio	0.076	-	0.075	-	-	
HCM Control Delay (s)	8	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	