NEW BALTIMORE COMMUNITY WORKSHOP
September 20th and 21st, 2013

SUMMARY REPORT
November 4, 2013
Fauquier County Department of Community Development

www.PlanNewBaltimore.com
INTRODUCTION

On September 20th and 21st 2013, Fauquier County Community Development hosted a two-day Community Workshop. The workshop was a culmination of several Community Meetings, held over throughout late spring and summer of 2013, was focused on the transportation network and development patterns. Improvement options along Route 29 and future development within “the Triangle” were evaluated in more detail. The goal of the workshop was to gather further community input and direction on the citizen’s goals and vision for New Baltimore. The information gathered will ultimately be used to guide the update for the New Baltimore Chapter of Fauquier County’s Comprehensive Plan.

Several consultants, which provided valuable expertise and experience, were brought into assist in the facilitation of the workshop. The consultants included staff from Renaissance Planning Group, Engineering & Planning Resources (EPR), Herd Planning and Design, and Placeworks Collaborative, Inc.

The first day of the Workshop focused on the three key issues to be discussed, County Planning, Transportation, and Development Patterns. Kimberley Fogle, Fauquier County Community Development, gave an overview of the New Baltimore Service District and the growth trends that are being experienced both locally and regionally. The goals and competing interests for Route 29 were also presented. Bill Wuensch, EPR, presented the Transportation Context, which included concepts on access management, configuration, traffic calming, and connections. Development Patterns, both current and future alternatives, were presented by Kathy Galvin, Placeworks Collaborative, Inc. Following these presentations Milt Herd, Herd Planning and Design, facilitated a discussion of the attendees questions, concerns, and ideas. The second day of the Workshop was hands on and involved exercises focused on Transportation and Development Patterns in three small break out groups.

ONLINE SURVEY

In preparation for the Community Workshop, County staff launched the New Baltimore Transportation Survey. The online survey was advertised to both citizens and key stakeholders of the New Baltimore Service District. The survey was used to gain valuable insight on the existing and future conditions of transportation infrastructure in
New Baltimore. The survey findings were used to develop the programming and discussion topics for the two-day community workshop. In total, the County received 206 survey responses. Overall, the results of the survey indicated that the top two priorities relating to transportation were safety and travel time.

Other key findings of the survey are as follows:

- The most important transportation concerns were, among others:
  - The impact of new development
  - Existing and future congestion and safety concerns
  - The location of bike paths and sidewalks

- The most important transportation investments for the future were:
  - Improving safety of existing roads
  - Improving capacity/efficiency of existing roads
  - Improving bike/pedestrian facilities throughout the service district

- Specific to Route 29, the biggest problems identified were:
  - Congestion/Travel time
  - Excessive speed
  - Difficulty to enter the roadway from side streets

- Specific to Route 29, among the ideas to improve on existing conditions were to:
  - Improve the timing of the traffic lights in response to traffic conditions
  - Add more lanes
  - Make other intersection improvements including roundabouts
  - Improve secondary/alternative traffic routes

**OPPORTUNITIES AND CONSTRAINTS**

Following the evening presentations on Friday, September 20, attendees participated in a thoughtful question and answer period/brainstorming session. This discussion identified several key opportunities, as well as constraints which need to be considered as the future Comprehensive Plan update and associated decisions are made. The key ideas are listed below.

**Opportunities**

- Backage roads/bike-pedestrian helps tie the neighborhood to businesses on Route 29
• Connect economic development of Vint Hill with New Baltimore – bike-pedestrian/backage roads
• Set up development to accommodate transit/bike-pedestrian in the future
• Route 29 traffic is primary market for businesses
• Work with/build on existing businesses on Route 29
• Build (local) businesses that serve local residents
• Look at entire service district/surrounding area for transportation

Constraints
• Turning left at Riley Road from Route 29
• Ability to negotiate roundabouts (Emergency responders, local residents, truck traffic, travelers, etc)
• No connections between Vint Hill and Triangle
• Concern about existing neighborhoods & impacts
• Only one entrance to schools on Rogues Rd.
• Need to include market realities
• Do not know what is to happen at Vint Hill
• Traffic growth on Route 29 (also an opportunity)
• Floodplain – regulation challenge

TRANSPORTATION
The morning of Saturday, September 21, was focused on two transportation oriented exercises. The workshop attendees were split into three groups, which were facilitated by members of County staff and the consultant team. Following the exercises, each group presented their ideas to the other attendees, and each of the concepts were further discussed and evaluated. The following is a compilation and interpretation of the results of the exercises as they pertain to the transportation network.

TRANSPORTATION EXERCISE 1
The first exercise asked each group to identify the pros and cons of three different types of intersections which are feasible alternatives for the future of Route 29. The following lists identify the most commonly referred to issues for each intersection type:
Alternative 1 - Bridge & Interchange

Pros
- Provides an environment that provides the fastest through traffic and handles the most capacity
- Route 29 could potentially stay at four lanes and not have to be expanded to six lanes

Cons
- Traffic moves fast creating safety concerns and difficult access from driveways
- This intersection type would be the most costly to build
- There are large right-of-way requirements
- There is a loss of a sense of community with this option as drivers along Rt. 29 would feel as though they were passing over instead of driving through
- Impacts on adjoining commercial properties, including removal of access to Route 29

Alternative 2 – Roundabouts

Pros
- Drivers do not have to come to a complete stop to get through the intersection thus keeping traffic moving
- These intersections work (as seen in Europe)
- Route 29 could potentially stay at four lanes and not have to be expanded to six lanes

Cons
- Roundabouts are difficult to navigate, particularly for new users
- There is concern about business access with this type of intersection
- Safety becomes a concern due to the unfamiliarity of this intersection type
- Increases in the volume of traffic on Route 29 could make this improvement unworkable in the long term
Alternative 3 - Signalized Intersections

Pros

- These are the cheapest solution
- They create traffic breaks for easier access onto Rt. 29 from driveways
- These intersections help business

Cons

- Rt. 29 must go to six lanes
- There is the feeling that these intersections would create a negative sense of place for New Baltimore
- Traffic must stop completely, which results in increased congestion.

Part two of the first transportation exercise was dot voting, where workshop participants were asked to choose the types of intersections they would prefer (green dot) and/or those they could not live with (red dot). Table 1 indicates that the highest ranking approaches for future intersection improvements. The preferred option, with 50% of responses, was to have signalized intersections. Additionally, several respondents indicated that they “could not live with” the Bridge and Interchange Alternative.

Table 1: Composite Summary of Dot Voting Exercise for “Potential Future Access Scenarios” on Route 29

<table>
<thead>
<tr>
<th>Types of Intersections</th>
<th># Red</th>
<th># Green</th>
<th>% of total Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Future Bridge &amp; Interchange</td>
<td>4</td>
<td>1</td>
<td>5.0</td>
</tr>
<tr>
<td>2. Roundabouts</td>
<td>0</td>
<td>5</td>
<td>25.0</td>
</tr>
<tr>
<td>3. Signalized Intersections</td>
<td>0</td>
<td>10</td>
<td>50.0</td>
</tr>
<tr>
<td>4. Hybrid of Roundabout &amp; Signals*</td>
<td>0</td>
<td>4</td>
<td>20.0</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>20</td>
<td>100%</td>
</tr>
</tbody>
</table>

* Workshop participants created a fourth type whereby signals are located on Rt. 29 and roundabouts are located on the secondary roads.

TRANSPORTATION EXERCISE 2

The second transportation exercise gave the workshop participants, in the small groups, an opportunity to identify any areas of concern for safety or congestion within the larger New Baltimore Service District. They were also asked to Sketch in any potential new road connections or improvements that could help address these problems.
groups also documented their ideas on flip charts. The list that follows highlights the most commonly referred transportation topics and areas of interest.

- A significant portion of the discussions centered around the need for increased connectivity (both auto-oriented and bike/pedestrian) within and between the following areas:
  - Vint Hill
  - The “Triangle”
  - The School Site
  - Historic New Baltimore
  - Mill Run Industrial Area

- Participants specifically highlighted the need for more inner-connectivity among these major areas. That is, safe ways to travel around New Baltimore without using Route 29 or some of the other major roads that surround the Service District.

- While most groups shared consensus on the subject of connectivity, there were a few participants that were not in favor of connectivity. Their beliefs were that connectivity would increase traffic on the inner roads and therefore make them a safety concern.

- There was also a desire to have access to businesses located on Route 29 without actually getting onto Route 29. The idea of “backage” roads was discussed frequently as one way of achieving this access.

- Participants shared in the feeling that there should be a second access point to the schools located just south of the Service District.

- Traffic along several of the major inner roads, particularly those that bound the Service District, was discussed as dangerous. Participants shared much consensus in the need to calm traffic within the service district and the need to create a safer travelling environment for cars, pedestrians, and bicyclists.

**DEVELOPMENT PATTERNS**

Saturday afternoon was focused on exercises that related to Development Patterns. The workshop attendees remained in the three smaller groups to participate in the exercises. The results of these exercises were also presented by each group to the other attendees, and further discussed and evaluated. Additionally, each of the groups kept written
notes of ideas and concepts which were related to the future development patterns for New Baltimore. Elements of these themes and issues were reoccurring throughout the weekend. The following series of tables, maps, and narrative are a compilation and interpretation of the results of that Workshop as they pertain to Development Patterns.

Table 2: Composite Summary of Written Comments

<table>
<thead>
<tr>
<th>Issues Identified</th>
<th>Friday</th>
<th>Group 1</th>
<th>Group 2</th>
<th>Group 3</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Distinctive quality of Fauquier</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2. Visibility-for businesses</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>3. Visibility-for parking/frontage roads</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>4. Improve/redevelop/consolidate properties</td>
<td>1</td>
<td>5</td>
<td>0</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td>5. Favorite building-bank</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>6. Preserve and Highlight Historic Area</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>7. Floodplain</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>8. Commercial “Village” Center Concept</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>9. Residential Growth</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>10. Architectural quality, guidelines</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>11. Market Studies and Feasibility</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>12. Connectivity-internal and external</td>
<td>3</td>
<td>5</td>
<td>0</td>
<td>3</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>24</td>
<td>0</td>
<td>12</td>
<td>46</td>
</tr>
</tbody>
</table>

Table 2 indicates that the four highest frequency issues (>5 respondents) were:

- Improve connectivity between neighborhood centers, employment and residential areas, south of US 29, including more bike and pedestrian infrastructure as well as roundabouts.

- Improve the commercial properties seen from US 29, inclusive of redevelopment, consolidating parcels and architectural and landscape architectural modifications.

- Do market studies to make sure certain uses (like grocery stores) and development patterns (like traditional towns and villages) are feasible.

- Establish design controls provided they aren’t burdensome.
DEVELOPMENT PATTERNS EXERCISE 1

The first exercise asked each group to focus on the entire length of US 29, as it runs from the Fauquier County and Prince William County line along the northern edge of the New Baltimore Service District into Warrenton. Each of the groups was asked to identify, on a map, the areas where they thought screening should occur (in green), areas where views should be preserved (in blue), and areas where buildings/development should be seen (in red). The combined results of the first exercise have been compiled into Figure 1.

The general theme of this exercise was that residential developments should be screened, while commercial and business development needed to be seen. There was strong consensus within and between all three (3) groups regarding the preservation of views of rural and farmlands. The groups generally agreed where buildings should be seen along US 29 (at the eastern most intersection with Old Alexandria Pike) and along much of the stretch that interfaces with the “Triangle” area. Furthermore, workshop participants validated the notion that there are three (3) clusters of development visible from and along US29, separated by either views of farmland and mountains or dense landscaping to screen buildings.

Figure 1: Composite Mapping Results Identifying Views, Screening and Building along US Route 29
Additional Analysis of Map 1 indicates the following:

- There was no consensus on where to screen buildings from view. In some cases participants wanted either more transparent screening (at the “park and ride”) or more dense screening to conceal industrial sites. Some indicated that these latter uses needed a more “cohesive look” like a “village.”

- One group indicated that the commercial strip in between US 29 and Old Alexandria Pike should reorient and face Old Alexandria Pike in order to improve access management along US 29 and allow for more pedestrian-oriented streetscapes along Old Alexandria Pike. The backs of these establishments would have to be screened from US 29. This strategy conflicts with comments made by the public on Friday however, in that visibility from US 29 was viewed as being key to the success of any business along US 29 due to a lack of the kind of density required to sustain significant amounts of retail. Trip traffic along US 29 was therefore essential.

DEVELOPMENT PATTERNS EXERCISE 2

The second Development Patterns exercise asked each group to envision the “Look” of US 29, particularly related to the commercial development area known as “the Triangle”. Each of the groups was asked evaluate the following development patterns:

1. Good as is
2. As is transformed/improved
3. Parking in Front
   (with buffer but visible)
4. Buildings at 0 Built-to Line
   along US 29
5. Town or Village
   (perpendicular, off US 29)

The majority of the group thought that US 29 will never be made to be pedestrian-oriented, and that establishments need visibility from US 29 for their businesses. It was thought that development along US 29 should be auto-oriented with parking in the front. However, many thought that the front parking areas could be designed to look like a frontage road with on-street parking. Another common theme was that the existing development and development patterns could be improved through future infill development or redevelopment of existing commercial properties. The results of the second exercise have been compiled into Figure 2 and Table 3.
**Figure 2:** Preferred Development Prototype along Route US 29 Voting Results

1. **Good “As Is”**  
   - 17.5%

2. **“As Is” Transformed**  
   - 27.5%

3. **Parking Fronts w/Buffer**  
   - 32.5%

4. **Buildings Front**  
   - 7.5%

5. **Town or Village off 29**  
   - 15%

*Frontage Roads possible in addition to larger parking lot in the rear accessed by a backage road.*

**Table 3:** Composite Summary of Dot Exercise for “What Should US 29 Look Like?” within Cluster #2

<table>
<thead>
<tr>
<th>Development Prototype/Approach</th>
<th># Red</th>
<th># Green</th>
<th>% of total Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Good as is</td>
<td>1</td>
<td>7</td>
<td>17.5</td>
</tr>
<tr>
<td>2. As is transformed/improved</td>
<td>0</td>
<td>11</td>
<td>27.5</td>
</tr>
<tr>
<td>3. Parking in Front (with buffer but visible)*</td>
<td>0</td>
<td>13</td>
<td>32.5</td>
</tr>
<tr>
<td>4. Buildings at 0 Built-to Line along US 29</td>
<td>3</td>
<td>3</td>
<td>7.5</td>
</tr>
<tr>
<td>5. Town or Village (perpendicular, off US 29)</td>
<td>1</td>
<td>6</td>
<td>15</td>
</tr>
</tbody>
</table>

*Frontage Roads possible in addition to larger parking lot in the rear accessed by a backage road.*
DEVELOPMENT PATTERNS EXERCISE 3

The final Development Patterns exercise asked each group to envision development patterns which were best for New Baltimore and internal to “the Triangle”. Each of the previous development patterns were presented as options, and “walkable residential” was added as a new development pattern for consideration. Again it was represented that US 29 will never be made to be pedestrian-oriented, and that establishments that need visibility from US 29 for their businesses. It was thought that development should be auto-oriented with parking in the front. The theme that front parking however could look like a frontage road with on-street parking was reinforced in this exercise as well. However, it was thought that a desirable approach to development within the body of “the Triangle”, would be to have new and existing streets to be configured to be more pedestrian-oriented, and a town or village (reminiscent of historic places in Virginia and other parts of the southeast) feel would be appropriate. The results of the second exercise have been compiled into Figure 3 and Table 4.
Figure 3: Preferred Development Prototype within New Baltimore Voting Results

1. Good "As Is"  
   - 4%

2. "As Is" Transformed  
   - 16%

3. Parking Fronts w/Buffer  
   - 28%

4. Buildings Front (on major arterials)  
   - 0%

5. Town or Village  
   - 44%

6. Walkable Residential  
   - 8%
Table 4: Composite Summary of Dot Exercise for “What Should the Triangle Look Like?”

<table>
<thead>
<tr>
<th>Development Prototype/Approach</th>
<th># Red</th>
<th># Green</th>
<th>% of total Green</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Good as is</td>
<td>0</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>2. As is transformed/improved</td>
<td>0</td>
<td>4</td>
<td>16</td>
</tr>
<tr>
<td>3. Parking in Front (with buffer but visible)</td>
<td>0</td>
<td>7</td>
<td>28</td>
</tr>
<tr>
<td>4. Buildings at 0 Built-to Line along US 29</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5. Town or Village (perpendicular, off US 29)</td>
<td>0</td>
<td>11</td>
<td>44</td>
</tr>
<tr>
<td>6. Walkable residential</td>
<td>0</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>1</td>
<td>25</td>
<td>100%</td>
</tr>
</tbody>
</table>

Further analysis indicates that there was strong consensus within and between all three (3) groups that the “Town and Village” development prototypes would be appropriate internal to the “Triangle” but not along US 29, (unless it was perpendicular to US 29 and far from it). There was less consensus within and between all three (3) groups, as to what were the appropriate development prototypes for the commercial strip along US 29 abutting the “Triangle.” Nor was there consensus on the appropriateness of residential uses within the “Triangle” and along Broad Run Church Road however one group did include a “walkable residential” as an acceptable prototype.

Map 2: Composite Mapping Results Identifying Appropriated Development for “the Triangle.”
CONCLUSIONS

Workshop’s participants, like the survey respondents, continued to identify safety and travel time continued as a big concern for New Baltimore’s transportation network. Other common themes that were brought up were the connectivity and ease of accessibility, particularly for businesses (both existing and future). Several people at the workshop discussed the desire to develop a more thorough bike and pedestrian network to provide alternatives to vehicular transportation and recreational opportunities.

The attendees identified the character and quality of the natural, agrarian, and historic landscape of Fauquier County and see the need to protect it. They also seem to have great appreciation for the local businesses along the US 29 corridor, and do see the need for physical building improvements or short term better access management along this corridor. They do not envision US 29 ever becoming pedestrian-oriented. However, providing parking in front in the form of a frontage road with on-street parking was acceptable. It was thought that as properties could make gradual physical improvements to building fronts and intensifying development through carefully designed and placed infill. The area referred to as “the Triangle” received near unanimous support for internal development to take on the character of a small town or village.

NEXT STEPS

Fauquier County Community Development Staff will take the information derived from the Workshop and develop a draft for the New Baltimore Comprehensive Plan update. Additionally staff will be working with a small group of the Route 29 property/business owners to ensure that their voice is heard and concerns are addressed. These thoughts and ideas will also be incorporated into the Comprehensive Plan update. It is anticipated that the new draft plan will be available for community review in early 2014, with a follow-up Community Meeting to be scheduled shortly thereafter. Following any revisions, based on community input, the plan will begin the public hearing process with the Planning Commission and then the Board of Supervisors.

If you have any questions, comments, or wish to provide any additional ideas, please feel free to email Kimberley Fogle at kimberley.fogle@fauquiercounty.gov

To stay informed on the latest New Baltimore happenings please sign up on our email list and regularly visit our website www.PlanNewBaltimore.com