Warrenton

Downtown Streetscape Master Plan Report

January 4, 2017

Prepared for:
Town of Warrenton
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Acknowledgments

This master plan report was commissioned by the Town of Warrenton and developed thorough a community-wide effort to improve the Town of Warrenton. This report was preceded by a town solicited input session, the results of which are documented in the Town Cafe Meeting report. Additionally, the citizens of Warrenton individually, and as members of town boards and committees provided input to help guide this streetscape master plan. The author wishes to thank the citizens and elected officials who devoted time to consider our thoughts and observations, provide decisive feedback and share their local knowledge.

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TOWN STAFF

Robert Davie	*Town Administrator*

TOWN BOARDS AND COMMISSIONS

Warrenton Revitalization Committee
Historic District Commission

...and the many citizens of Warrenton who participated.

Executive Summary

The Town of Warrenton is invested in developing a streetscape master plan of their downtown community, focused on the Main Street (US 401) and Macon Street (US 58) corridors. This project report focuses on this study area and is intended to be utilized to apply for a USDOT TIGER grant. Stewart Inc. was hired to develop this report and worked with community members through the following process:

First, a kick-off meeting was held with the Mayor and Town Administrator to walk the downtown and define the project focus area. Using available GIS data and aerial photography, base maps were used to document and assess site opportunities and constraints. After observing traffic patterns, pedestrian circulation and day/night activity, two design charrettes were held to listen to and integrate community feedback. The first charrette focused on gathering information from key stakeholders in the downtown area, including town staff, town officials, property owners, business owners, and other key players. The second charrette was held for the Warrenton community at-large, allowing anyone interested in being part of the planning process to attend.

From these exercises, the following Master Plan Goals were developed:

- Activate the street to encourage reuse and occupation of the existing retail storefronts.
- Create an interesting and inviting destination to attract regional visitors.
- Create a space that will extend activity hours in the downtown.
- Create a center for the downtown for special events and daily activities.
- Provide multiple forms of access through downtown for bicycles and pedestrians.
- Encourage citizens to stay local.
- Create a fabric of improvements that encourage redevelopment and expansion of the downtown.
- Join Civic and Institutional buildings (School, Library, Courthouse, Town Hall).
- Create a branding mechanism that will identify the town, limits of downtown and directional wayfinding through the downtown area.

Using the input gathered through design charrettes, a conceptual master plan was developed for Warrenton's downtown streetscapes and main corridors. This was later shared with the town, refined, then presented to the Board of Commissioners.

The main findings developed from this report are as follows:

Main Street (US 401) is an NCDOT maintained roadway and all improvements on this corridor need to be coordinated with and approved by NCDOT. The Town is already in discussions with them regarding accessible ramps and pedestrian crosswalks. Preliminary discussions regarding this main road focused around the large amount of truck traffic on it and how to balance this with a more human-scale and inviting streetscape for pedestrians. In studying the re-routing of this truck traffic around town, it was decided that this would in-turn also re-route the large amount of vehicular thru-traffic that the downtown receives. This volume is needed to assist with boosting the downtown business economy, therefore thoughtfully integrating trucks and pedestrians into the streetscape fabric is essential.

There is an interest among the local residential population to develop more community-wide events at the main core of downtown near the County Courthouse. At this node, Market Street and Macon Street are designed for one-way vehicular circulation with on-street parking and an option to close both streets down with bollards, creating a pedestrian-only zone.

The community also expressed much interest in developing an internal exercise biking loop and connecting it with the State bike route, currently running along Ridgeway Street (401) and continuing down North Main Street away from downtown. Since both Front Street and Bragg Street are currently closed to truck traffic and have minimal vehicular traffic, these streets presented themselves to be a great opportunity for a combination of bike lanes and sharrows.

01 Background and Context

Background and Context

TOWN HALL


EMMANUEL EPISCOPAL CHURCH


COUNTY COURTHOUSE

Town History

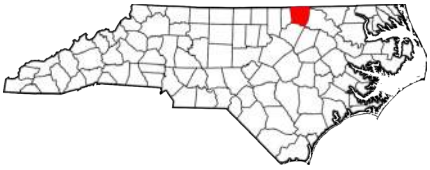
The Town of Warrenton, located in the north-central part of North Carolina, serves as the county seat of Warren County. Though the area that is currently identified as Warren County was settled in the 1730's, it wasn't until 1779 that a state bill was passed dividing Bute County into Warren and Franklin Counties. This act of creating Warren County followed the creation of a town plan charted on the plantation of Thomas Christmas. The town plan consisted of a street grid centered on a site dedicated to the county courthouse square. The original plan is evident still today marked by Main Street, Front Street, Bragg Street and the cross streets of Macon, Church and Franklin. Warren County was named in honor of an American Revolutionary War Patriot General Joseph Warren who lost his life in 1775 at the battle of Bunker Hill Charlestown, Massachusetts.

With a population of 862 and a budget of $2,721,932, Warrenton is experiencing a loss in population as well as a revenue shortfall of 4% in the upcoming budget. Warrenton is a relatively small rural town and the nearest large population center is the city of Henderson, about 17 miles to the southeast. Founded in 1779 and one of the oldest municipalities in North Carolina, Warrenton was originally settled and developed for agricultural purposes. The Town covers approximately 0.9 square miles within its town limits and is centered around the intersection of Highways US 401 and US 158. While the presence of important natural resources in and around the Town is limited, Warrenton has an abundance of historic and cultural resources including numerous homes constructed in the 1800s and 1900s which are still in use today and lying within a nationally designated Historic District.

Five key tenets of the Town's mission are:

1. Maintaining small town charm
2. Keeping business district active
3. Keeping young people excited about being here
4. Respecting history while engaging the future
5. Increasing prosperity and vibrancy

Demonstrating commitment to its mission, the Town Board recently approved local incentives for building rehabilitation, matching grants for signage and awnings and matching dollars for public grants.



Warren County, North Carolina

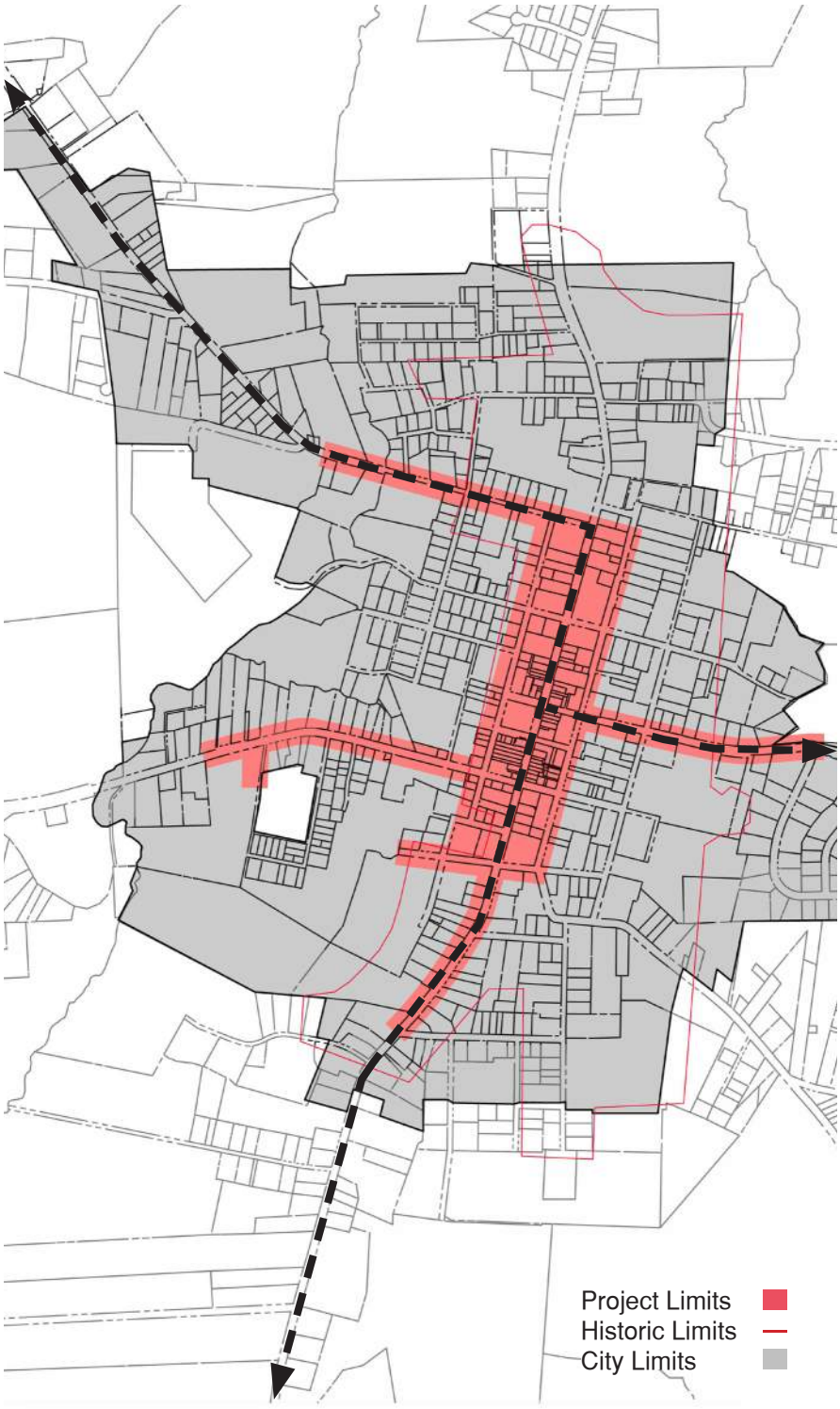
Background and Context

Project Limits

The master plan project limits were determined during an initial meeting with the Mayor and Town Administrator.

The project limits are focused around eleven square blocks in downtown Warrenton and the thoroughfares of Main Street, Ridgeway Street, Macon Street and Franklin Street, leading in and through town. Paralleling Main Street are, Front Street and Bragg Street. Multiple side streets connect to Main Street and craft the fabric of Downtown Warrenton.

Within the highlighted project area, only property within the public right-of-way was considered as part of the streetscape master plan. All elements proposed outside of this right-of-way consist of simple design implementation strategies that would be accomplished only with consent of property owner.



Background and Context

Streetscape Master Plan Goals

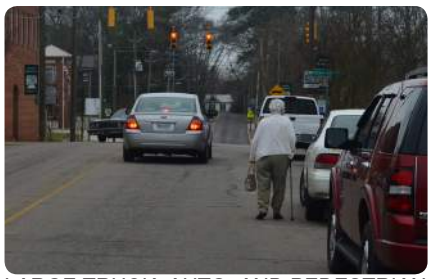
The development of these primary goals early on in the project helped to drive the streetscape master plan and to focus on community-specific opportunities and constraints.

1. Activate the street to encourage reuse and occupation of the existing retail storefronts.
2. Create an interesting and inviting destination to attract regional visitors.
3. Create a space that will extend activity hours downtown.
4. Create a center for the downtown for special events and daily activities.
5. Provide multiple forms of access through downtown for bicycles and pedestrians.
6. Encourage citizens to stay local.
7. Create a fabric of improvements that encourage redevelopment and expansion of the downtown.
8. Join Civic and Institutional buildings (School, Library, Courthouse, Town Hall).
9. Create a branding mechanism that will identify the town, limits of downtown and directional wayfinding through the downtown area.

JACOB HOLT HOUSE

FIRE STATION

COUNTY PUBLIC LIBRARY



LARGE TRUCK, AUTO, AND PEDESTRIAN CIRCULATION ISSUES

Analysis Process

02

SITE UNDERSTANDING

WORKING COMMUNITY SESSION

FIELD MEASUREMENTS

COMMUNITY INPUT SESSION

COMMUNITY INPUT SESSION

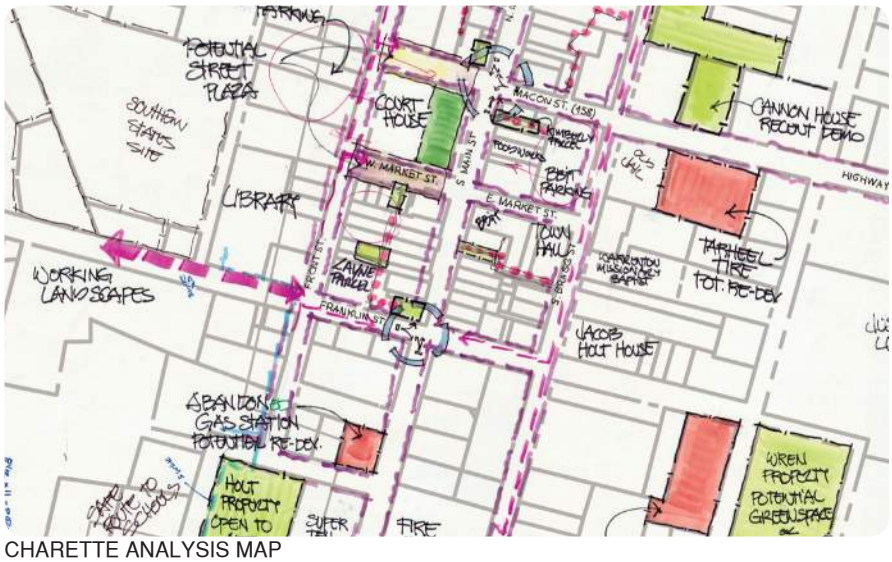
Analysis Process

Charrette

A three-day charrette process was used to analyze the environs within the project limits, identify opportunities and constraints, and to gather pertinent information that would drive the success of the master plan. Charrettes are intensive planning session where citizens, designers and others collaborate on a vision for improvement. It provides a forum for ideas, offers the unique advantage of giving immediate feedback to the designers, and allows everyone who participates to be a mutual author of the plan.

The first day of the charrette was spent gathering base data, critical dimensions within the street right-of-way, identifying land uses of adjacent properties, and analyzing circulation through the downtown. Following the initial information gathering efforts, the next two days were spent in charrette working sessions gathering and sharing ideas with the community. The first charrette focused on gathering information from key stakeholders in the downtown area, including town staff, town officials, property owners, business owners, and members of town committees. A second charrette was held for the Warrenton community at-large, allowing anyone interested in being part of the planning process to attend.

The site analysis plan below captures primary and secondary circulation patterns as well as destinations in the downtown area. Existing sidewalks are identified and intersections with vehicular conflicts are noted. Potential redevelopment parcels are identified as well as primary.



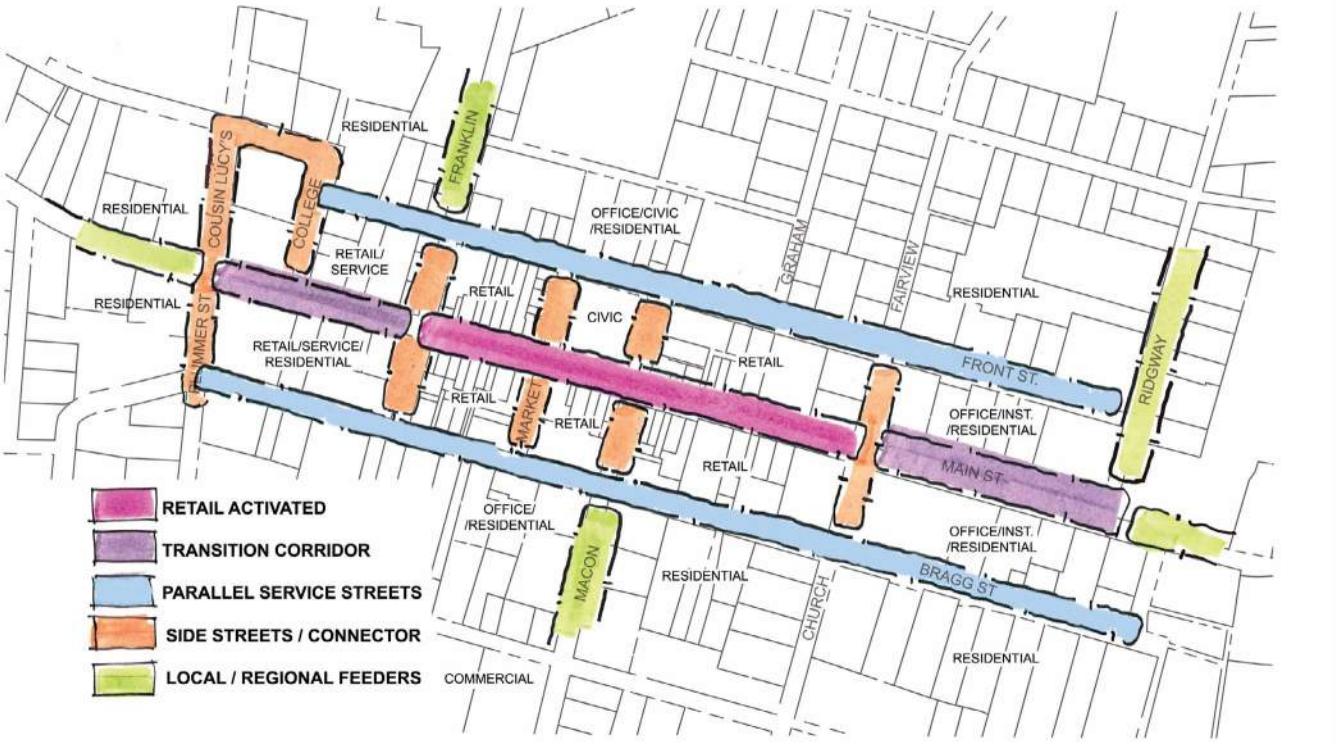
CHARETTE ANALYSIS MAP

Analysis Process

Diagramming

The following diagrams were developed as a distillation of information gathered during the analysis and input sessions. The diagrams look at layers of circulation, development patterns, destinations, cross sectional widths of the streets, and street functions.

These factors are compared to the master plan goals and site opportunities to develop the last graphic in the series. The final graphic, Streetscape Improvements Diagram summarizes this effort. They identify available opportunities and how the project goals can be accomplished within the downtown area. They help to inform the final streetscape implementation strategies.



STREET FABRIC / FUNCTION

This diagram identifies how each segment of the street fabric functions based upon adjacent land uses. The land uses identified, generally represent the majority of occupancy types on each of the eleven blocks within the downtown project area. There are cases where the land use on any given block does not meet the general description. The diagram does not aspire to capture all land uses but instead, it represents them generally.

Each of the streets servicing the downtown portrays a character related to the adjacent land use. Street widths, availability of on-street parking, speed limits, sidewalk widths, arrangements of street trees, presence of street furnishings and other characteristic describe how each street functions. It is important to understand the street function in both its present state and the future desired state so that street scape design strategies can be applied appropriately.

Analysis Process

Diagramming

RETAIL ACTIVATED

Most of the land uses along Retail Activated streets contain retail shops and restaurants. These streets are characterized by wide sidewalks, street trees grown in tree wells, special pavements, and site furnishings positioned in groupings. Building store fronts are generally narrow with large windows. Awnings and sign panels are typically features added to the buildings to advertisement space. Vehicular traffic volumes tend to be highest in this part of town, but traffic speeds are low. These streets are the most active pedestrian spaces in the downtown. Pedestrians tend to use these streets to socialize and explore. Travel patterns are generally meandering and indirect.

TRANSITION CORRIDORS

The land uses along these streets are generally mixed and serve as a transition of density, scale and use intensity between retail areas and housing. The Transition Corridors in Warrenton contain housing, service, office and public institutions. The building density is generally lower than that of the retail zones. Vehicular traffic volumes are somewhat lower and speeds are only slightly higher than the retail area. Pedestrian activity is often more direct with visitors leaving parked cars with the intent of going to one destination. Relative to retail activated zones, sidewalks tend to be narrower, street trees are planted in curb-side landscape strips and site furnishings are generally spaced at key nodes and street intersections.

PARALLEL STREETS

The land uses along Parallel Streets generally consist of medium density housing, office and civic. The streets are used primarily by local commuters seeking to navigate around congestion in the retail zone to get from home to work and school. Sidewalks tend to be narrow and utilitarian. Street trees are grown in planting strips or on private property.

SIDE STREET / CONNECTORS

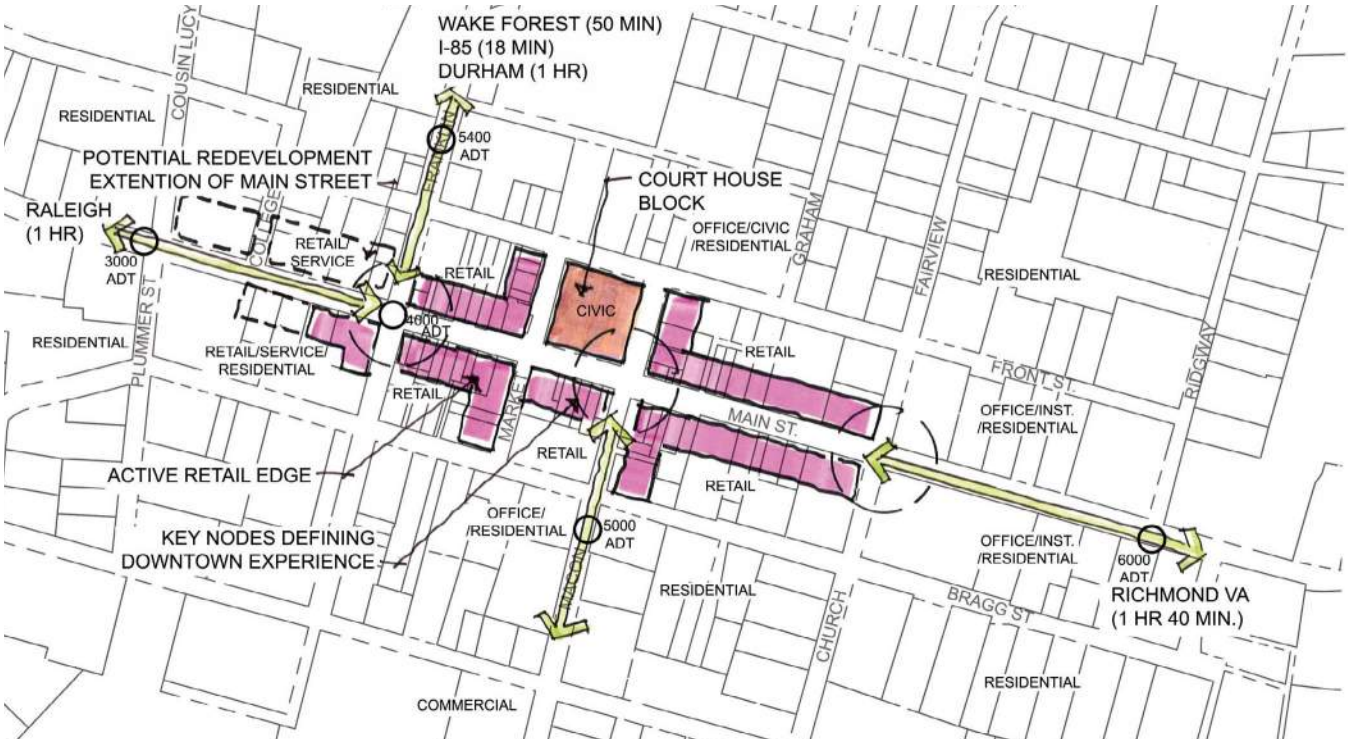
Side streets act as connector routes, joining the main street with parallel streets. Land uses along these streets tend to be a varied blend. Side Streets tend to be short in length and function to connect the fabric of the major streets within the downtown. Because land uses are varied, each side street may be treated differently in terms of site furnishings and pedestrian elements. Vehicular volumes vary widely, but vehicular speeds tend to be low.

LOCAL / REGIONAL FEEDERS

Land uses along the feeder streets include strip retail, commercial uses, and highway residential. Traffic volumes and speeds tend to be highest of the street types in Warrenton. The streets function to bring local residents and out of town visitors to the downtown. Currently, street trees are not present except at the front of new and redeveloped retail strip centers. Sidewalks, where present are narrow and separated from the roadway by a grass planting strip.

Analysis Process

Diagramming



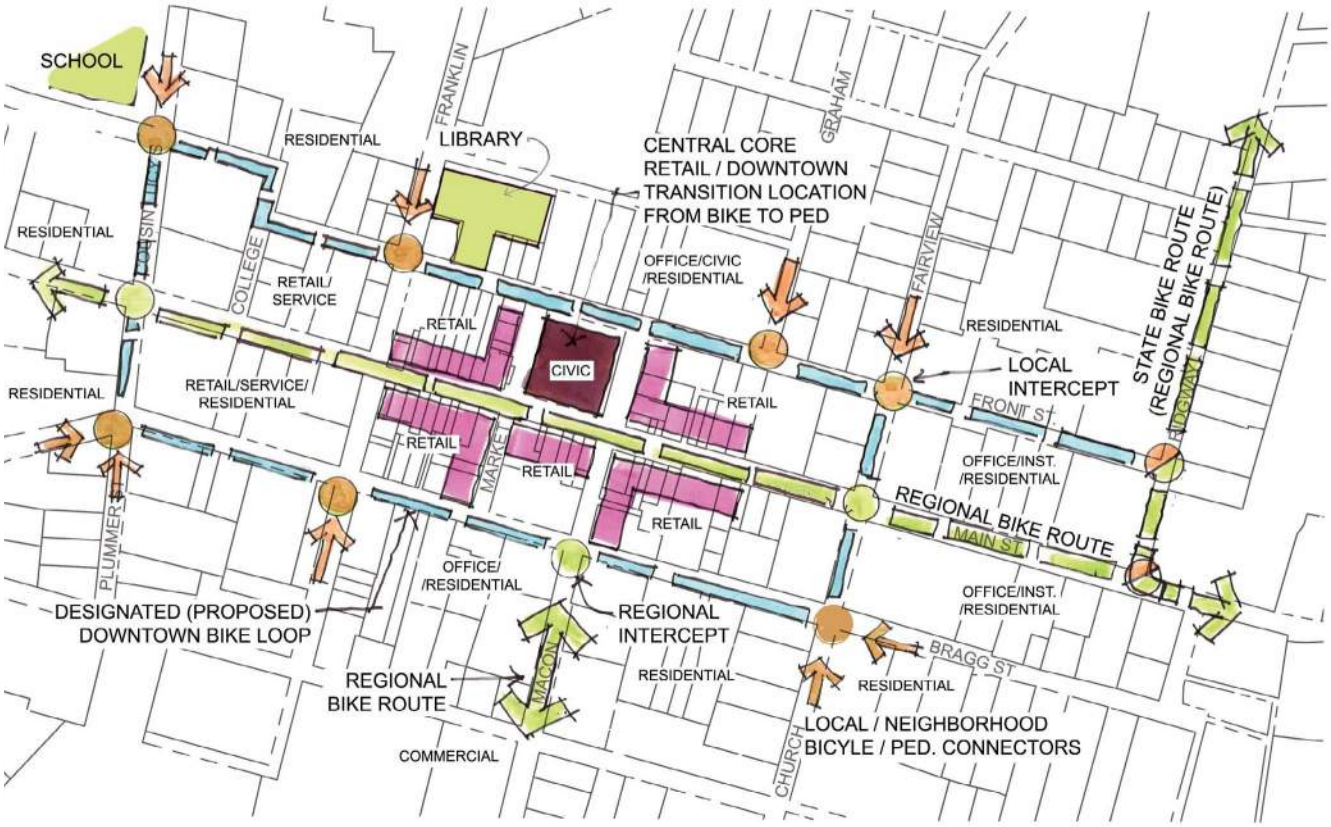
VISITOR ROUTES AND DOWNTOWN PERCEPTION

This diagram illustrates the major routes leading to downtown Warrenton from neighboring cities and towns. The intent of this analysis is to identify where the entry experience to downtown occurs and to delineate the perceived social/pedestrian experience. Key transportation nodes are identified. These nodes demarcate the locations where the downtown character begins to reveal the retail, social, active areas in downtown Warrenton. These nodes are somewhat subjective as the process of entering the downtown is progressive; with building densities increasing, travel speeds lowering, land uses changing, and the presence of pedestrian activity increases as one approaches the downtown.

This diagram identifies the perceived retail active street edges and recognizes the courthouse block as the geographic core of the downtown. Not all of the properties in the Retail Active Edges provide retail services but the collection of uses lend to the social and pedestrian experience along the street fronts. As such this diagram aids in determining how streetscape improvements can be implemented to create a cohesive downtown character. In addition, this diagram suggests areas where the downtown character can be expanded along street edges to promote redevelopment and infill.

Analysis Process

Diagramming



BICYCLE CIRCULATION

An important component to any streetscape improvement plan is the consideration of bicycle routes and facilities. This diagram depicts regional bicycle routes, both signed state routes and other often used routes that connect downtown Warrenton to surrounding communities. Local routes, identified on this diagram as nodes, show where residential neighborhoods intersect with the downtown street fabric. The result of this analysis effort is the identification of a bicycle loop that intersects with the regional and local routes, creating a rotatory around the active retail/pedestrian/social area in downtown Warrenton.

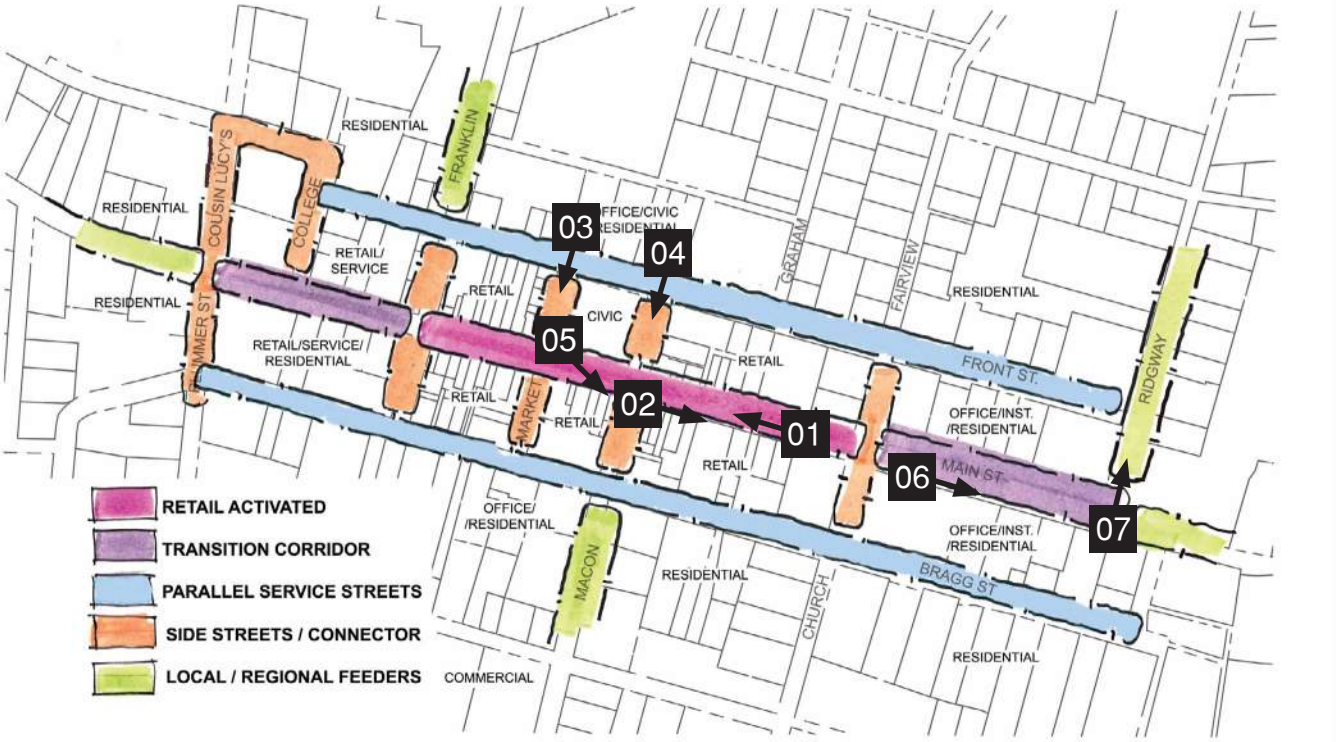
The downtown bicycle loop is approximately one mile in length. It is located on previously identified parallel and side streets with lower vehicular traffic volumes and speeds to reduce bicycle / vehicle conflicts. Additionally, the bicycle loop joins the elementary school and public library with the surrounding neighborhoods.

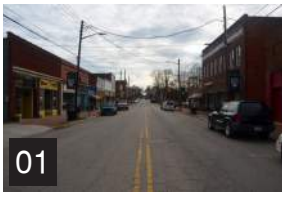
The intent in designating a bicycle route is to identify a specific streets that exhibit characteristics suitable for bicycle traffic to provide a safe and efficient bicycle network that supports local and regional users and joins existing routes with the downtown area. The proposed route requires minimal initial investment, but can be enhanced as ridership increases.

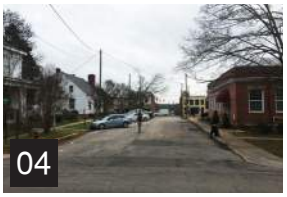
It is not intended that bicycles should be excluded form using other streets that do not fall within the designated loop, instead the designated route would receive additional standardized treatments to encourage use of the route.

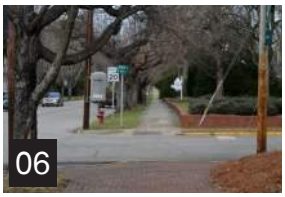
Analysis Process

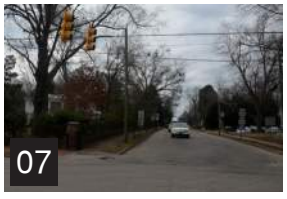
Photo Analysis Location Map











Note: Refer to the next page for photo analysis #1.

Analysis Process

Photo Analysis - Main Street Core

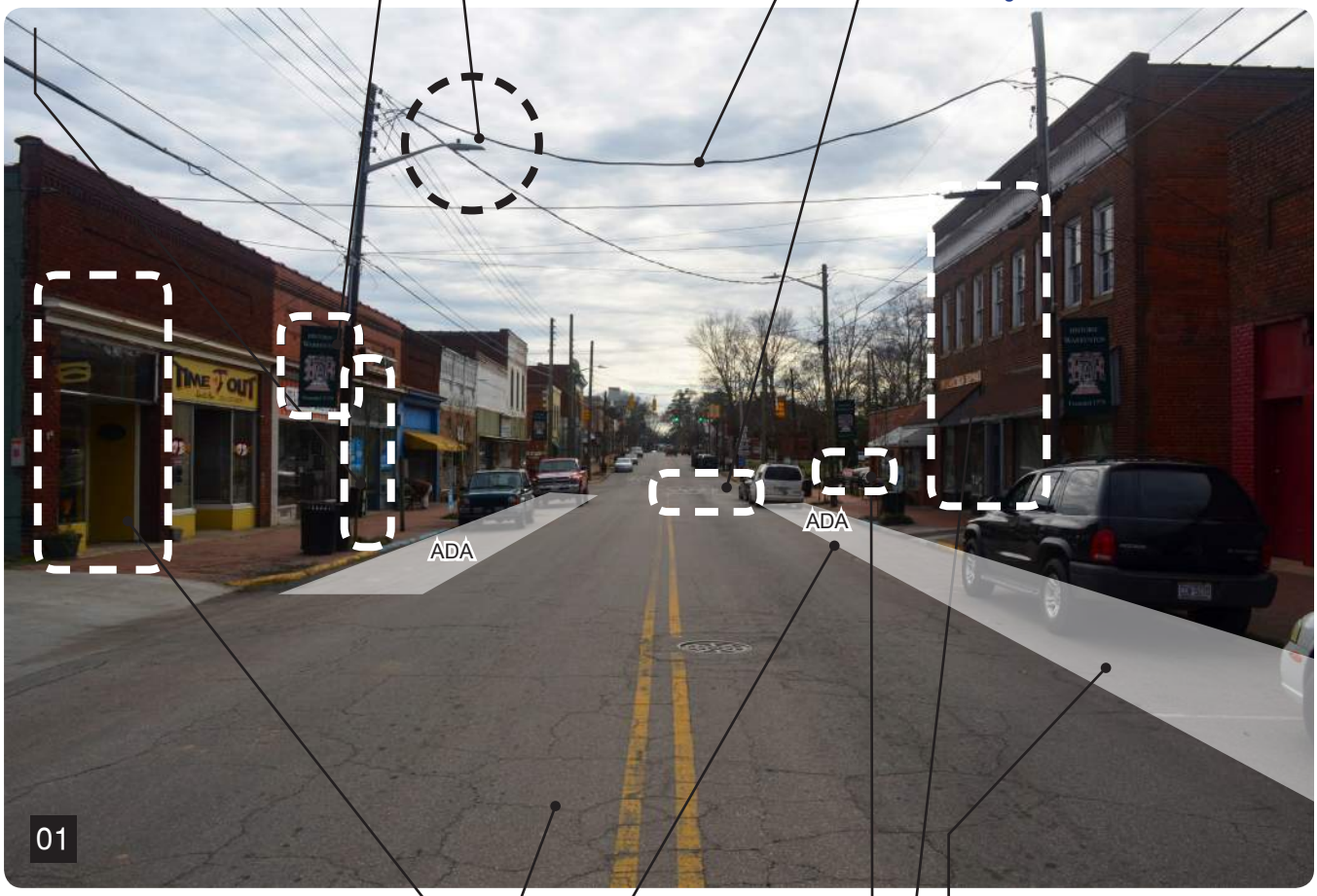
Overhead lighting is designed for vehicles rather than pedestrians and appears patchy at night. | Provide special poles and fixtures for all roadway and pedestrian lighting along the corridor

Warrenton banner is mounted on wooden telephone poles in repetition throughout downtown. | Keep banners as they unify the downtown area; mount on pedestrian-scale light fixtures.

Street Tree is located under overhead light and will need sig trimming once mature; existing trees are also fairly small. | Plant larger maturing trees to provide more shade and improve downtown visual appeal.

Utility Lines zig zagging along and across Main Street. | Remove overhead wires and relocate underground.

Stop bar for truck turning movements set back 40 feet at intersections. | Install sidewalks for a dedicated pedestrian crossing.



Minimal **window storefront** interest for pedestrians walking and vehicles passing through town. | Develop a stragegy for creating more interesting window displays for existing businesses and vacant businesses.

Existing asphalt **road surfacing** has several cracks throughout and appears fairly old. | Restripe and replace asphalt road surfacing.

This is the only **ADA parallel parking** space with a ramp associated with it. | Existing ADA on-street parking needs to be evaluated as to whether or not it meets code requirements.

On street parking helps to reduce traffic speeds along Main Street. | Keep as much parallel parking as possible to help local businesses.

Existing buildings have great historic charm and architectural detailing. | Keep structures intact and utilize historic preservation grant funding to restore dilapidated facades.

Private **surface parking lot** bounded by artistic fence assists in delineating private / public right-of-way. | Due to its close proximity to the Courthouse building, this surface parking lot would likely be redeveloped into a mixed use building in the future.

Analysis Process

Photo Analysis - Main Street Core

Utility Lines zig zagging along and across Main Street. | Remove overhead wires where possible or relocate underground.

Colorful **building awnings** help to contribute to the vibrancy of downtown. | Revamp existing awnings for downtown businesses.

Building facade pulled off from truck movements. | A safe pedestrian-only zone needs to be developed to avoid conflicts with vehicles and protect historic buildings.

Consistent **streetscape furniture** used along Main Street. | Continue to utilize these unifying elements in strategic locations along Main Street.

Minimal **storefront window** interest for pedestrians walking and vehicles passing through town. | Develop a stragegy for creating more interesting window displays for existing businesses and vacant businesses.

Utility box located here obstructs pedestrian movements and prohibits local businesses from incorporating outdoor seating. | These utilities should be located off of Main Street and/or hidden from view underground.

Lack of **wheel chair ramps**; evidence of trucks jumping curb onto sidewalk; brick pavers not flush with curb due to truck movements. | ADA curb ramps should be installed at each intersection to meet code requirements. Design of these intersections should make a clear delineation between pedestrian and vehicular zones.

Lack of **crosswalks** and pedestrian crossing signalization. | Crosswalks should be added at each intersection along Main Street and signalization incorporated at key intersections only.

NCDOT signage does not contribute to the aesthetics of downtown; obscures Warrenton banner in this instance. | Minimize use of this type of signage, possibly integrate into branding wayfinding strategy or relocate to overhead mast arms.

Analysis Process

Photo Analysis - Market Street at Courthouse

Utility lines zig zagging along and across the road. | Remove overhead wires where possible or relocate underground.

Stop sign on wooden post is not mounted properly and looks very old. | Remove and replace with permanent metal pole mounted securely.

Minimal **overhead lighting** projected onto streetscape. | Additional pedestrian scale lighting should be integrated.

Small **greenspace** is a great opportunity for an outdoor lunch spot. | Preserve this area; add seating and vegetation if possible.

Great **architectural detailing** associated with nearby buildings. | Remove overhead wires where possible or relocate underground.

Lack of of **ADA curb ramps** | ADA curb ramps should be installed at each intersection to meet code requirements.

Old **concrete sidewalk**. | Existing pavement should be powerwash until complete replacement can occur.

Lack of **crosswalks** and pedestrian crossing signalization. | Crosswalks should be added at each key intersection to clearly delineate between pedestrian and vehicular zones.

Very **wide road width** not needed for 2-way traffic, since this street dead ends (where photo is taken). | Convert road to one-way travel and add angled parking along the side opposite the Courthouse.

Existing asphalt **road surfacing** has several cracks throughout and appears fairly old. | Restripe and replace asphalt road surfacing.

Analysis Process

Photo Analysis - Macon Street at Courthouse

Planter strip is filled with minimal vegetation. | Fill wide planter area with large maturing trees and shrubs/ groundcover.

Utility lines zig zagging along and across the road. | Remove overhead wires where possible or relocate underground.

Presence of **ADA curb ramps**; slope compliance needs to be confirmed. | ADA curb ramps should be installed at each intersection to meet code requirements.

Lack of **crosswalks** and pedestrian crossing signalization. | Crosswalks should be added at each key intersection to clearly delineate between pedestrian and vehicular zones.

Angled parking spaces allow for cars to park closer to the Courthouse. | Larger vehicles that park here protrude into the road. All spaces to be re-marked based on correct dimensions.

Existing asphalt **road surfacing** has several cracks throughout and appears fairly old. | Restripe and replace asphalt road surfacing.

Very **wide road width** not needed for 2-way traffic, since this street dead ends (where photo is taken). | Convert road to one-way travel and add parallel on-street parking along the Courthouse side of the street.

Analysis Process

Photo Analysis - Macon / Highway 158

Quilt Lizzy Shop; a main business specific to Warrenton and occupies several buildings throughout downtown. | Look for Main Street locations to integrate quilting patterns into town artwork.

Large blank canvas on side of existing building along major artery to town. | Great opportunity for a wall mural, bringing more vibrancy to downtown.

Existing buildings have great historic charm and architectural detailing; inconsistent preservation strategies utilized on some.| Keep structures intact and utilize historic preservation grant funding to restore dilapidated facades.

1 **bollard** remains of 4 to protect building from trucks jumping the curb and scraping the side of the building. | Stronger steel bollards should be installed for safer pedestrian only zone.

Minimal **storefront window** interest for pedestrians walking and vehicles passing through town. | Develop a stragegy for creating more interesting window displays for existing businesses and vacant businesses.

Lack of **ADA curb ramps**; evidence of trucks jumping curb onto sidewalk; brick pavers not flush with curb due to truck movements. | ADA curb ramps should be installed at each intersection to meet code requirements. Design of these intersections should make a clear delineation between pedestrian and vehicular zones.

Lack of **crosswalks** and pedestrian crossing signalization. | Crosswalks should be added at each intersection along Main Street and signalization incorporated at key intersections only.

Brick **sidewalk** changed to concrete in this area only due to heavy truck loads jumping the curb. | Stronger bollards need to be installed to protect pedestrian zone; then brick paving should be brought back in.

Stop bar for truck turning movements set back 40 feet at intersections for turck turning movements. | Install sidewalks for a dedicated pedestrian crossing.

Existing asphalt **road surfacing** has several cracks throughout and appears fairly old. | Restripe and replace asphalt road surfacing.

Analysis Process

Photo Analysis - Main Street Extension

Large **maturing trees** hacked off because of overhead utility wires; trees appear to not be in best of health. | Remove unhealthy tree canopy and replace with unifying street tree once overhead utilities are burried underground.

Utility box located here obstructs pedestrian movements. | These utilities should be located off of Main Street and/or hidden from view underground.

Warrenton banner is mounted on wooden telephone poles in repetition throughout downtown. | Keep banners as they unify the downtown area; mount on pedestrian-scale light fixtures.

Steps continue down to street level and into oncoming traffic. | Determine functionality of this element and whether or not it should be removed.

Historic building signage developed by Preservation Warrenton correlates with historic structures walking tour brochure. | These signs should remain part of the streetscape fabric.

06

Wide streets with parallel parking not delineated, but used especially during weekends. | Add parallel parking striping to maximize the number of vehicles that can park in this area.

Lack of **ADA curb ramps**; brick pavers not flush with curb. | ADA curb ramps should be installed at each intersection to meet code requirements.

Concrete sidewalk runs consistently down Main Street beginning at Church Street. | Upon replanting street trees, adding new sidewalk along this stretch should be evaluated.

Lack of **crosswalks** and pedestrian crossing signalization. | Crosswalks should be added at each intersection along Main Street and signalization incorporated at key intersections only.

Wide **continuous planting strip** for large maturing trees to develop strong root zone. | Preserve this area for future tree plantings and aerate if possible when transitioning.

Analysis Process

Photo Analysis - Ridgeway / Highway 401

NCDOT bike route 4 navigates down this residential street. | Develop stronger connections between downtown and this route, potentially down Bragg Street or Front Street.

Sidewalk transitions from brick to concrete. | Preserve this defined edge.

Historic fence assists in delineating private / public right-of-way. | Preserve this defined edge.

Warrenton banner is mounted on wooden telephone poles in repetition throughout downtown. | Keep banners as they unify the downtown area; mount on pedestrian-scale light fixtures.

Mature **tree canopy** is planted far away from overhead utility poles. | Continue to preserve these large trees; possibly integrate some uplighting in a few strategic locations.

ADA curb ramps are present but they are not flush with the asphalt pavement. | New ADA curb ramps should be installed at each intersection to meet code requirements and surrounding asphalt pavement should be resurfaced.

Bollards necessary to protect historical architectural elements from truck turning movements. | Stronger steel bollards should be installed between pedestrian only zone and vehicular zone.

Lack of **crosswalks** and pedestrian crossing signalization. | Crosswalks should be added at each intersection along Main Street and signalization incorporated at key intersections only.

Historic metal plaque adds to the character of the community and brings history into the present. | Keep the signage installations intact.

NCDOT wayfinding signage does not contribute to the aesthetics of downtown; obscures Warrenton banner in this instance. | Minimize use of this type of signage, possibly integrate into branding wayfinding strategy.

Stop bar for truck turning movements set back 40 feet at intersections. | Keep this setback intact.

03

Design Strategies

Design Strategies

Overview

CONVENTIONAL BIKE LANES

SHARROWS

This section discusses the various design strategies that have been utilized for this particular project, beginning by talking broadly about the strategies, understanding how they are connected with our goals, then applying them to specific street sections within downtown Warrenton.

Conventional Bike Lanes

Where existing pavements are of suitable width, bike lanes are the preferred bicycle facility for on-street cycling. Bike lanes are for the exclusive use of cyclists allowing for safe travel and a comfortable speed without interference of vehicular traffic. Conventional bike lanes flow in the same direction of travel as adjacent motor vehicles.

Sharrows

Where existing roadway pavements are too narrow to accommodate bike lanes, Sharrows and vertical signs are used to designate bike routes for motors and cyclists. Pavement markings encourage people on bicycles to properly position themselves in the roadway and reinforce to all users where bicyclists should be riding, promoting a more comfortable shared use environment for all users.

Curb Extensions

Curb extensions visually and physically narrow the overall street width. By narrowing the street width, they create safer crossings for pedestrians. They provide the potential for larger pedestrian gathering spaces along a city block and often contain site furnishings and plantings. Curb extensions vary in size, function, and location along an urban street.

CURB EXTENSIONS

Design Strategies

Overview Continued

PINCH POINTS

Pinch Points

Pinch points are a form of curb extensions typically located mid-block along a street. They function to slow traffic speeds and increase pedestrian space. Pinch points can serve as mid-block crossing points or be enhanced for additional pedestrian plaza space.

PINCH POINTS

Contra-Flow Bike Lanes

Contra-flow Bike Lanes are designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street to a two-way street for cyclists. Often times contra-flow lanes are buffered from vehicular travel lanes with additional striping.

Street Trees

There are many benefits to investing in the correct street tree. Street trees visually improve the aesthetics of the street by eliminating 'gray-wash,' and they help to define the character of a street, making it a more pleasant walking experience. Reduce traffic speeds by visually narrowing the street. They also improve the safety of pedestrians by creating visual cues and physical barriers between motor vehicles and pedestrians. Environmentally, street trees assist in reducing storm water by reducing the amout of rainfall that reaches the ground, and they provide heat and sun protection, reducing pavement temperatures between 5-15 degrees. Street trees also provide economic benefits, increasing revenue generated by retail business by approximately 12% and land values by $15-25k nationally.

CONTRA-FLOW BIKE LANE

STREET TREES

Design Strategies

Correlating Strategies to Goals

Goal 1

Activate the street to encourage reuse and occupation of the existing retail storefronts.

→ Street trees, brick pavements, site furnishings, and branding graphics define the character of downtown and energize Downtown Warrenton. Extending streetscape elements into transition zones encourages redevelopment.

Goal 2

Create an interesting and inviting destination to attract regional visitors.

→ The courthouse square is enhanced with street furnishings and special pavements to identify a core for the downtown. Plaza spaces, created by the use of curb extensions and widened sidewalks, are positioned at the core to encourage gathering. Storytelling through wall murals enliven old blank walls.

Goal 3

Create a space that will extend activity hours in the downtown.

→ Pedestrian level street lights and up-lit street trees add a liveliness into the evening hours. Store owners are encouraged to keep their display lights on during the evening. Empty storefronts are encouraged to install window murals or display items for neighboring retail shops.

Goal 4

Create a center for the downtown for special events and daily activities. Courthouse, Town Hall).

→ Narrowing traffic patterns through the use of one-way streets opens the opportunity for widened sidewalks and more pedestrian activity. Special pavements extend the feel of pedestrian space and diminishes vehicular dominance.

Design Strategies

Correlating Strategies to Goals Continued

Goal 5
Provide multiple forms of access through downtown for bicycles and pedestrians.

→ A designated downtown bicycle loop has been identified with bike lanes and sharrow markings. signage will further identify the facility. the downtown loop joins local neighborhoods and regional bike routes.

Goal 6
Encourage citizens to stay local.

→ Programmed outdoor space for special events and street lighting will aid in capturing local interest.

Goal 7
Create a fabric of improvements that encourage redevelopment and expansion of the downtown.

→ Streetscape elements are extended into transition zones to encourages redevelopment. Street trees signage and sidewalks help to bring undeveloped site into the context of the active downtown fabric.

Goal 8
Join Civic and Institutional buildings (School, Library, Courthouse, Town Hall).

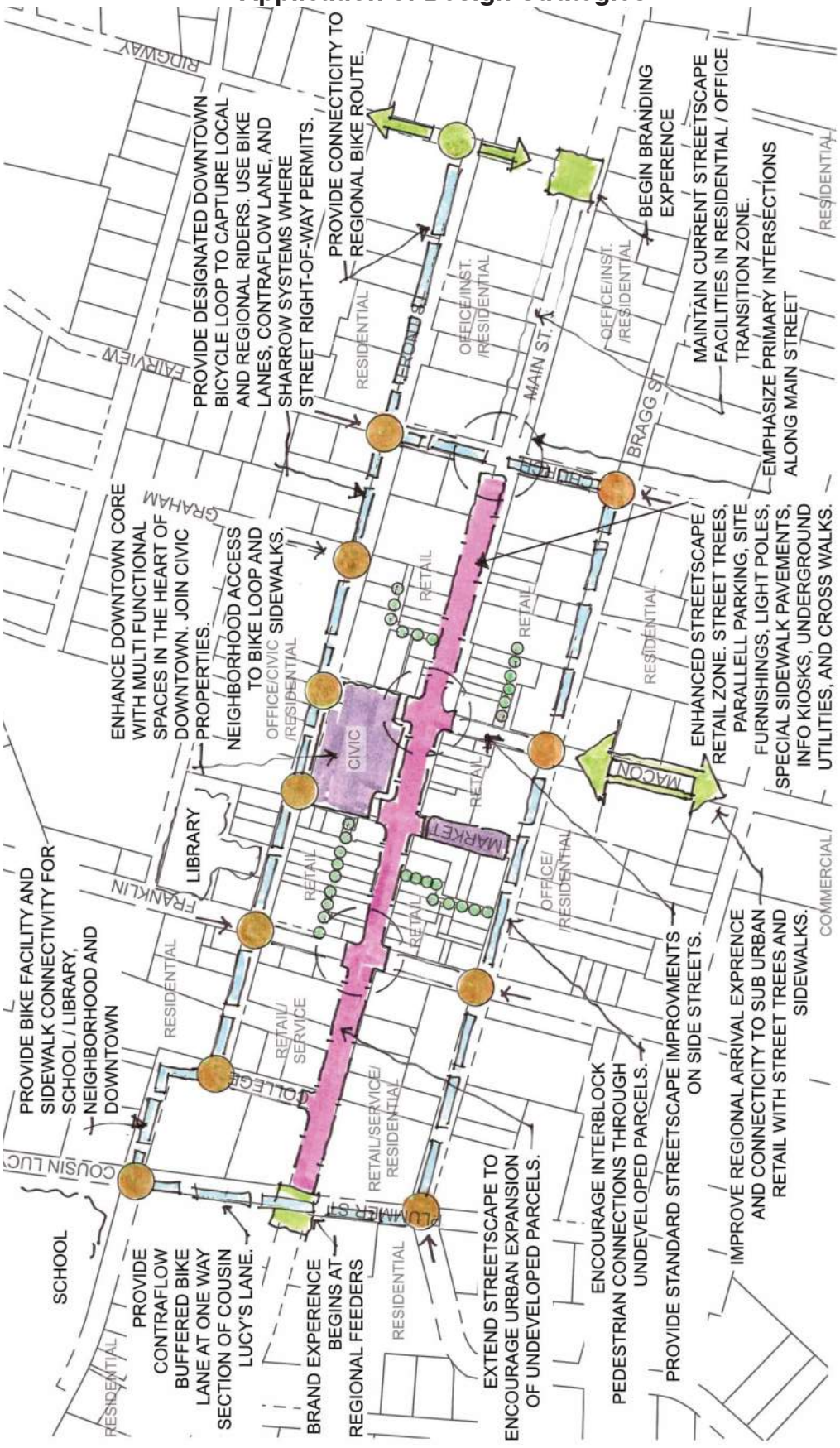
→ A network of interwoven sidewalks and bicycle facilities connect civic and institutional buildings downtown. Sidewalks and bicycle facilities join the downtown to Hayley Street Park and Macon Street shopping center. A pattern of street trees, site furnishings, and signage links the buildings to the downtown fabric.

Goal 9
Create a branding mechanism that will identify the town, limits of downtown and directional wayfinding through the downtown area.

→ A brand has been developed that threads the towns history through imagery and stylized signage elements.

Design Strategies

Application of Design Strategies



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Design Strategies

Plan Enlargements and Cross Sections

The following image is intended to be utilized as an index map for the next few pages to assist in understanding the location of each plan enlargement.

There are 5 plan enlargements:

1 - Downtown Core and Retail Activated
2 - Southern Transition Blocks
3 - Northern Transition Blocks
4 - Franklin Street and Hayley Street Park
5 - Macon Street and Commercial Corridor

Following each of these plan enlargements is a detailed description of the various design strategies applied for each street right-of-way. Existing and proposed sections of major street infrastructure modifications have also been done to assist in visualizing these elements at the ground plane.

INDEX MAP

1 - DOWNTOWN CORE AND RETAIL ACTIVATED

1 - DOWNTOWN CORE AND RETAIL ACTIVATED

Courthouse Square
- Street function: Sides Street / Event Space
- One-way vehicular traffic on Market and Macon with special pavers; remove parallel parking, add angled parking on both streets; retain existing drive aprons
- Brick sidewalks 10-13 feet wide; plaza space at intersections and mid-block in front of Courthouse
- Street trees in planter wells and 8 foot planting strip on the north side of Macon Street
- Bury overhead utilities underground; add street lamps

Main Street
- Street function: Retail Activated
- Maintain existing street width and stop bar setbacks, upgrade with decorative traffic signals at Macon Street
- Brick sidewalks
- Street trees in planter wells
- Bury overhead utilities and add street lamps

Front Street
- Street function: Parallel Street / Bicycle Loop
- West side: 5 foot sidewalk, street trees on private property
- East side: Street trees on private property

Bragg Street
- Street function: Parallel Street / Bicycle Loop
- Sharrows both directions
- 5 foot sidewalks
- Street trees on private property

Market Street
- Street function: Side Street
- One-way vehicular traffic east bound
- South Side: Angled parking, brick sidewalks, landscaped curb extensions
- Bury overhead utility lines

Macon Street
- Street function: Local / Regional Connector
- Remove parallel parking for street trees and sidewalks
- Bury overhead utility lines

2 - SOUTHERN TRANSITION BLOCKS

2 - SOUTHERN TRANSITION BLOCKS

Cousin Lucy's Lane
- Street function: Side Street
- One-way vehicular traffic, reduce lane width to 12 feet
- North side: Add 5 foot sidewalk, planting strip
- South side: Parallel parking with planted curb extensions.
- Contra-flow bike lane westbound, bike lane eastbound

Plummer Street
- Street function: Side Street
- Reduce lane width to 10 feet and add westbound sharrow
- Eastbound bike lane

Hawkins Street
- Street function: Side Street
- West side: Street trees on private property, bike lanes
- East side: 5 foot sidewalk, 8 foot planting strip with street trees, bike lanes

College Street
- Street function: Side Street
- North side: 5 foot sidewalk; street trees on private property
- South side: 5 foot sidewalk; 8 foot planting strip with street trees

Main Street
- Street function: Transitional / Retail Potential
- West side: Brick sidewalks, street trees in planter wells, street lamps
- East side: Clear views at fire station
- Bury overhead utilities on both sides

Franklin Street
- Street function: Local / Regional Connector
- Parallel parking with curb extensions between Main and Bragg; upgrade with decorative traffic controls
- Sharrows both directions to Hayley Street
- Street trees in planting strips and on private property

3 - NORTHERN TRANSITION BLOCKS

3 - NORTHERN TRANSITION BLOCKS

Main Street
- Street function: Transition corridor
- Maintain existing street width and stop bar setbacks; add decorative traffic signals at Ridgeway intersection
- Brick sidewalks
- Street trees in planting strips
- Street lamps

Front Street
- Street function: Parallel street
- West Side: 5 foot sidewalk, street trees on private property
- Sharrows both directions

Bragg Street
- Street function: Parallel street
- Sharrows both directions
- 5 foot sidewalks, street trees in planting strip

Church Street
- Street function: Side street
- Sharrows both directions
- 5 foot sidewalks
- Street trees in planting strip

Academy Street
- Street function: Side street
- Sharrows both directions
- 5 foot sidewalks
- Street trees in planting strip

Ridgeway Street
- Street function: Local / Regional connector
- Sharrows both directions leading to State Bike Route; decorative traffic signals at Main Street intersection
- Bike lanes between Main and Front
- 5 foot sidewalks
- Street trees on private property

4 - FRANKLIN STREET AND HAYLEY STREET PARK

4 - FRANKLIN STREET AND HAYLEY STREET PARK

Franklin Street

- Street function: Local / Regional connector
- Sharrows from Hayley Street to downtown
- 5 foot sidewalk along north side of street; extend sidewalk to Hayley Street and add a high visibility cross walk at intersection with Hayley Street

Hayley Street

- Street function: Neighborhood street
- 5 foot sidewalk along west side of street; extend sidewalk to Senior Center parking lot and the future Hayley Street Park
- Planter strip along west side of street with low growing vegetation
- Direct connection with future park to be determined once park is planned and designed

5 - MACON STREET AND COMMERCIAL CORRIDOR

5 - MACON STREET AND COMMERCIAL CORRIDOR

Bragg Street to Speedway Gas Station

- Street Function: Local / Regional Connector
- Work with NCDOT to reduce street pavement width to two 12 foot wide travel lanes with curb and gutter.
- Work with land owners to accommodate street improvements and organize curb cuts.
- 5 foot sidewalk and variable width (2 foot to 4 foot) grass planter strip.
- Street tree plantings on north side of Macon and where land space permits on the south side of Macon.
- Paint stripe walking path in Speedway pump station area.

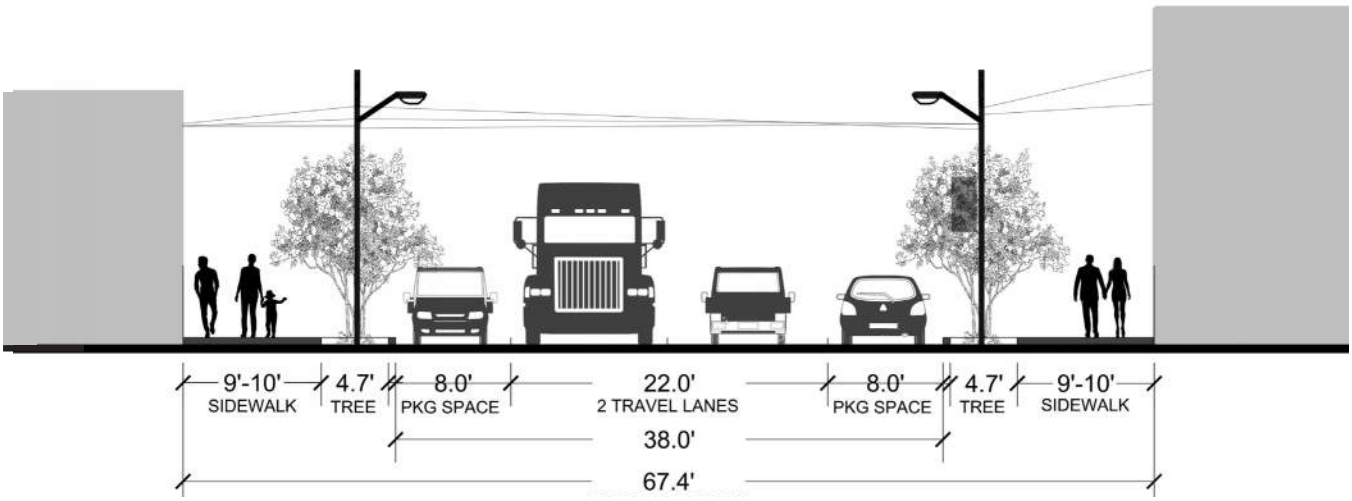
Speedway Gas Station to Town Limits

- Street Function: Local / Regional Connector
- Work with NCDOT to reduce street pavement width to two 12' wide travel lanes with curb and gutter.
- 5 foot sidewalk along south side of street to shopping center parking lot and 5 foot sidewalk to town limits on north side of Macon Street; high visibility crosswalk at shopping center
- Street trees located 8 feet from travel lane within a 12 foot wide planting strip.

Design Strategies

Plan Enlargements and Cross Sections

MAIN STREET SECTION A



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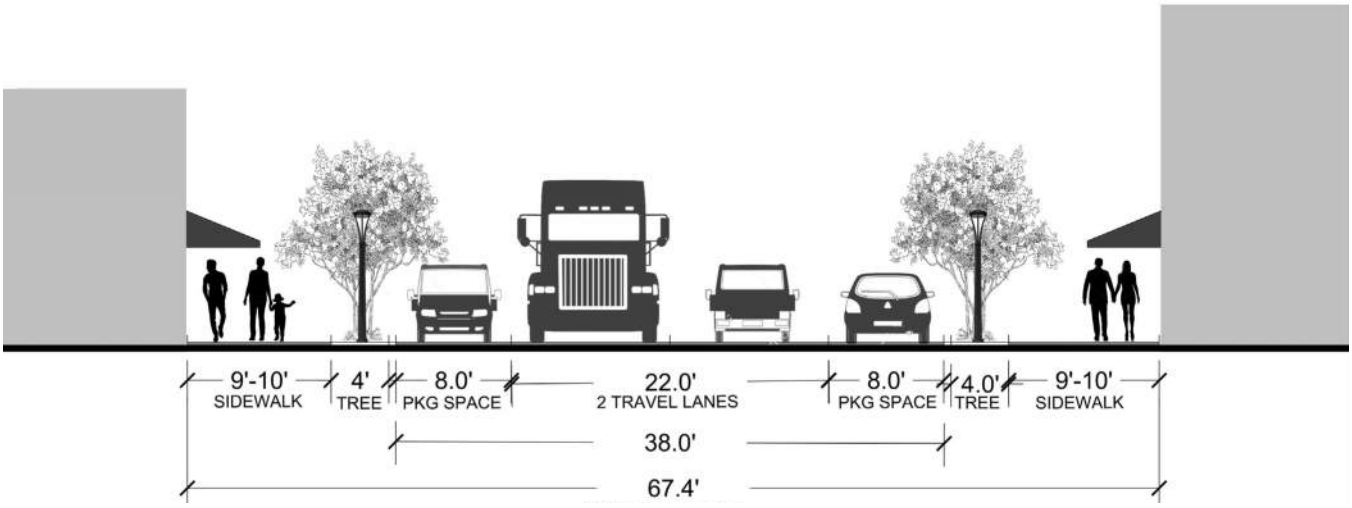
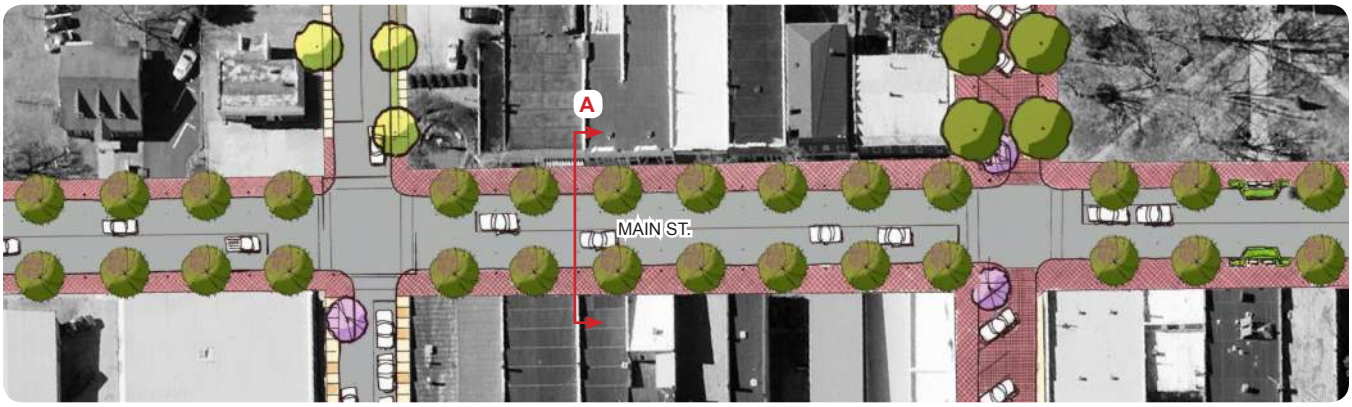


PROPOSED IMPROVEMENTS

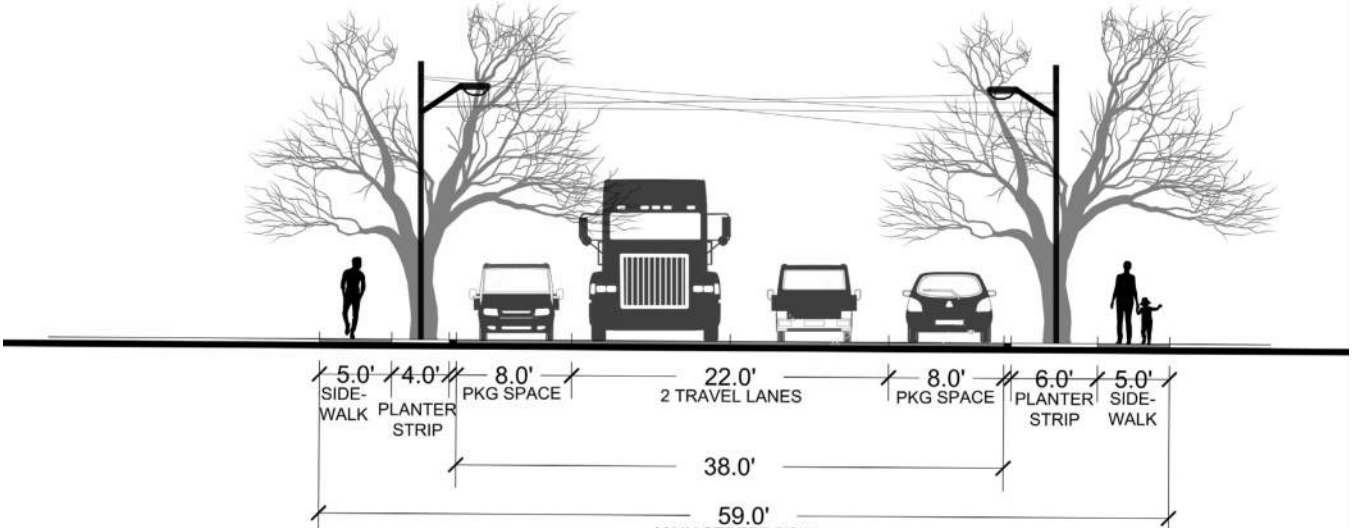


SECTION LOCATION

Design Strategies

Plan Enlargements and Cross Sections

MAIN STREET SECTION B



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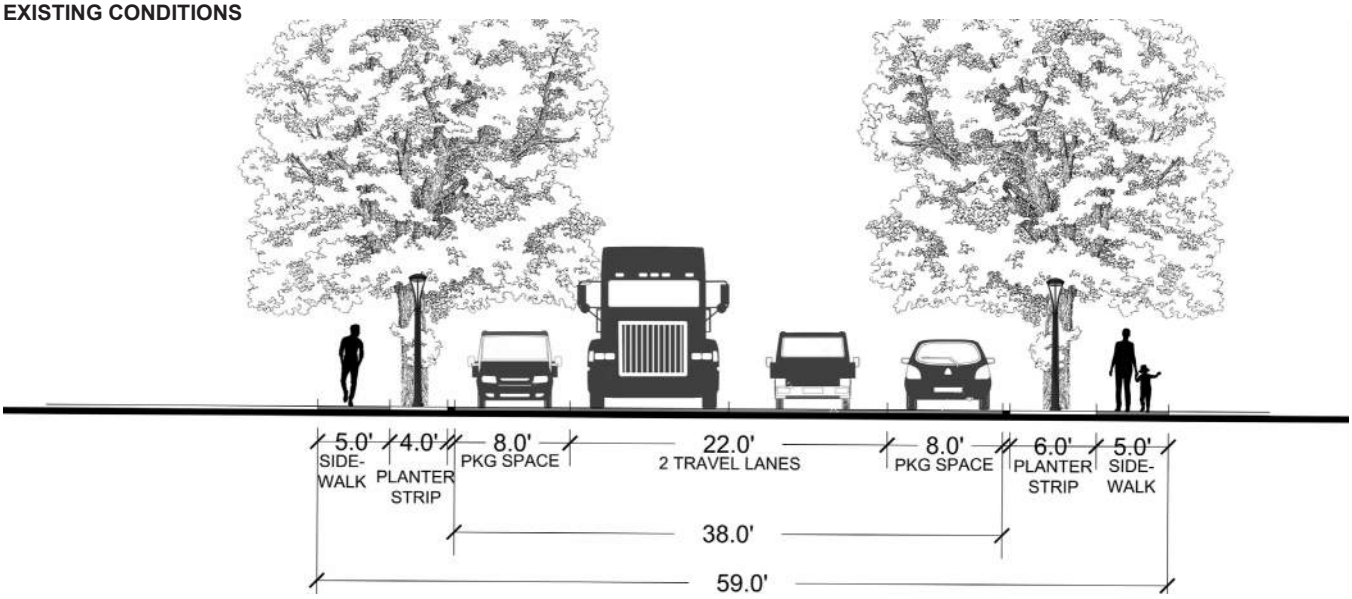

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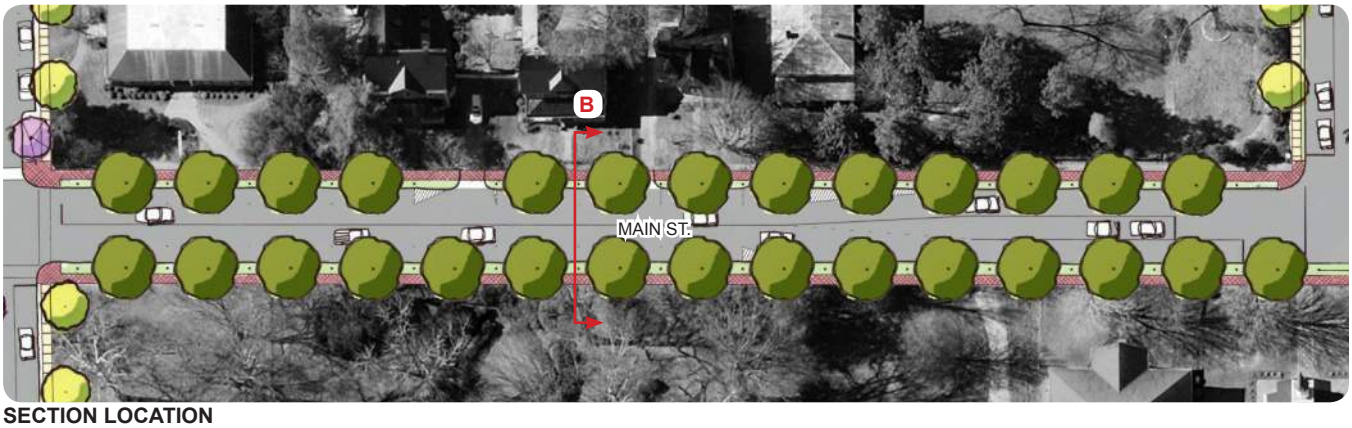
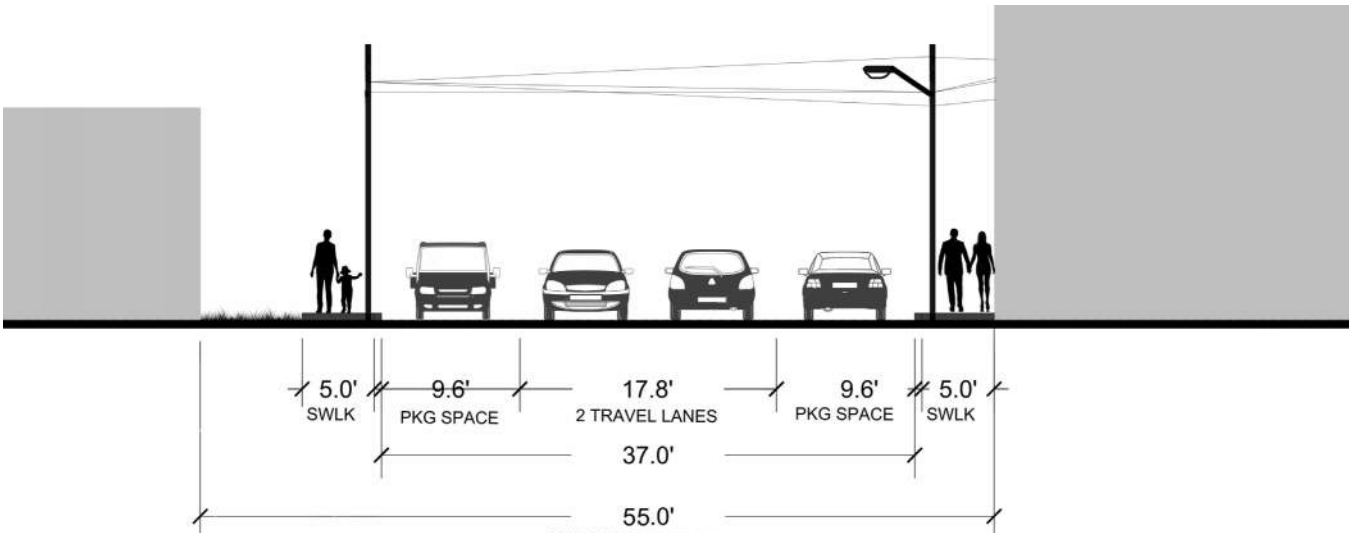


SECTION LOCATION

Design Strategies

Plan Enlargements and Cross Sections

MARKET STREET SECTION C



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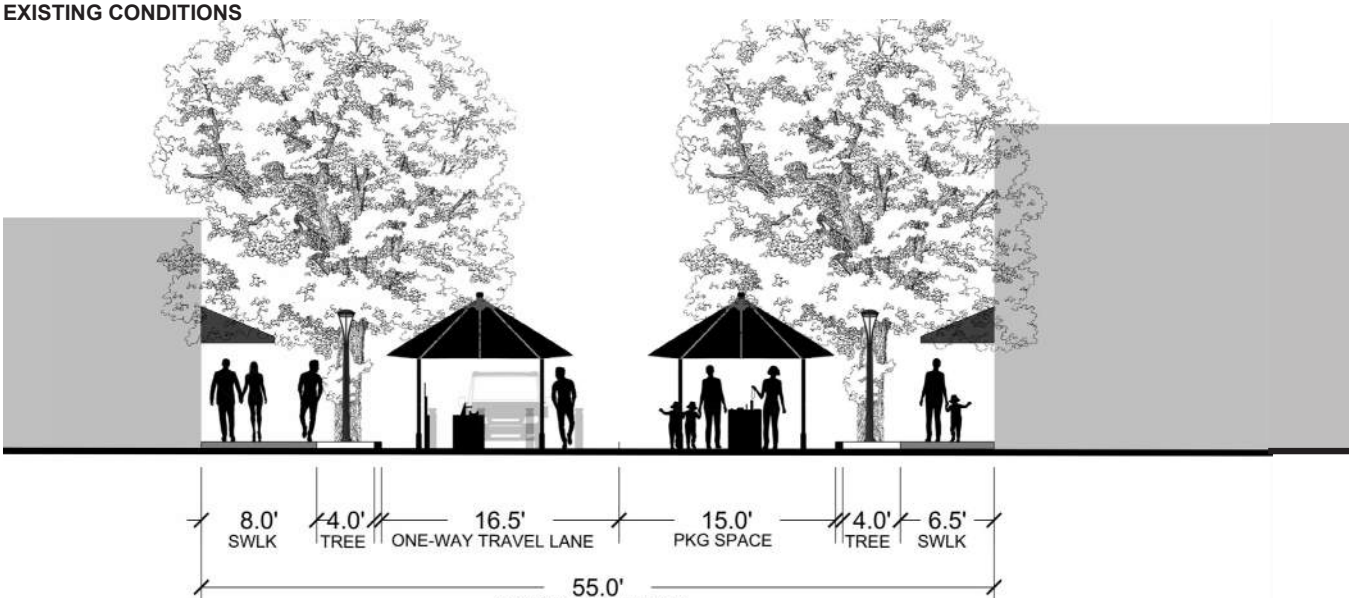


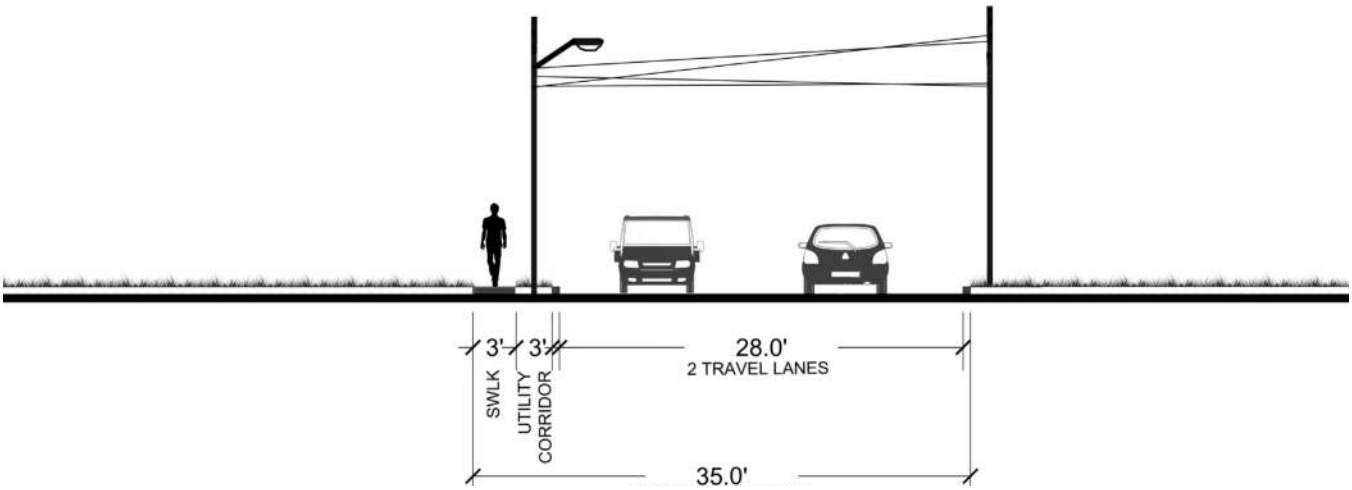
PROPOSED IMPROVEMENTS

SECTION LOCATION

Design Strategies

Plan Enlargements and Cross Sections

FRONT STREET SECTION D



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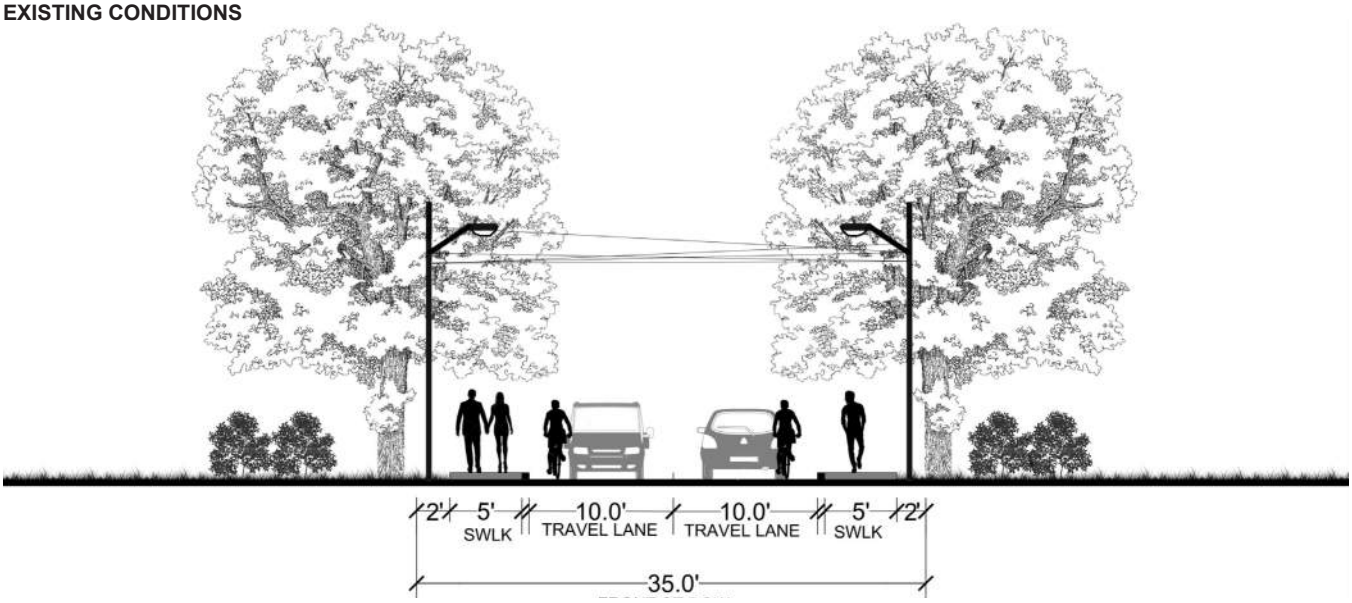

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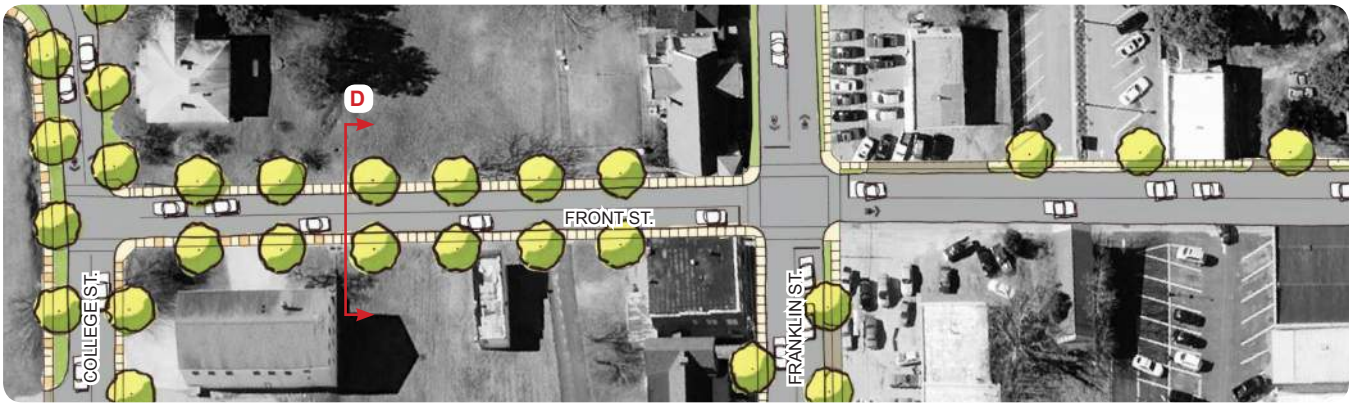
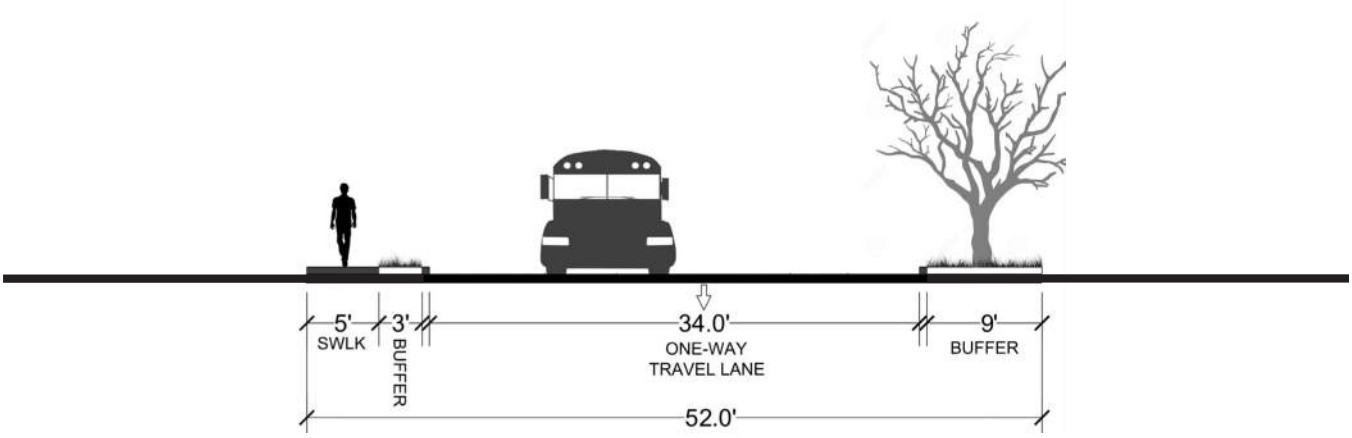


SECTION LOCATION

COUSIN LUCY'S LANE SECTION E



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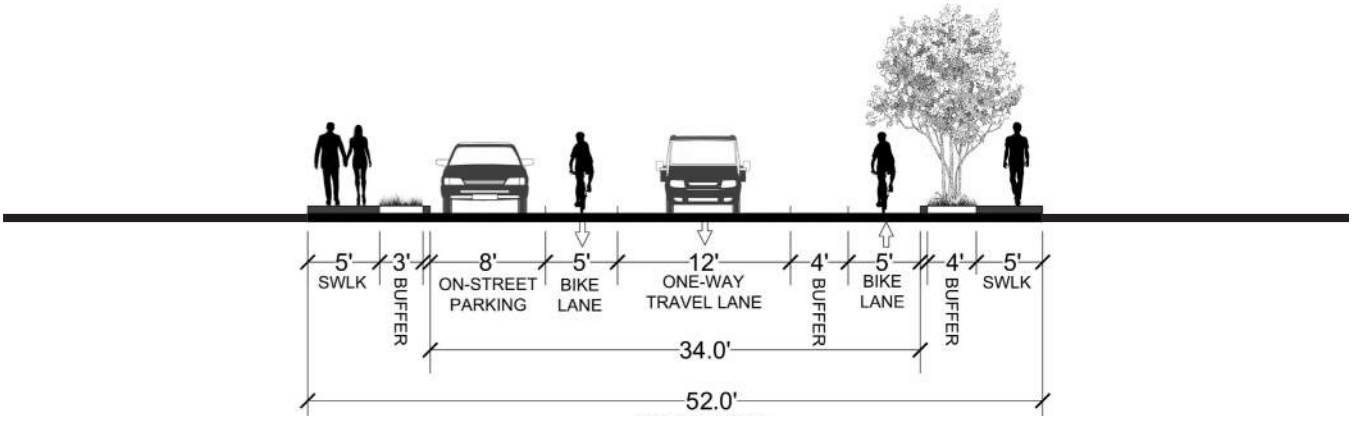
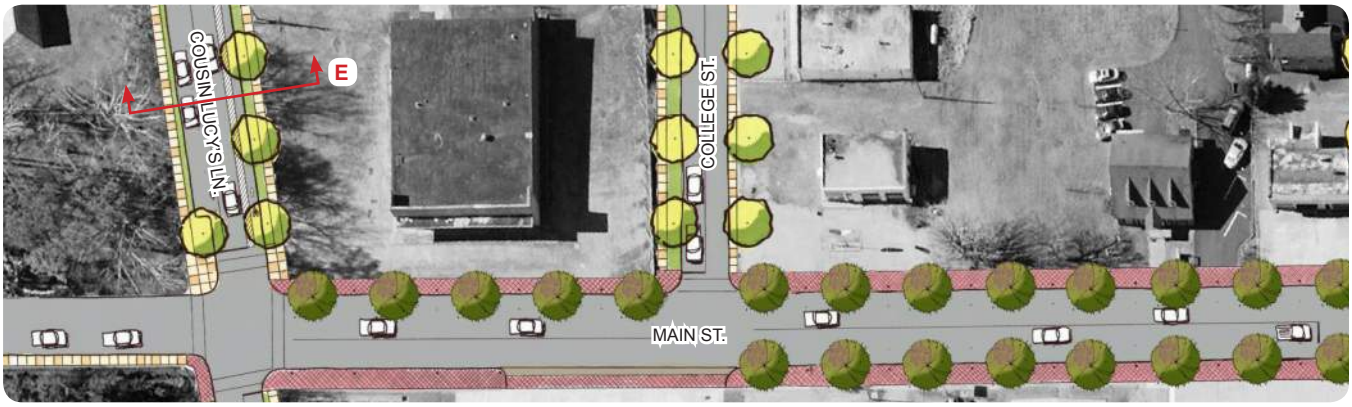
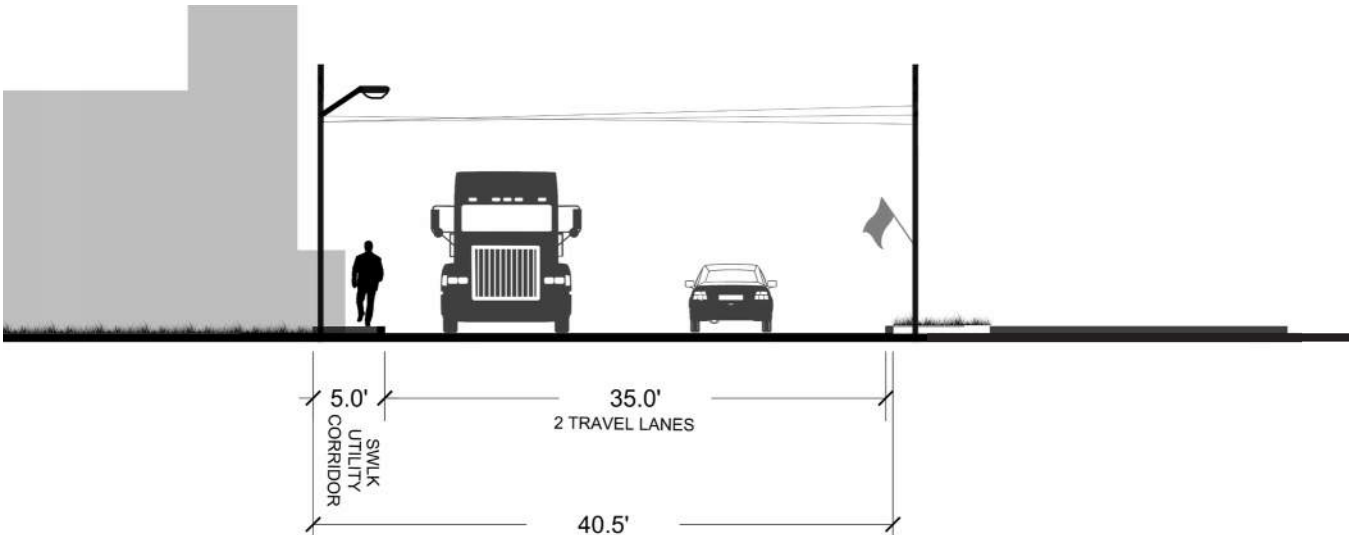


PROPOSED IMPROVEMENTS



SECTION LOCATION

MACON STREET (158) SECTION F — BRAGG ST TO SPEEDWAY GAS STATION



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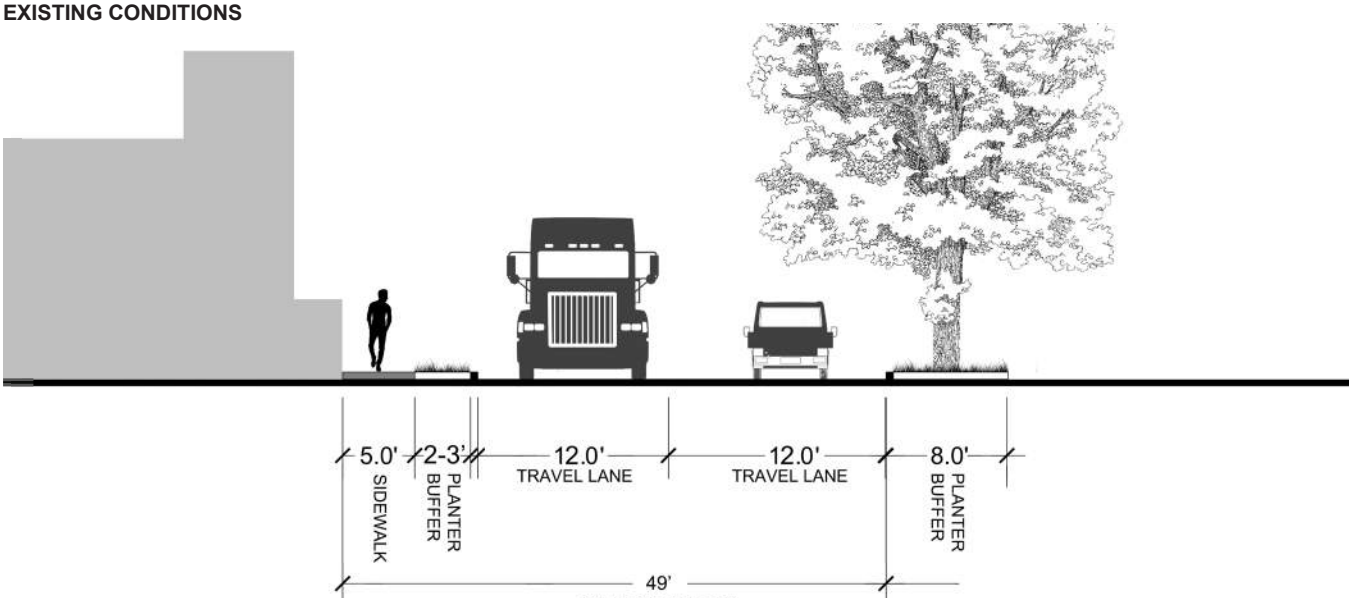
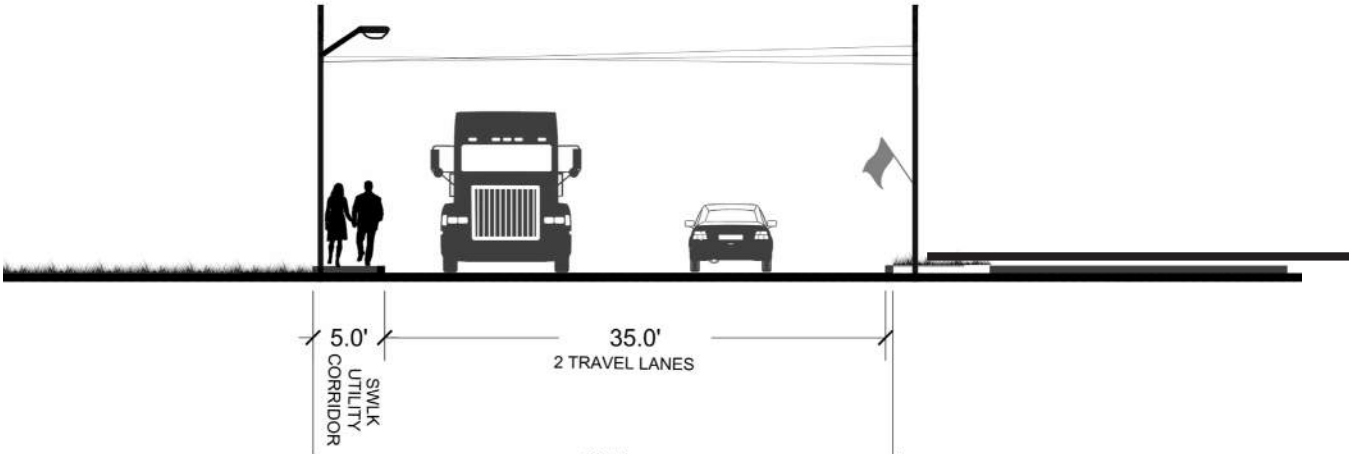


PROPOSED IMPROVEMENTS

SECTION LOCATION

MACON STREET (158) SECTION G — SPEEDWAY GAS STATION TO TOWN LIMITS



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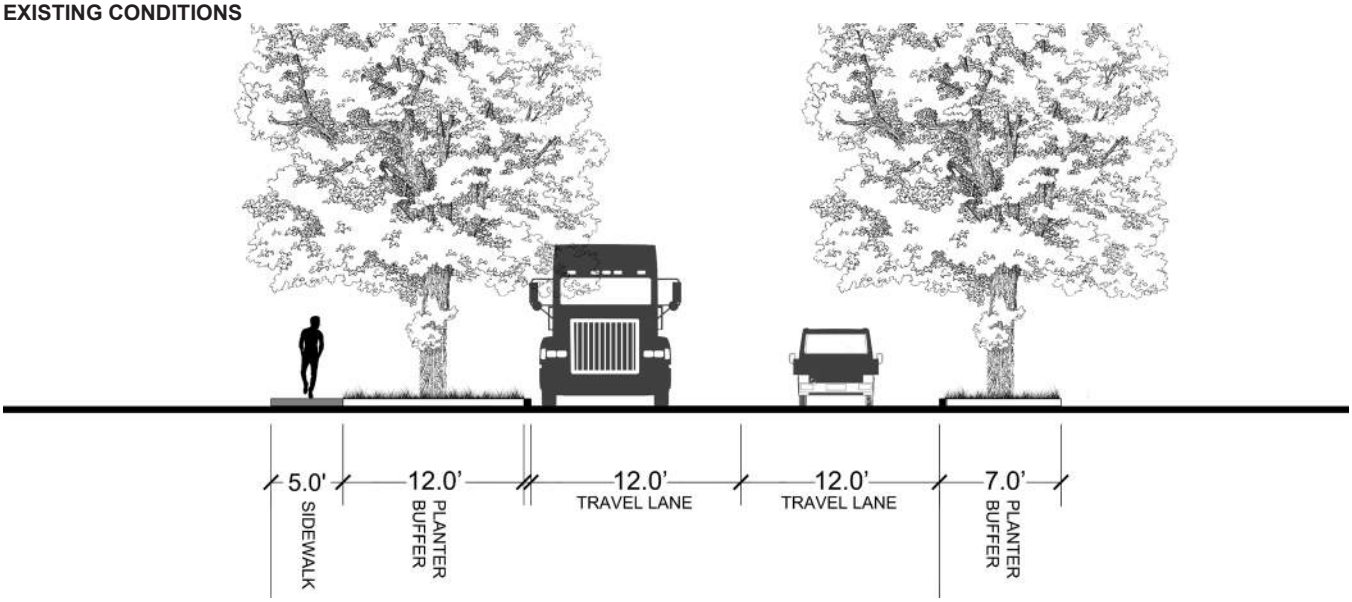


PROPOSED IMPROVEMENTS

SECTION LOCATION

Phase One Implementation

04

Phase One Implementation

The results of the downtown wide streetscape master plan lead to identification of a first phase of implementation. A workshop was held by the Town Board of Commissioners to develop a priorities list of desired first steps to set in motion redevelopment of the streetscape in Warrenton. It was determined that, at the center of downtown, improvements along Main Street would be the most beneficial to the community. Second on the priority list were Macon street, followed by the surrounding streets including bicycle facilities.

The priorities list was measured against an anticipated budget expenditure of $2.5M. The design team created a estimate of construction cost to reach the defined budget. Based upon cost estimates and priorities list, the map at the bottom of this page illustrates the recommended limits of Phase One Implementation. Phase One includes all proposed improvements noted in the in the Master Plan along Main Street from Plummer Street to Ridgeway Street.

The summary of the implementation cost is provided below and is divided by the street blocks. A detailed cost estimate is provided in the Appendix.

Estimated Implementation Costs

Block	Estimated Cost
1: Cousin Lucy/ Plummer to Franklin	$ 474,429
2: Franklin to Market	$ 363,016
3: Market to Macon	$ 283,988
4: Macon to Church/Fairview	$ 567,586
5: Church to Ridgeway	$ 498,629
Total Estimated Construction Cost	$ 2,187,647
Estimated Design/ Permitting Fees	$ 262,518
Phase One Implementation Total	**$ 2,450,165**

Phase One Implementation

NEXT STEPS

With the first phase of implementation identified and a budget established, it is recommended that the town seek funding assistance for the project for both design and construction of the project. It is recommended that he town work with federal, state and local representatives to apply for all eligible sources of funding. A partial list of funding opportunities includes:

Transportation Alternatives (TA Set Aside): This grant is offered by the Federal Highway Administration (FHWA) and is part of the Surface Transportaion Block Grant Program (STBG). The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities.

Investment Generating Economic Recovery (TIGER): This grant is offered by the U.S. Department of Transportation. The TIGER is a discretionary grant program providing funding for planning and construction of Bicycle& Pedestrian projects as well as roadway projects.

NC Legacy Tree Fund (NCUFC): This grant is offered by the North Carolina Urban Forest Council and provides financial assistance to communities in North Carolina for tree planting projects that help educate North Carolina citizens about the importance of trees and the role they play in improving air and water quality, reducing energy costs, increasing real estate values, providing wildlife habitat, and creating opportunities for residents to relax and enjoy nature.

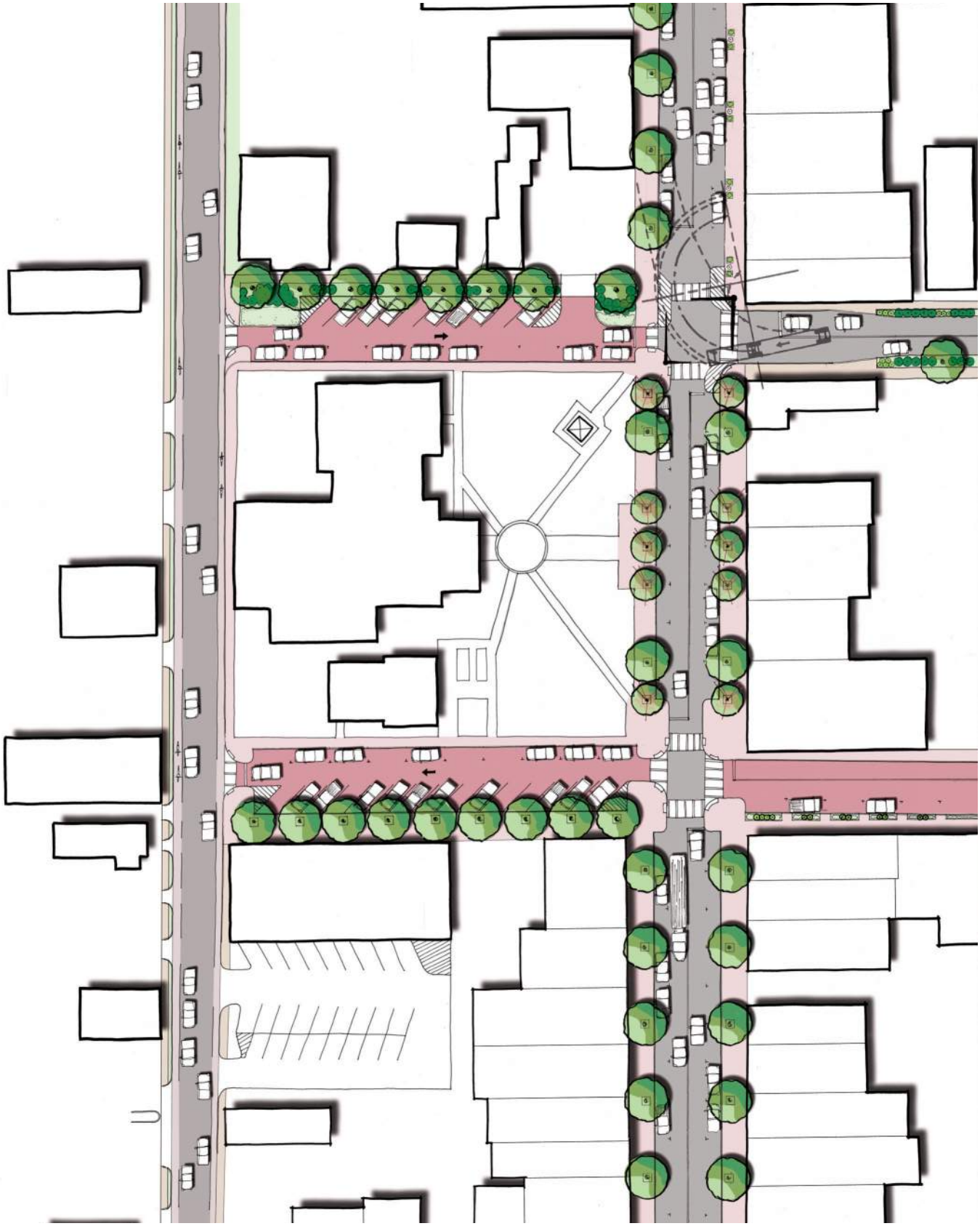
Appendix

05

Appendix A

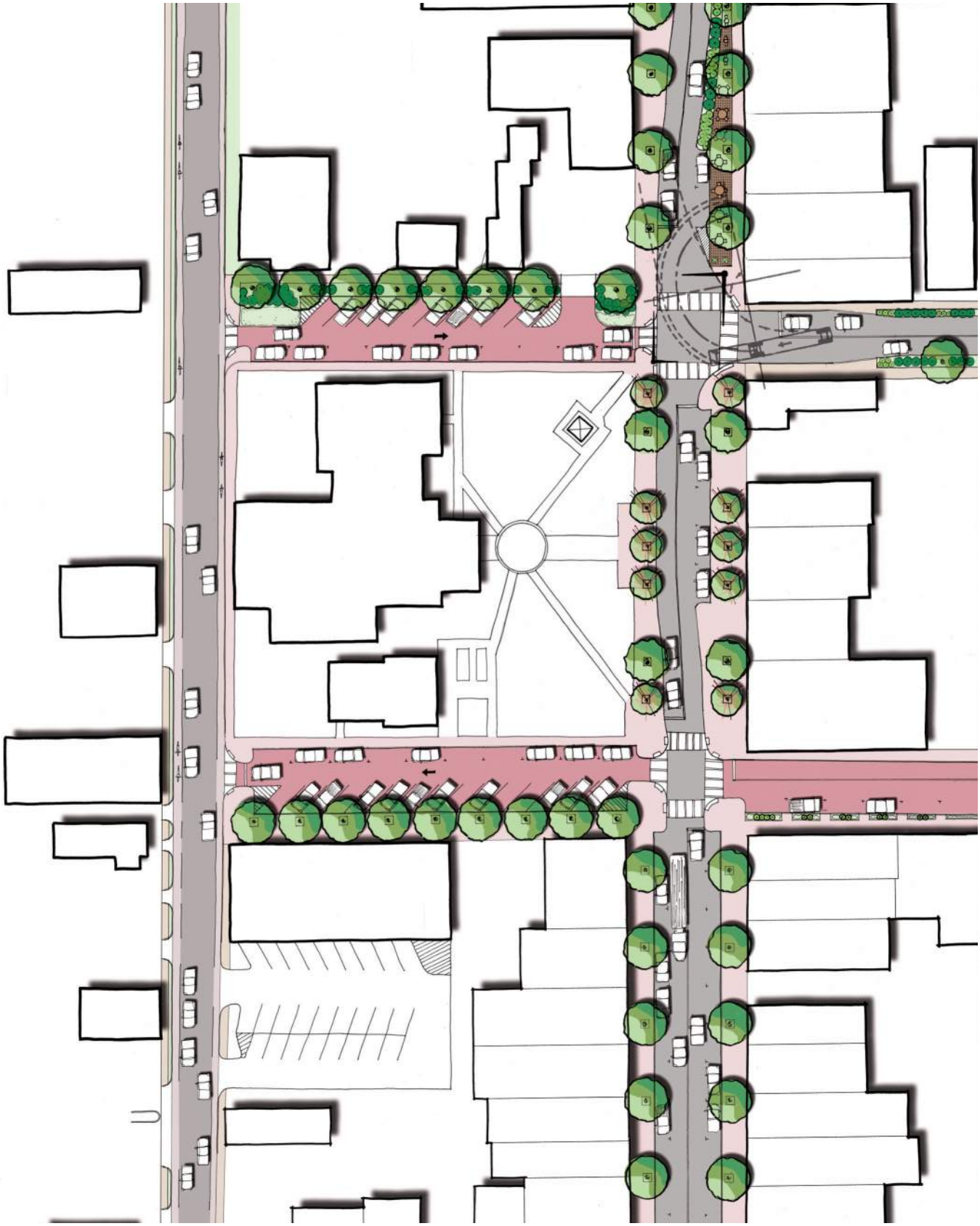
Evaluation of Alternative Concepts

Concept A - Retain Existing Curb Locations

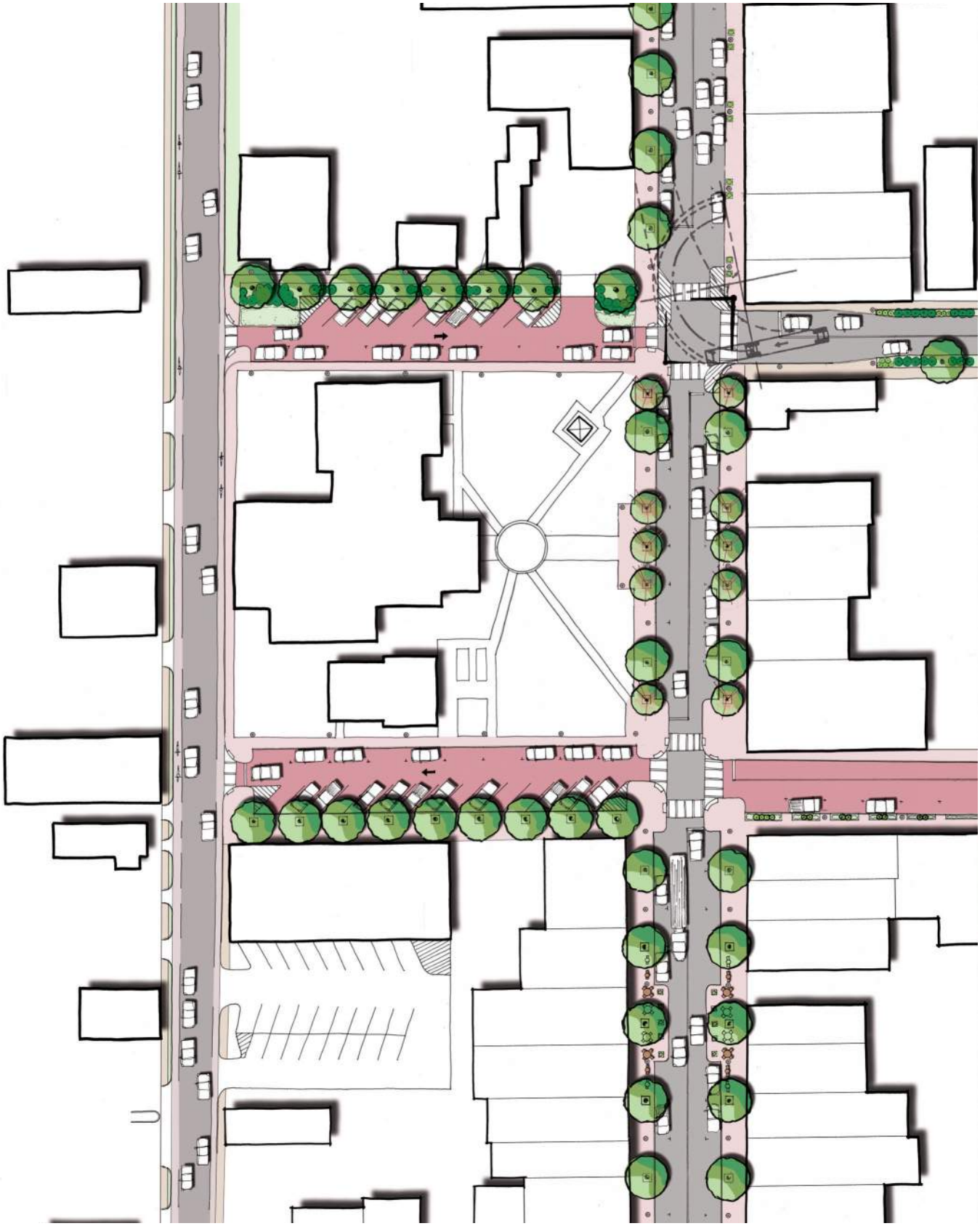


Evaluation of Alternative Concepts

Concept B - Lane Shift

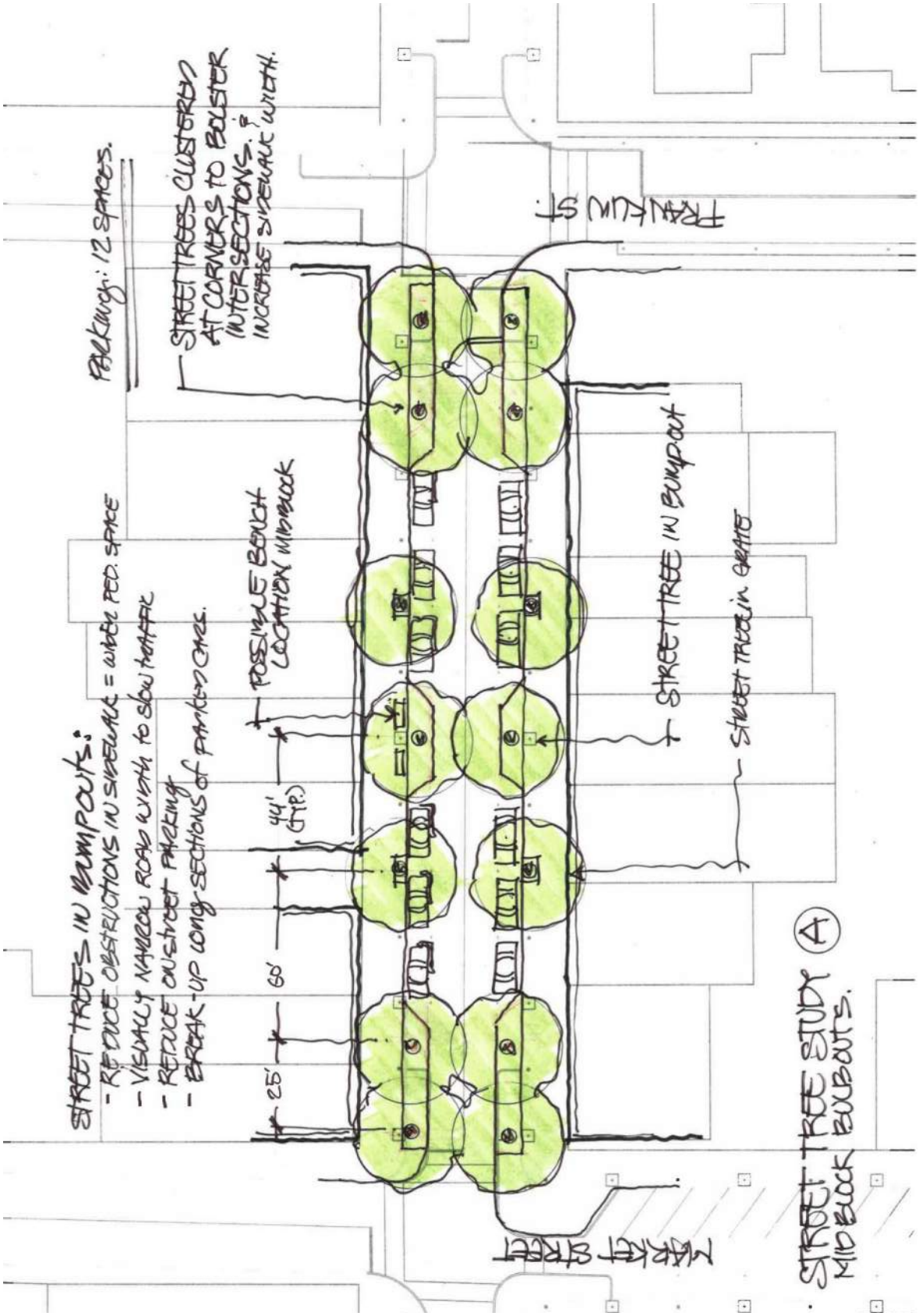


Evaluation of Alternative Concepts
Concept C - Median Bump Out

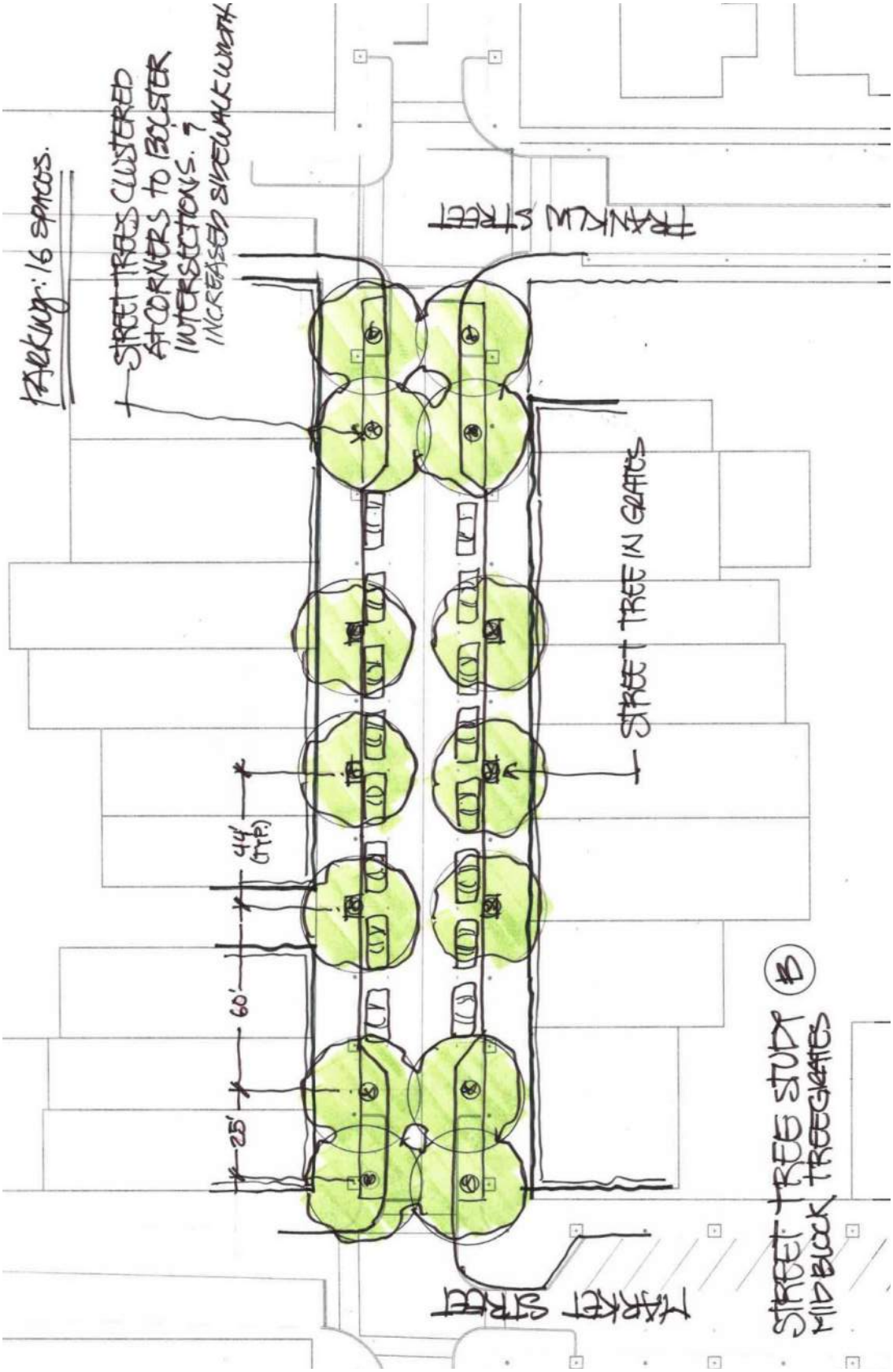


Appendix B

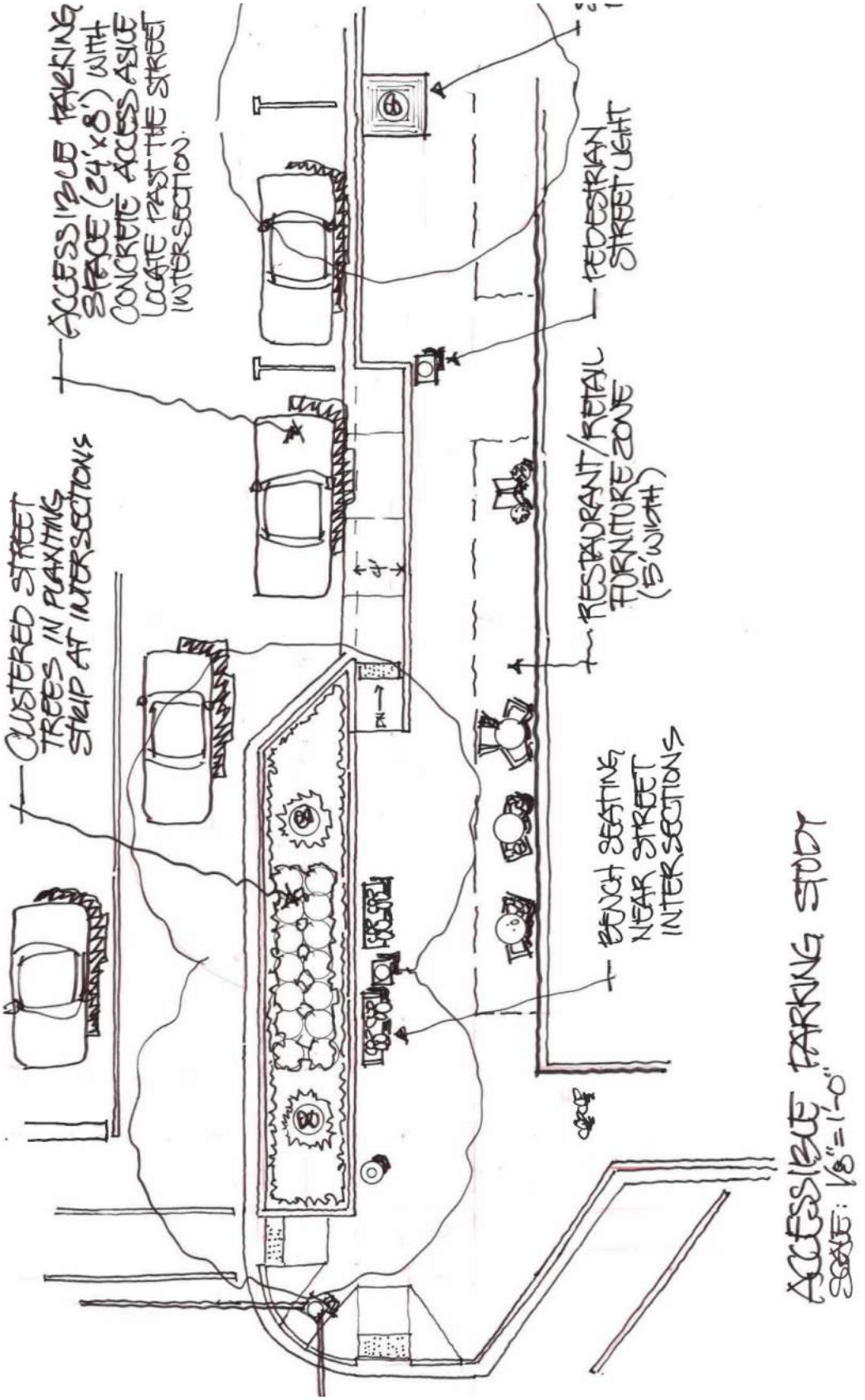
Street Tree Diagramming



Street Tree Diagramming



Appendix C
Accessible Parking Study



Appendix D
Phase One Cost Estimate Spreadsheet

STEWART

Warrenton Downtown Streetscape Plan
Phase One - Main Street
Opinion of Implementation Cost Estimate

Date Prepared: 01/ 04/ 2017

Quantities are based upon the conceptual Streetscape Master Plan dated January 4, 2017 prepared by Stewart, Inc. Values are based upon construction bids received by Stewart Inc. within the prior 3 years and published bid tabulations from various sources. Values are shown in 2017 US dollars and include material and labor costs. Values do not include allowances for design fees, permitting fees, land acquisition costs, nor escalation or inflation of material and labor costs.

1 Main Street - *East side, Plummer to Franklin*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$18,200.00	$18,200.00
Demolition	746	SY	$25.00	$18,650.00
Asphalt - Mill & Overlay	1413	SY	$13.00	$18,369.00
18" Curb & Gutter	650	LF	$28.00	$18,200.00
Pavement Markings	712	LF	$2.00	$1,424.00
Concrete Drive Apron	1	EA	$2,400.00	$2,400.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	602	SY	$108.00	$65,016.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	0	EA	$25,000.00	$0.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	12	EA	$1,300.00	$15,600.00
Tree Well Lights	16	EA	$500.00	$8,000.00
Trees- Small Maturing / Tree Well	8	EA	$800.00	$6,400.00
Irrigation	1	LS	$2,500.00	$2,500.00
Utility Relocation Allowance	1	LS	$20,000.00	$20,000.00
Misc. Signage Allowance	1	LS	$3,000.00	$3,000.00
			Subtotal	$200,559.00
			Contingency (15%)	$30,083.85
			Segment Total	$230,642.85

2 Main Street - *West side Cousin Lucy's to Franklin*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$19,000.00	$19,000.00
Demolition	728	SY	$25.00	$18,200.00
Asphalt - Mill & Overlay	1380	SY	$13.00	$17,940.00
18" Curb & Gutter	261	LF	$28.00	$7,308.00
Pavement Markings	736	LF	$2.00	$1,472.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	6	EA	$700.00	$4,200.00
Sidewalk - Brick Pavers	521	SY	$108.00	$56,268.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	1	EA	$25,000.00	$25,000.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	14	EA	$1,300.00	$18,200.00
Tree Well Lights	26	EA	$500.00	$13,000.00
Trees- Small Maturing / Tree Well	13	EA	$800.00	$10,400.00
Irrigation	1	LS	$3,000.00	$3,000.00
Utility Relocation Allowance	1	LS	$15,000.00	$15,000.00
Misc. Signage Allowance	1	LS	$3,000.00	$3,000.00
			Subtotal	$211,988.00
			Contingency (15%)	$31,798.20
			Segment Total	$243,786.20

3 Main Street - *East side, Franklin to Market*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$15,300.00	$15,300.00
Demolition	400	SY	$25.00	$10,000.00
Asphalt - Mill & Overlay	785	SY	$13.00	$10,205.00
18" Curb & Gutter	353	LF	$28.00	$9,884.00
Pavement Markings	403	LF	$2.00	$806.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	505	SY	$108.00	$54,540.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	1	EA	$25,000.00	$25,000.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	7	EA	$1,300.00	$9,100.00
Tree Well Lights	14	EA	$500.00	$7,000.00
Trees- Small Maturing / Tree Well	7	EA	$800.00	$5,600.00
Irrigation	1	LS	$2,500.00	$2,500.00
Utility Relocation Allowance	1	LS	$15,000.00	$15,000.00
Misc. Signage Allowance	1	LS	$1,500.00	$1,500.00
			Subtotal	$169,235.00
			Contingency (15%)	$25,385.25
			Segment Total	$194,620.25

4 Main Street - *West side Franklin to Market*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$13,000.00	$13,000.00
Demolition	404	SY	$25.00	$10,100.00
Asphalt - Mill & Overlay	791	SY	$13.00	$10,283.00
18" Curb & Gutter	356	LF	$28.00	$9,968.00
Pavement Markings	406	LF	$2.00	$812.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	521	SY	$108.00	$56,268.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	0	EA	$25,000.00	$0.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	7	EA	$1,300.00	$9,100.00
Tree Well Lights	14	EA	$500.00	$7,000.00
Trees- Small Maturing / Tree Well	7	EA	$800.00	$5,600.00
Irrigation	1	LS	$2,500.00	$2,500.00
Utility Relocation Allowance	1	LS	$15,000.00	$15,000.00
Misc. Signage Allowance	1	LS	$1,500.00	$1,500.00
Street Furnishings Allowance	1	LS	$2,500.00	$2,500.00
			Subtotal	$146,431.00
			Contingency (15%)	$21,964.65
			Segment Total	$168,395.65

5 Main Street - *East side, Market to Macon*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$11,000.00	$11,000.00
Demolition	277	SY	$25.00	$6,925.00
Asphalt - Mill & Overlay	560	SY	$13.00	$7,280.00
18" Curb & Gutter	252	LF	$28.00	$7,056.00
Pavement Markings	307	LF	$2.00	$614.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	372	SY	$108.00	$40,176.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	0	EA	$25,000.00	$0.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	4	EA	$1,300.00	$5,200.00
Tree Well Lights	8	EA	$500.00	$4,000.00
Trees- Small Maturing / Tree Well	4	EA	$1,000.00	$4,000.00
Irrigation	1	LS	$2,000.00	$2,000.00
Utility Relocation Allowance	1	LS	$15,000.00	$15,000.00
Misc. Signage Allowance	1	LS	$3,000.00	$3,000.00
Street Furnishings Allowance	1	LS	$2,500.00	$2,500.00

Subtotal	$111,551.00
Contingency (15%)	$16,732.65
Segment Total	$128,283.65

6 Main Street - *West side Market to Macon*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$12,500.00	$12,500.00
Demolition	281	SY	$25.00	$7,025.00
Asphalt - Mill & Overlay	566	SY	$13.00	$7,358.00
18" Curb & Gutter	255	LF	$28.00	$7,140.00
Pavement Markings	306	LF	$2.00	$612.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	345	SY	$108.00	$37,260.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	1	EA	$25,000.00	$25,000.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	4	EA	$1,300.00	$5,200.00
Tree Well Lights	8	EA	$500.00	$4,000.00
Trees- Small Maturing / Tree Well	4	EA	$1,000.00	$4,000.00
Irrigation	1	LS	$2,000.00	$2,000.00
Utility Relocation Allowance	1	LS	$15,000.00	$15,000.00
Misc. Signage Allowance	1	LS	$3,000.00	$3,000.00
Street Furnishings Allowance	1	LS	$2,500.00	$2,500.00

Subtotal	$135,395.00
Contingency (15%)	$20,309.25
Segment Total	$155,704.25

7 Main Street - *East side, Macon to Church*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$24,000.00	$24,000.00
Demolition	776	SY	$25.00	$19,400.00
Asphalt - Mill & Overlay	1466	SY	$13.00	$19,058.00
18" Curb & Gutter	660	LF	$28.00	$18,480.00
Pavement Markings	715	LF	$2.00	$1,430.00
Concrete Drive Apron	2	EA	$1,200.00	$2,400.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	795	SY	$108.00	$85,860.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	1	EA	$25,000.00	$25,000.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	13	EA	$1,300.00	$16,900.00
Tree Well Lights	26	EA	$500.00	$13,000.00
Trees- Small Maturing / Tree Well	13	EA	$800.00	$10,400.00
Irrigation	1	LS	$2,500.00	$2,500.00
Utility Relocation Allowance	1	LS	$20,000.00	$20,000.00
Misc. Signage Allowance	1	LS	$2,000.00	$2,000.00
			Subtotal	$263,228.00
			Contingency (15%)	$39,484.20
			Segment Total	$302,712.20

8 Main Street - *West side, Macon to Fairview*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$20,900.00	$20,900.00
Demolition	780	SY	$25.00	$19,500.00
Asphalt - Mill & Overlay	1473	SY	$13.00	$19,149.00
18" Curb & Gutter	663	LF	$28.00	$18,564.00
Pavement Markings	736	LF	$2.00	$1,472.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	630	SY	$108.00	$68,040.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	0	EA	$25,000.00	$0.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	14	EA	$1,300.00	$18,200.00
Tree Well Lights	28	EA	$500.00	$14,000.00
Trees- Small Maturing / Tree Well	14	EA	$800.00	$11,200.00
Irrigation	1	LS	$2,500.00	$2,500.00
Utility Relocation Allowance	1	LS	$20,000.00	$20,000.00
Misc. Signage Allowance	1	LS	$6,000.00	$6,000.00
Street Furnishings Allowance	1	LS	$8,000.00	$8,000.00
			Subtotal	$230,325.00
			Contingency (15%)	$34,548.75
			Segment Total	$264,873.75

9 Main Street - *East side, Church to Ridgeway*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$22,500.00	$22,500.00
Demolition	880	SY	$25.00	$22,000.00
Asphalt - Mill & Overlay	1655	SY	$13.00	$21,515.00
18" Curb & Gutter	745	LF	$28.00	$20,860.00
Pavement Markings	818	LF	$2.00	$1,636.00
Concrete Drive Apron	0	EA	$1,200.00	$0.00
Accessible Ramp	3	EA	$700.00	$2,100.00
Sidewalk - Brick Pavers	406	SY	$108.00	$43,848.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	2	EA	$25,000.00	$50,000.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	16	EA	$1,300.00	$20,800.00
Tree Well Lights	0	EA	$500.00	$0.00
Trees- Large Maturing / planting strip	15	EA	$1,066.00	$15,990.00
Irrigation	1	LS	$3,000.00	$3,000.00
Utility Relocation Allowance	1	LS	$20,000.00	$20,000.00
Misc. Signage Allowance	1	LS	$4,000.00	$4,000.00
			Subtotal	$248,249.00
			Contingency (15%)	$37,237.35
			Segment Total	$285,486.35

10 Main Street - *North Side, Church to Ridgeway*

Item	Quantity	Unit	Unit Cost	Subtotal
Mobilization/ Traffic Control/ Controls	1	LS	$16,800.00	$16,800.00
Demolition	836	SY	$25.00	$20,900.00
Asphalt - Mill & Overlay	1575	SY	$13.00	$20,475.00
18" Curb & Gutter	709	LF	$28.00	$19,852.00
Pavement Markings	818	LF	$2.00	$1,636.00
Concrete Drive Apron	2	EA	$1,200.00	$2,400.00
Accessible Ramp	4	EA	$700.00	$2,800.00
Sidewalk - Brick Pavers	390	SY	$108.00	$42,120.00
Sidewalk - Concrete	0	SY	$40.00	$0.00
Traffic Signal	0	EA	$25,000.00	$0.00
Street Lights	0	EA	$2,000.00	$0.00
Pedestrian Light Poles	15	EA	$1,300.00	$19,500.00
Tree Well Lights	0	EA	$500.00	$0.00
Trees- Large Maturing / planting strip	13	EA	$1,066.00	$13,858.00
Irrigation	1	LS	$3,000.00	$3,000.00
Utility Relocation Allowance	1	LS	$20,000.00	$20,000.00
Misc. Signage Allowance	1	LS	$2,000.00	$2,000.00
			Subtotal	$185,341.00
			Contingency (15%)	$27,801.15
			Segment Total	$213,142.15

Phase One Opinion of Cost Summary

Phase One Construction Estimate	$2,187,647.30
Estimated Consultant fees / Permitting (12%)	$262,517.68
Phase One Total	**$2,450,164.98**

Appendix E
Community Conversations

Meeting Minutes
February 2, 2016
Revitalization Committee Meeting

Attendees:
Dan Blackman (Stewart)
Meredith Beard (Stewart)
Sanders Chapman (Stewart)
Cheryl Bell
Jere King Johnson
Tim Williams
Ernie Fleming
Mike Coffman (Town Commissioner)
Craig Hahn (Executive Director of the Chamber of Commerce)

Notes

- The general scope of the project and the purpose of this meeting was discussed: To focus on strategies that could assist in reactivating downtown Warrenton through various physical built elements, such as pedestrian lighting, traffic striping and signage/branding opportunities.

- The Revitalization Committee recapped the primary results from the Town Café Meeting: To combine the farmer's market, performing arts shelter, and recreation activities for all generations into a single open air/permanent shelter. Photos were shared of a pavilion in South Hill Virginia that is located over an asphalt surface parking area and utilized as a space to share local goods / produce.

- Several vacant lots were identified within the project area that could be utilized as a location for this open air shelter/pavilion.

- In terms of branding strategies, several town-specific characteristics were listed: healthy, historic, friendly, youthfulness, future-oriented, think beyond the past, a small town with 200 miles of bike trails and above average children, juxtaposition of historic and modern/contemporary, local.

- The town typically markets events through various local newspapers, the city webpage and hometown Facebook page. The comment was made that in general, the community gets out the word to cool events happening in the area too late and that a streamlined way to do this needs to be established. Currently the load lies on the back of a single individual that does not have the capacity to be able to juggle all avenues.

- There was a strong interest in marketing more to the younger crowd. The young want more nightlife and shopping opportunities. Walking along Main Street, there are two informational signage opportunities that appear to be currently be utilized as a community posting board.

- Constraint: Currently, there is no physical space to go and hang out for any generation. There was interest in developing a social space such as a dog park, movie night, gallery crawl, etc.

- There was some interest in developing an Art Walk that may occur once a month, possibly exhibiting local student work.

- Public parking is currently signed in one location, even though there are several surface lots available.

- Accessibility needs to be taken into consideration, because most intersections downtown do not allow an individual in a wheelchair to get from the street to a save zone on the sidewalk, due to the vertical curb and/or a sharp adjacent slope. Crosswalks are also important to channel pedestrian crossings and alert vehicular drivers.

- In the evenings, there is minimal streetscape lighting thus adding to the issue of minimal pedestrian activity that is currently occurring downtown. Look for strategies to integrate lower pedestrian lighting and/or building façade lighting into the plan.

- Utilize the existing historical walking tour brochure, possibly into an exercise loop with medallions impregnated into the sidewalk. QR codes were also thrown out as a possibility to bring the historical life of the town to younger generations.

End of Meeting Notes.
Submitted by Meredith Beard.

WARRENTON | MEETING NOTES
March 17, 2016

Warrenton General Notes

- The town's overall map proposed the following:
    1. Vehicular Circulation
        - Macon Street and Market Street will be converted to one way streets with parking on both sides.
        - The Main St x Macon St intersection is the only one with a traffic light, so it was discussed that it may be best to route the one-way traffic in that direction. The ease of adding a second traffic light at Market St along a NCDOT road would be fairly difficult, especially at an intersection that does not receive high traffic counts.

    2. Bicycle Circulation
        - 5' Bike lanes down Front Street (from Franklin St to Fairview St)
        - 14' Marked/Signed Sharrows down Front Street (from Fairview St to Ridgeway St)
        - 14' Marked/Signed Sharrow down Franklin St (from Front St to future site of Haley St Park)
        - 14' Marked/Signed Sharrow loop through the rest of downtown (Front St x Franklin St intersection, south down front street, right on College St/Hawkins St, left down Cousin Lucy's Ln/Plummer St, left down Bragg St, left down Church St/Fairview St, and connected back to Fairview St x Front St intersection)
            - The bicycle connection down Cousin Lucy's Ln needs to be evaluated in further detail since it is a one way street. The right-of-way does appear wide enough for 2 way bike lanes. Additional signage may be necessary in this area.
        - In connecting with the existing NCDOT Bicycle Route 4 down Ridgeway St/401, the location shown on the map needs to be verified by Stewart.

    3. Pedestrian Circulation
        - Brick sidewalks are proposed along Main Street from Cousin Lucy's Ln to Ridgeway St. Reuse of existing brick should be evaluated.
        - Brick sidewalks are proposed along both sides of Market Street due to its proximity to the County Courthouse. Brick sidewalks are also proposed along both sides Macon Street from Front St thorough to the end of the JustSave shopping center.
        - All other sidewalks proposed within this plan will be of concrete material.

    4. Landscaping
        - Tree grates are proposed along Main Street from Cousin Lucy's Ln to Church St/Fairview St along both sides.
        - 8' wide continuous planter strip is proposed along Main Street from Church St/Fairview St to Ridgeway St along both sides.
        - 4-8' wide continuous planter strip is proposed along Macon Street, with the planter dimension getting larger the further from Main Street (right-of-way varies).
        - The potential future Courthouse lightshow, if granted funding, would be project across the street between the

Hardware Café and Warren Foodworks. For this reason, all trees proposed within this area should remain fairly low/small.

5. Downtown Nodes
    - During the inventory and analysis process, 2 downtown nodes were identified by Stewart to be major bookends to the historic downtown. Within the streetscape fabric, these areas should be given a special place-making treatment. This may be entry signage, pedestrian bulb outs, additional landscaping, etc.
    - A third node may need to be added at the Macon St x JustSave intersection for the large amount of traffic entering the town from that direction.

- 2 Streetscape concepts were presented, focusing around the Main Street / Courthouse area.
    - Each concept adds the following components to the streetscape:
        - 10' wide crosswalks
        - ADA ramps at each intersection

    - Within the Concept #1, the existing street dimensions remain fairly similar to the proposed. The following was adjusted:
        - New white striping delineates a new vehicular radii at Main x Macon intersection.
        - A midblock crossing with pedestrian bulb outs was added to connect the Courthouse to shops across the street. Some on street parking would be lost, but it would be 3 spaces at most.
        - Bulb outs were also added to Main x Market intersection, since no large truck traffic navigates through.

    - Within the Concept #2, the following was adjusted:
        - The existing street was shifted west along the existing curb edge to allow for wider truck turning movements. In this scenario, 10-14 on street parking spaces would be lost; a gain could potentially be had when adding up the spaces added along Macon St. and Market St.
        - The client prefers on-street parking to be designed as parallel spaces instead of 45 angled spaces. Stewart will adjust.
        - Within the remaining right-of-way, the east side of Main Street can have a very wide pedestrian area with opportunities for grouped seating and restaurant-related outdoor tables/chairs.
        - Bulb outs were added to Main x Market intersection, since no large truck traffic navigates through.

Branding Notes

- Buzz presented branding ideas for Warrenton.
    - Brand Story: Creating History Now
    - Spokesperson: Sir Archie (horse)
    - Brand Promise: History in the Making

- Overall there was much interest in integrating the classy/historic side of Warrenton into the brand story. Utilizing the same font within the town's logo appeared to be a logical idea speaking to that classic/historic past. Although, there appeared to be an element missing – connecting the

historic appearance of the town to its strong approach/willingness towards new ideas, attracting millennials and overall looking towards the future.

- When people think of Warrenton, they think of… Quilt Lizzy, Warren Foodworks, historic homes, tobacco production, cotton plantations, Jacob Holt house, architectural detail production, etc.

- There were some initial concerns regarding utilizing Sir Archie (horse) as the spokesperson for Warrenton, fearing that people will perceive the town being a horse/stable/racing community which is not the case. All enjoyed seeing the quirkiness of the quilt being placed on the horse.

- The wayfinding signage presented was well taken, especially since its base depicted some very specific architectural detailing, as illustrated within the town itself. Integrating a divider between the destinations listed on the sign easily enables towns to easily adjust signage in the future by cutting out and replacing that section only.

- The color palette of the overall branding package was not discussed and should be looked at in further detail. The brown/maroon/white scheme may need a vibrant pop of color to modernize its image.

Additional Thoughts

- In terms of branding, there could be a way to spin the quilting/stitching/patching idea into the brand story. In this analogy, the patchwork of a quilt represents the many local shops, artistic skills, cultural groups, community events, etc. that occur in Warrenton.

- The focus of the first phase of the streetscape work is still to relocate utilities along Main Street underground. In doing so, pedestrian street lighting should be added as well as a separate electrical outlet located within the tree grates. The outlet should be placed on a separate circuit from the pedestrian street lighting. Larger overhead lighting at the major intersections may be necessary to improve night visibility.

Next Steps

- Follow up this meeting with a conference call week of 03.21.2016 to allow client to review material discussed and to allow Stewart to contact NCDOT with Warrenton-specific questions.

- Timeline
    - Draft Master Plan Due to client 04.04.2016 (adjusted)
    - Review Meeting with Town 04.27.2016 (on track)

End of Notes.
Submitted by Meredith Beard.