A photograph of a construction worker wearing a yellow hard hat with "CONSTRUCTION" printed on it and a light-colored safety vest. The worker is leaning over, working on a metal railing or structure of a bridge under construction. The background shows a clear blue sky and some other construction elements.

Policy Direction Framework

INTRODUCTION

LAND USE

ECONOMIC DEVELOPMENT

NEIGHBORHOODS

TRANSPORTATION

PARKS, TRAILS & RECREATION

INFRASTRUCTURE

Policies

Policies form the yardstick against which future ordinances and public programs are measured. Policies provide a basis for community decision-making, not only in the development review process, but throughout all sectors of local government.

Because of the often general nature of the policies, some policies within this Plan may appear to conflict. Exercise of judgment is critical to a comprehensive policy plan, which seeks to provide general direction regarding the myriad of factors affecting growth and development in a community setting.

INTRODUCTION

How and where Warrenton wants to grow is defined by the Policy Direction chapter. Policy Direction identifies policies that, along with the other framework elements of this Plan, describe the City's policies for physical development and places an emphasis on the "form and character" of development.

Policies form the yardstick against which future ordinances and public programs are measured. Policies provide a basis for community decision-making, not only in the development review process, but throughout all sectors of local government. All policies should be compatible with and assist in realizing the Future Land Use Map.

The policies that follow apply to future development within Warrenton and should be used as a guideline. Each policy represents a choice, and each choice requires balancing complex and sometimes conflicting issues. Each represents a significant decision to be made about the future form and pattern of a part of the community.

Policies are defined as specific strategies to guide decision-making. Significant efforts have been made to ensure that the Policy Statements represent the community's desires. They have been formulated through a participatory process including stakeholder interviews, perspective group discussions, community online surveys, public workshops, and Planning Advisory Committee meetings.

Many of the policies use words like "should" and "so forth". In general, these words describe the relative degree of emphasis to be given the policy, not to establish a specific legal requirement. Because of the general nature of the policies, some policies within this Plan may appear to conflict. Exercise of judgment is critical to a comprehensive policy plan, which seeks to provide general direction regarding the myriad of factors affecting growth and development in a community setting.

Each policy has been identified by letters and numbers that indicate the sequence of policies within each section.

LAND USE POLICIES

Land Use composition should contribute to achieving the future direction of the City while providing a broad range of housing options, commercial and employment opportunities, and enhancing community character and overall quality of life. It represents the City's official policy for land use, development, and growth, and shall be the basis for recommendations on future zoning requests and requests for use of other implementation tools, and shall guide inter-jurisdictional coordination.

Policy LU-1: Collaborate with other jurisdictions to provide coordinated and sustainable development of the community and to resolve land use issues of mutual concern.

- **LU-1.1: Responsibility for Planning.** Continue to collaborate with Truesdale and Warren County within the City's established Future Growth Area boundary to guide and manage growth beyond the City limits. Such collaboration might include joint planning efforts, intergovernmental agreements, or other strategies.
- **LU-1.2: Intergovernmental Agreements.** Enter into intergovernmental agreements with Warren County, Truesdale, or other agencies when appropriate to foster intergovernmental planning and cooperation.
- **LU-1.3: Annexation.** In accordance with adopted policies:
 - **Policy LU-1.3.1:** Recognize the major lifestyle concerns of unincorporated property owners and work to minimize potential negative impacts of annexation.
 - **Policy LU-1.3.2:** Require annexation prior to extension of City utility services to property outside of the corporate limits unless a benefit district is authorized that details the process by which annexation and provision of adequate public facilities will occur prior to development of the property.
 - **Policy LU-1.3.3:** Ensure annexation agreements provide benefit to the City that might otherwise be unattainable.

Policy LU-2: Promote adequate residential densities to support existing and future commercial centers.

- **LU-2.1: Encourage Housing Near Services.** Encourage higher density housing development near commercial centers to create activity areas that add to the community's quality of life.
- **LU-2.2: Transportation and Land Use Connection.** Implement land use plans and programs that support an efficient street system and alternative transportation modes. Design the transportation system to accommodate the planned land use pattern, which includes commercial centers, employment centers, mixed-use Downtown, and a variety of densities in the fringe areas.
- **LU-2.3: Residential Zoning Standards.** Ensure that zoning allows for a variety of home types and lot sizes.

Policy LU-3: Develop commercial centers of an appropriate size and scale, and within the right locations, to ensure economic sustainability and shape community form.

- **LU-3.1: Hierarchy of Centers.** Focus new commercial centers in concentrated activity areas at a variety of scales distributed throughout the community.
- **LU-3.2: Connections to Centers.** Encourage pedestrian, bicycle, and future bus transit connections to and within commercial centers.

Policy LU-4: Discourage "leap-frog" or sprawling land use patterns by encouraging growth in serviceable areas. Promote the infill of vacant parcels and reinvestment in buildable areas.

- **LU-4.1: Targeted Development.** With the guidance of the Future Land Use Map, encourage targeted development, redevelopment and infill so as to channel growth where it will contribute to the long-term community vision and improve access to jobs, housing and services.
- **LU-4.2: Highway 47 Commercial Corridor.** The Highway 47 Commercial Corridor includes community retail uses, as well as offices, and business and personal services. While the district is largely the location for highway business and auto-related uses, it also offers opportunities to transform the area in strategic locations, over time.
- **LU-4.3: Resource Protection.** Designate land use patterns and intensities so as to minimize adverse impacts on valued natural resources, wildlife habitats and historic sites.

What is a Complete Community?

Our communities need basic elements to support economic opportunity and health for all people, regardless of income level, cultural background or political persuasion. Reconnecting America identifies in their report ---- many of the elements that contribute to the quality and character of our communities, and identifies some essential elements that help transform our neighborhoods into complete communities. These elements include a quality education, access to good jobs, an affordable roof over our heads, access to affordable healthy food and health services, the ability to enjoy artistic, spiritual and cultural amenities, access to recreation and parks, meaningful civic engagement, and affordable transportation choices that get us where we need to go. Complete communities are inclusive, measured by how residents and workers benefit and not necessarily the shape or form they take, and may likely require other supportive assets.

<http://reconnectingamerica.org/arewethereyet/home.php>

Policy LU-5: Encourage design standards that successfully enhance quality of life in a manner that is economically viable and sustainable for the City and the private sector.

- **LU-5.1: High Quality Design.** Encourage economically reasonable efforts toward high quality architecture, urban design and site design. Use design guidelines as a tool for new development and redevelopment. Consider the desired context and character of existing neighborhoods and commercial centers.
- **LU-5.2: Sustainable Design and Materials.** Promote the use of sustainable design best practices and materials in new development, redevelopment, and maintenance of property throughout the City.
- **LU-5.3: Alternative Zoning Techniques.** Consider alternative zoning techniques within the Downtown and in redeveloping areas to elevate the quality of urban design, and encourage a mix of uses. This may include codes that emphasize the form and mass of buildings in relation to one another, and the scale and types of streets and blocks, and de-emphasize regulation of land use.
- **LU-5.4: Crime Prevention Through Environmental Design.** Encourage Crime Prevention Through Environmental Design (CPTED) by employing design techniques and effective use of the built and natural environment to help reduce crime, reduce fear of crime, and improve overall quality of life. Incorporate concepts including natural surveillance and access control, territorial reinforcement, property maintenance and street activity.

Policy LU-6: Achieve a balanced mix of residential and non-residential development throughout Warrenton.

- **LU-6.1: Complementary Land Uses.** Encourage and enable a mixture of complementary land uses in major new developments. In existing neighborhoods, a mixture of land use types, housing sizes and lot sizes may be possible if properly planned and respectful of neighborhood character. Whenever land uses are mixed, careful design will be required in order to ensure compatibility, accessibility and appropriate transitions between land uses that vary in intensity and scale.
- **LU-6.2: Compatibility of Land Uses.** Where a mixture of uses is not appropriate or uses are not complementary, use zoning as a tool to avoid or minimize conflicts between land uses that vary widely in use, intensity, or other characteristics. This may include buffering, landscaping, transitional uses and densities, and other measures. Protect industry from encroachment by residential development, and ensure that the character and livability of established residential neighborhoods will not be undermined by impacts from adjacent non-residential areas or by incremental expansion of business activities into residential areas

Policy LU-7: Encourage, facilitate, and target development in existing water and sewer service areas and on vacant and underutilized parcels through innovation, flexibility, and streamlining.

- **Policy LU-7.1: Service Areas.** Infrastructure upgrades and new infrastructure should be considered for its impact as a possible catalyst for new development and should in some cases be used as a growth management tool to guide the timing and locations of new development.

Best Practice : Fostering Safe Communities Crime Prevention Through Environmental Design Principles in Action

Houston , TX

One of the goals of the GO Neighborhoods program of Local Initiatives Support Corporation (LISC) Houston is to support healthy neighborhood development through livable and safe environments. GO Neighborhood safety team members instructed more than 40 neighborhood leaders about best practices and principles of Crime Prevention Through Environmental Design. The principles are part of LISC's SafeGrowth training and certification program for community leaders. The new trainees will analyze problems areas using a safety audit form and work with police, civic organizations, community residents, and property owners to begin applying these principles (such as lighting, access control, and "eyes on the street") in their neighborhoods.

Reference: www.go-neighborhoods.org www.lisc.org.

- **Policy LU-7.2: Review Investments.** Future growth necessitating investment in capital facilities and services should be reviewed comprehensively and made within a framework that balances and evaluates the costs and relative importance of competing needs.
- **Policy LU-7.3: Voluntary Annexation.** The City should consider voluntary annexation of new territory into City limits when the annexation of such property conforms to the goals and policies of the City.
- **Policy LU-7.4: Upgrading Public Facilities.** The cost and feasibility of upgrading public facilities to meet current City standards should be evaluated by City staff and/or the developer prior to voluntary annexation. The provision of adequate public facilities and the phasing of infrastructure improvements should be important considerations in the timing and location of development.

Policy LU-8: Reinvest in existing commercial districts by encouraging targeted development, redevelopment and infill at existing locations to channel growth where it will contribute to existing investment and leverage existing infrastructure investments.

- **8.1: Existing Commercial Districts.** Promote opportunities for District development in locations served by existing infrastructure when appropriate design elements or land use transitions of lower intensity land uses can be utilized to mitigate incompatible impacts on adjacent neighborhoods.

Policy LU-9: Where feasible, encourage the gradual evolution of existing, auto-dominated strip commercial areas into diverse, well-conceptualized, commercial places with enhanced walking connections and pedestrian amenities.

- **9.1: Apply Compatible Uses.** Commercial development should be compatible with nearby development and adequately buffered to mitigate adverse impacts on residential neighborhoods.
- **9.2: Encourage Quality Design.** The size and scale of commercial development should vary, but new development should be encouraged to locate and design buildings that provide pedestrian-oriented site design and convenient, safe, and attractive parking that is shaded and buffered from street views with landscape.



Enhanced Corridor.

Policy LU-10: Target the development of Neighborhood Commercial nodes in order to improve delivery of public and private services and reduce vehicle trips.

- **10.1: Create Identity.** Nodes should be distinct and identifiable places. The streets, blocks, landscape, site furnishings, materials and the architectural character of buildings, should be encouraged to contribute to the identity and sense of place. Nodes are best suited in areas where there is existing zoning for it and where there is or should be adequate infrastructure to support it.

Policy LU-11: Reinvest in “Downtown”, and surrounding neighborhoods, as the mixed-use hub of the City, by locating additional uses and amenities in this area, including entertainment, restaurants, mix of housing types, and other compatible uses in a manner that is harmonious with the character of Downtown.

- **Policy LU-11.1: Unique Mixed Use.** Encourage multiple uses Downtown. This includes offices, services, and government uses as well as retail, restaurants, entertainment, and night life, mixed with a diversity of residential housing types.
- **Policy LU-11.2: Downtown Neighborhoods.** Encourage a balanced mix of complementary and support land uses in surrounding neighborhoods, with a predominantly residential land use character.
 - **Policy LU-11.2.1: Housing.** Add higher density, multi-family housing, such as townhouses, within and adjacent to the Downtown that will help support desired uses and amenities. Provide housing to serve a diverse population, including senior housing, and special niche housing markets.
 - **Policy LU-11.2.2: Revitalize Adjacent Areas.** Revitalize areas adjacent to the Downtown core, including the reclamation and redevelopment of brownfield sites, new housing investment, and maintenance and preservation of existing building stock.
- **Policy LU-11.3: Pedestrian Friendly.** Provide an appealing pedestrian-friendly landscape and streetscape environment.
 - **Policy LU-11.3.1:** Downtown should be pedestrian-oriented with shaded, wide sidewalks, seating opportunities, on-street parking, public open spaces, and other traffic calming features.
 - **Policy LU-11.3.2:** Make Downtown more pedestrian-friendly through implementation of a coordinated streetscape plan and other improvements such as wayfinding signage.
- **Policy LU-11.4: Public/Private Partnerships.** Establish public/private partnerships in an effort to initiate revitalization projects and leverage public resources to spur private sector investment.
 - **Policy LU-11.4.1: Receive Top Priority.** To achieve stated goals, Downtown should receive priority for land use, streetscape, and urban design improvements to promote transition to a mixed-use commercial center.
 - **Policy LU-11.4.2: Destination for Civic and Community Events.** Promote the Downtown as a memorable destination for civic and community events. Provide community gathering spaces Downtown, such as the farmers’ market pavilion and a new civic square.
- **Policy LU-11.5: Maintain and Upgrade Aging Infrastructure.** Maintain and upgrade aging infrastructure in the Downtown where possible, particularly in conjunction with new infill and redevelopment projects, and where adequate infrastructure is currently lacking.
- **Policy LU-11.6: Downtown Parking.** Provide Downtown parking in a manner that accommodates redevelopment, higher residential densities, and increased pedestrian activity. Consider investment in a Downtown Parking Analysis to accommodate long-term growth.
- **Policy LU-11.7: Property Maintenance.** Continue to require owners of all properties to maintain their property in accordance with all applicable laws and City ordinances. Encourage the use of sustainable design and materials to improve the overall efficiency, durability, and longevity of original Downtown structures.

Policy LU-12: Promote housing choices for all ages and life stages for existing and future population needs.

- **Policy LU-12.1: Target Townhouse Development.** Encourage and target placement of townhouse development near Downtown and Centers and along corridors to create activity areas that add to the community's quality of life.
- **Policy LU-12.2: Balance Housing Mix.** Achieve a balanced mix of residential and non-residential development throughout the City.
- **Policy LU-12.3: Promote "Downtown".** The City should promote development of "Downtown" as the primary activity center for a mix of uses including housing, retail, finance, culture, and government.

ECONOMIC DEVELOPMENT POLICIES

Economic development plays a vital role in improving the quality of life of the City. To encourage economic development opportunities, Warrenton should encourage private investment within the community, provide employment that offers quality jobs, provide employment centers and improve the quality of life for its' citizens. Warrenton recognizes that a healthy local economy is vital to the community's ability to provide a highly desirable quality of life, and high levels of services and amenities.

Policy ED-1: Utilize Warrenton's strengths of affordability, access, family-friendly environment, and other quality of life amenities as a tool to attract quality jobs.

- **Policy ED-1.1: Economic Partnership.** Support the efforts of public and private organizations to diversify the local economy and pursue partnerships among the public, private and nonprofit sectors. Encourage industries and businesses to establish job partnerships with educational institutions and other economic development organizations.
- **Policy ED-1.2: Economic Programs and Strategies.** Support economic vitality programs and strategies that foster innovation, enhance competitiveness and expand markets.
- **Policy ED-1.3: Targeted Industries.** Promote Warrenton as an ideal place for desirable new industries, especially those that would diversify the employment base, reflect the labor force capabilities of the community, and complement Warrenton's high quality of life.
- **Policy ED-1.4: Support for Local Business.** Support the retention, expansion and entrepreneurial activities of existing local businesses and maintain a positive business climate. Promote local shopping and local lodging as a means to support the community's economy.
- **Policy ED-1.5: New Businesses.** Build upon existing economic strengths to encourage new spin-off and start-up Businesses

Best Practice : Small Business / Start -up Incubator

Santa Fe, NM

The Santa Fe Business Incubator is a not-for-profit economic development organization and an entrepreneurial leader that provides a supportive environment for growing a business in a wide range of industries. It offers office, lab, and light manufacturing space with affordable short-term leases, plus onsite business workshops and seminars and access to the skill and support of its professional staff and experienced business advisors from the community. Client companies receive exposure to best practices and enhanced financial networks, leading to faster growth and greater business success. Participants benefit from shared services and facilities, minimizing overhead costs and allowing valuable start-up capital to be used for expansion. Since the Santa Fe Business Incubator opened its doors in 1997, it has helped launch and grow more than 70 businesses.

Reference: <http://www.sfbfi.net/>

Policy ED-2: Achieve a balanced mix of commercial and residential development to promote fiscal sustainability and ensure that tax revenues are sufficient to support public services provided to the residents of Warrenton.

- **Policy ED-2.1: Balance of Jobs and Housing.** Use the Future Land Use Map, zoning and other tools to ensure that there is an adequate supply of residential, employment and commercial lands, in order to provide a sustainable balance of jobs and housing in the community.

Policy ED-3: Strengthen and reinvest in existing commercial and industrial “Districts” in order to create greater vitality and ensure a stronger economy.

- **Policy ED-3.1: Reinvestment in Existing Commercial and Industrial Areas.** Cooperate with the private sector to foster the revitalization of existing commercial and industrial areas in order to create greater vitality.
- **Policy ED-3.2: Evaluate Retail Supply and Demand.** To inform decision-making, evaluate retail supply and demand and planned retail locations to ensure that new commercial and retail development can draw from an adequate market, rather than being too far ahead of demand.
- **Policy ED-3.3: Promote Clean Industries.** Encourage the establishment of District clean industries that have little or no negative impact on the area’s environment.
- **Policy ED-3.4: Encourage Commercial Development Downtown.** Consider land use policies that favor retail and commercial development in Downtown and that enable Downtown to be competitive with new development in more peripheral locations.
- **Policy ED-3.5: Target District Placement.** Promote opportunities for District development in locations served by existing infrastructure when appropriate design elements or land use transitions of lower intensity land uses can be utilized to mitigate incompatible impacts on adjacent neighborhoods.

Community Livability

What makes a community livable? There is no single answer to that question. In a country as large as the United States—with such a wide range of geographic and climatic conditions and with a culturally and economically diverse population that is distributed so unevenly in terms of density—livability is best defined at the local level. Broadly speaking, a livable community recognizes its own unique identity and places a high value on the planning processes that help manage growth and change to maintain and enhance its community character. Livability 101: What Makes a Community Livable? is designed by the American Institute of Architects’ Center for Communities by Design to help public officials, and all others actively engaged in this civic dialogue, understand the basic elements of community design and take advantage of existing tools, strategies, and synergies at the policy, planning, and design levels so that their communities can reach their full potential in all respects.

<http://reconnectingamerica.org/resource-center/browse-research/2005/livability-101-what-makes-a-community-livable/>

NEIGHBORHOOD POLICIES

Neighborhood policies are intended to create residential neighborhoods that provide residents a place to live, work and play. They foster a sense of community and promote housing choices for residents of all ages and incomes.

Policy NH-1: Maintain the health and character of existing neighborhoods.

- **Policy NH-1.1: Provide Transitions.** Design infill and redevelopment to avoid negative impacts and ensure compatibility and appropriate transitions between land uses.
- **Policy NH-1.2: Mitigate Impacts.** Protect the character and livability of established residential neighborhoods by minimizing spill-over impacts from adjacent commercial areas and incremental expansion of business activities into residential areas.
- **Policy NH-1.3: Housing Rehab.** Improve and maintain the quality of existing housing stock through public and private sector investment and contribution to housing rehabilitation. Support community organizations and activities that encourage and provide housing rehabilitation and neighborhood improvements.
- **Policy NH-1.4: Housing & Property Maintenance.** Ensure that housing meets all applicable zoning and building code requirements. Continue to support adopted exterior building maintenance standards ensuring the up-keep of existing neighborhoods.
- **Policy NH-1.5: Rental Housing.** Continue to seek creative solutions to protect and promote the public health of all citizens, and to encourage owners and occupants of rental properties to maintain and improve the quality of rental housing within the community.
- **Policy NH-1.6: Compatible Infill.** Encourage infill housing in older residential neighborhoods that is compatible with the bulk, height, scale and density of surrounding properties.

Policy HN-2: Support housing development and redevelopment that includes a variety of housing types and opportunities to enable a wide range of economic levels, age groups, and lifestyles to live within a community.

- **Policy NH-2.1: Housing Choices.** Encourage residential development that supports the full range of housing needs by ensuring that a variety of housing types, prices and styles are created and maintained.
- **Policy HN-2.2: Senior Housing.** Address the housing needs of an aging population. Provide neighborhoods with a variety of housing types and prices that meet the particular needs of seniors and enable residents to "age in place."
- **Policy NH-2.3: Compatible Infill.** Promote compatible residential infill in a range of prices and products to accommodate changing family demographics and market. Medium and higher density areas should be designed with a scale and style compatible with existing residential uses.



Suburban Neighborhood.

Policy HN-3: Promote high quality residential design.

- **Policy HN-3.1: High Quality Architecture and Design.** Encourage economically reasonable efforts toward high quality architecture and urban design in residential development.
- **Policy HN-3.2: Public Spaces in Neighborhoods.** Create neighborhood areas that provide attractive public spaces, such as civic spaces, community centers, schools, parks, plazas, community gardens, and natural open space.
- **Policy HN-3.3: Walkable Neighborhoods.** Increase walkability by creating compact new neighborhoods, attractive destinations, and convenient direct routes.
- **Policy HN-3.4: Sustainable Design.** Integrate sustainable design and building practices into new housing construction and rehabilitation of existing housing.

Policy HN-4: Promote housing strategies to ensure an adequate supply of housing at all price ranges.

- **Policy HN-4.1: Affordable Housing.** Pursue strategies to meet the community's affordable housing needs, including housing options within the financial means of service workers, new professionals, seniors, students, and low income residents.
- **Policy HN-4.2: Move-Up and Executive Housing.** Encourage housing products that will meet the needs and preferences of residents at different stages of life.

Policy NH-5: New neighborhoods should be an integral part of the broader community.

- **Policy HN-5.1: Complete Neighborhoods.** Encourage a "complete" neighborhood concept for new development which includes a variety of residential densities on appropriately sized parcels, opportunities for shopping, nearby support services and conveniently-sited public facilities, including roads, and pedestrian connections, parks, libraries and schools.
 - **Policy NH-5.1.1: Promote Walking.** The size, layout, and design of neighborhoods should make them conducive to walking, with all residences sharing the sidewalk, trails, street system, and area parks.
 - **Policy NH-5.1.2: Access to Facilities.** New community facilities such as schools or parks should be encouraged to locate within or immediately adjacent to residential areas and linked with sidewalks to promote walking.
 - **Policy NH-5.1.3: Promote Green Elements.** Small parks, greenways, preserved and restored natural areas and other outdoor spaces should be considered elements of existing and future neighborhoods.
- **Policy NH-5.2: Contiguous Development.** To the extent practical, new neighborhoods should be contiguous to existing residential development, and isolated sub-divisions should be avoided.

TRANSPORTATION POLICIES

A community must be accessible to people of all ages and abilities through a variety of transportation modes to sustain its economic position in the area. Promoting the development of an effective and efficient transportation system will provide greater opportunities for residents and visitors to move throughout the community, while sustaining the small town atmosphere that gives Warrenton its identity.

Policy T-1: Provide a “just right” roadway system that manages traffic congestion, provides clear alternative routes, that is well maintained, and is of a minimum size to serve projected uses and intensity of development.

Policy T-2: Develop a city-wide Transportation Master Plan for design and implementation of a transportation network to better leverage connections and meet the needs of users.

- **Policy T-2.1: Projected Traffic Volumes.** Improve and maintain the existing street network to accommodate projected traffic volumes.
- **Policy T-2.2: Street Hierarchy.** Establish a street classification hierarchy, which identifies the function of all streets and intersections and ensures development of an efficient street system by proactively planning to preserve future rights-of-way through dedication or acquisition.
- **Policy T-2.3: Level of Service.** Adopt and refine level of service standards to encourage use of alternative modes of transportation while meeting state requirements.
- **Policy T-2.4: Access Standards.** Implement access control standards to increase efficiency and safety and adopt access management guidelines to reduce conflict between highway traffic and adjacent land uses.
- **Policy T-2.5: Identify Alignments.** Identify roadway alignments and necessary right-of-way, and require, if appropriate, rights-of-way to be set aside for new development.
- **Policy T-2.6: Preserve Rural Character & Small Town Feel.** Preserve rural character and small town feel of roads by avoiding unnecessary capacity expansions and minimize traffic through fringe or rural areas by promoting targeted growth areas.
- **Policy T-2.7: Roadway Design Strategy.** Investigate development of a roadway design strategy that achieves the above stated goals, service standards and enhances design character to serve future land use through development of alternative roadway sections.
- **Policy T-2.8: Stormwater Opportunities.** Coordinate roadway development with regional stormwater efforts, including detention facilities to provide multi-benefit opportunities.
- **Policy T-2.9: Context-Sensitive Transportation Design.** Design transportation improvements with consideration to the context or setting of individual project circumstances allowing flexibility in applying the City's design criteria to safely support vehicles, bikes and pedestrians.

Best Practice : Complete Streets Policies

In the U.S., 28 percent of all trips are less than a mile. While many people are willing to walk or bike short distances, there are few places where it is safe and enjoyable. Complete streets seek to remedy this situation by making it safe and inviting for all users to share public roads. Complete streets should accommodate, but also encourage people to use alternative modes of transportation. The complete street movement is growing as cities and states across the nation adopt policies and design guidelines. The National Complete Street Coalition provides resources including model state legislation. A policy must routinely “design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation.” Cities and states are adopting legislation and design guidelines for streets. There is no one-size fits all design. Each street will vary based on the local context and need. In this Portland, Oregon, image, buses, cars, bicyclists, and pedestrians are safely accommodated.

Reference: National Complete Street Coalition; Complete Streets in NJ, Alan M. Voorhees Transportation Center at Rutgers University, August 2010. www.njbikeped.org;

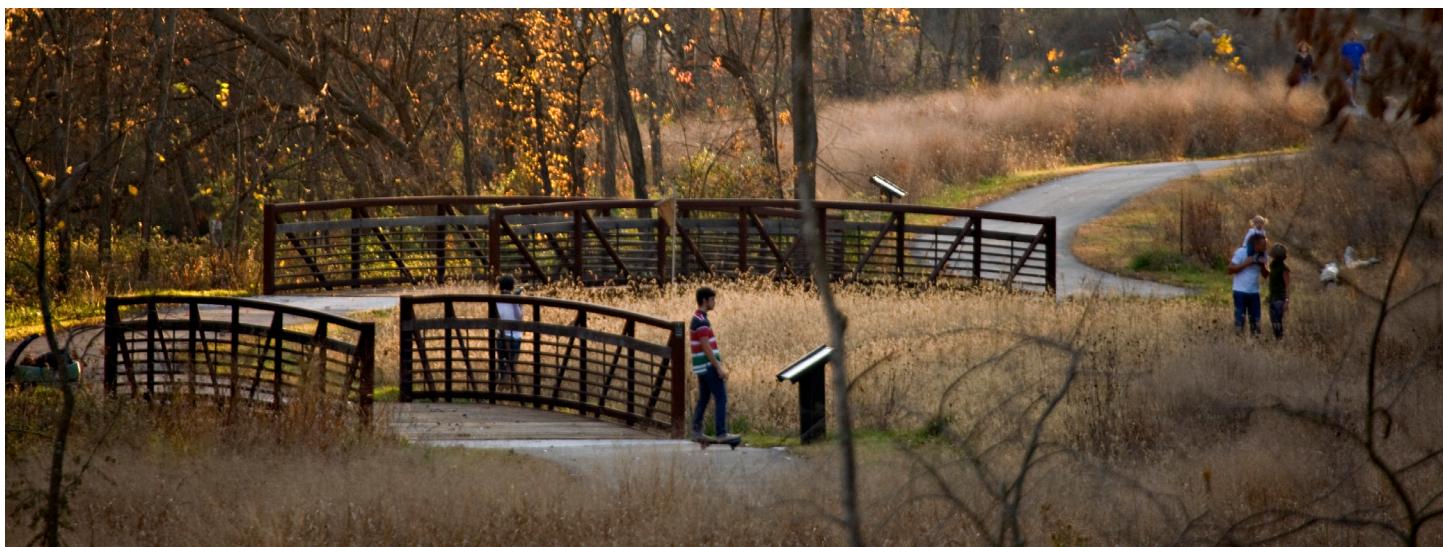
- **Policy T-2.10: Protect Neighborhood Livability.** The transportation system should serve regional trips, discourage diversion of pass-through traffic into neighborhood collectors and local streets, and minimize traffic volumes on neighborhood collector and local streets, while encouraging neighborhood connectivity.
- **Policy T-2.11: Mitigate Roadway Impacts.** Seek to mitigate potential impacts on noise and air pollution, public safety hazards and aesthetics through appropriate traffic control, facility design, and design on both public and private property adjacent to the transportation facility.
- **Policy T-2.12: Truck Routes.** Minimize truck traffic on local streets outside of industrial areas.

Policy T-3: Create an overall transportation system that unites the various parts of the community and establishes north-south connections to link areas north of I-70 with areas south of I-70.

- **Policy T-3.1: New Interchange.** Pursue construction of a new interchange at I-70 and MM as a top priority of the City.
- **Policy T-3.2: Highway 47.** Enhance Highway 47 to make it conform to higher standards than are usually applied to traditional roadways. Goals for the Highway include be safe, more functional, manage access, more efficient to support adjacent uses, enhance urban design character, more appealing to pedestrians and bicyclist, and greener.

Policy T-4: Explore alternative techniques or modes of travel that would serve the existing and future demand or result in travel demand reduction.

- **Policy T-4.1: Complete Streets.** Explore integration of Complete Streets infrastructure, landscape and design features strategically into street design and construction to create safe and inviting environments for all users to walk, bicycle, and for future public transportation.
- **Policy T-4.2: Connections.** Enhance sidewalk and trail connections citywide to connect neighborhoods, and to provide better connectivity.
- **Policy T-4.3: Proactive Planning.** Develop a long-term plan for a bicycle and pedestrian/trails network in strategic locations to better leverage connections and meet the needs of users.



Open Space and Trails Network.

PARKS, TRAILS & RECREATION POLICIES

Parks, trails and recreation are essential elements to a community's quality of life. A well-planned parks and recreation system enriches people's lives and helps to attract new residents and businesses by positively impacting community character, real estate values and land development patterns.

Policy PTR-1: Provide and maintain a diverse, high-quality, safe and affordable system of parks, trails and recreational facilities that provides for all ages and abilities.

- **PTR-1.1: Parks and Recreation.** Park facilities and services of the City or other service entities will provide an adequate range of recreational opportunities for residents. Such facilities and services will be designed in a manner that responds to the needs of the intended users. City park and recreation facilities will provide a variety of park environments, amenities and recreational resources for residents and visitors.
- **PTR-1.2: Parkland Acquisition Programs.** Create and expand programs to acquire additional acres needed for all parks. Establish and apply criteria to provide adequate parkland.
- **PTR-1.3 Park Maintenance Methods.** Investigate alternative methods for maintaining all parks, and identify maintenance costs when acquiring parkland.
- **PTR-1.4: Coordination with School Districts.** Work with the School Districts to coordinate the provision of both active and passive recreational opportunities.
- **PTR-1.5: Green Solutions.** Coordinate park development with area stormwater efforts, including detention facilities to provide linear parks and recreation opportunities. Investigate the use of green solutions at park facilities, including construction of infrastructure and facility improvements, operations of facilities, and preservation of streamways and other hydrologic systems.

Policy PTR-2: Provide a system of interconnected trails that connects to neighborhoods and services.

- **PTR-2.1 Trails Network.** Coordinate with private landowners in trail system planning, construction, management and maintenance. Where compatible with environmental protection goals and conservation easement agreements, trail connections will be developed to enhance the overall functioning of the trails network.
- **PTR-2.2: Corridor Acquisition.** Where appropriate, the City should continue to acquire parcels of land, rights-of-way or easements to provide connections between public lands.
- **PTR-2.3: Maximize Health and Safety.** The City's trail system should be designed to maximize safety and convenience for users of all ages and abilities by providing recreation, health, and fitness opportunities for all residents. Grade separation should be provided wherever feasible.
- **PTR-2.4: Incorporate Trails in Development.** Utilize the design review process for private development and public improvements to improve bicycle and pedestrian linkages to new development during the planning and design of all projects.
- **PTR-2.5: Prioritize Trail Connections.** Prioritize key links which, when constructed, improve connectivity for both roadway and trail systems.
- **PTR-2.6: Connect Activity Centers with Trails.** Pedestrian and bikeway paths should provide links and regional path connections between residential and employment areas, commercial centers, recreational and open space areas and educational facilities.



INFRASTRUCTURE POLICIES

Public facilities and infrastructure are an important foundation for quality of life in Warrenton. Efficient public facilities are vital to most daily activities and require regular maintenance and upgrading both to meet the demands of a growing population and to be sensitive to environmental resources. The quality and availability of these services influence the type, timing and density of development in the future.

Policy I-1: Safeguard public health, well-being, and prosperity by providing and maintaining facilities that enable the community to live in balance with the natural environment.



Policy I-2: Maintain infrastructure at a pace that supports the population growth and at a rate that allows the City to provide sufficient services without a financial burden.

- **Policy I-2.1: Leverage Existing Facilities.** Support development which utilizes existing facilities and which minimizes the need for additional public facilities.
- **Policy I-2.2: Compact Development Pattern.** Compact and denser development should help make the extension of utilities financially feasible. Where feasible, promote the maximum allowable densities within each land use category and educate the community on the effects of lower density development as not being cost supportive of City services.
- **Policy I-2.3: Evaluate Extensions.** Requests for extension of services to edge residential areas should be reevaluated regularly to determine whether rural residential areas can be served efficiently.
- **Policy I-2.4: Upgrade Facilities.** Identify areas where community facilities need upgrading, added capacity, or extensions. Priorities should be established according to need and recommendations of the Plan, and provided for as feasible in a new Capital Improvements Program.
- **Policy I-2.5: Prioritize Future Improvements.** Phase the extension of utilities into new drainage basins based on projected plans and level of demand. Identify and prioritize future sanitary sewer improvements through any future Capital Improvements Program.

Policy I-3: Develop a comprehensive approach for stormwater management to increase water "quality" and to reduce stormwater runoff "quantity."

- **Policy I-3.1: Stormwater Best Practices.** Develop Best Management Practices (BMP) design criteria for how and when to use BMP techniques as a method of managing rainfall at the source.
- **Policy I-3.2: Multi-benefits.** Construct multiple-benefit "green" detention basins, including wet and dry extended detention basins and stormwater wetlands.



Policy I-4: Coordinate with federal, state, regional, and county authorities for maintenance and enhancement of the public water supply.

Policy I-5: Coordinate with federal, state, regional, and county authorities for maintenance and enhancement of the public sanitary sewer system.

Policy I-6: Maintain adequate police and fire services, identify, and reserve sites for future public safety services.

Infrastructure Best Management Practices.