

Berryville Area Development Authority

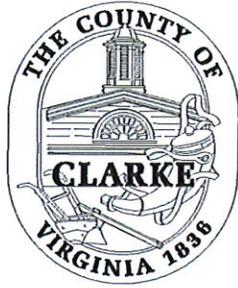
AGENDA

Wednesday, October 25, 2023 - 5:00 p.m.

**Berryville – Clarke County Government Center Main Meeting Room
Chalmers Court – Berryville, Virginia**

1. Call to Order – Allen Kitselman, chair
2. Approval of Agenda
3. Approval of Minutes – August 2, 2023
4. Review of Southeast Collector Study - Berryville Area Plan (BAP) update
5. Other
6. Adjourn

Next meeting to be determined by Authority members



BERRYVILLE AREA DEVELOPMENT AUTHORITY
MINUTES - REGULAR MEETING DRAFT
Wednesday, August 2, 2023 at 6:00PM
Berryville-Clarke County Government Center – Main Meeting Room
101 Chalmers Court – Berryville, Virginia

A meeting of the Berryville Area Development Authority (BADA) was held on Wednesday, August 2, 2023.

ATTENDANCE

Authority Members Present: Diane Harrison; John Hudson; Allen Kitselman (chair); George L. Ohrstrom, II (vice chair); Kathy Smart; David Weiss

Authority Members Absent: none

Staff Present: Christy Dunkle, Berryville Community Development Director; Brandon Stidham, County Planning Director

Chair Kitselman called the meeting to order at 6:00PM.

APPROVAL OF AGENDA

The Authority voted 6-0-0 to approve the agenda as presented.

Yes: Harrison, Hudson (moved), Kitselman, Ohrstrom (seconded), Smart, Weiss

No: None

Absent: None

APPROVAL OF MINUTES

The Authority voted 6-0-0 to approve the minutes of the February 22, 2023 meeting as presented.

Yes: Harrison (seconded), Hudson, Kitselman, Ohrstrom, Smart (moved), Weiss

No: None

Abstain: None

Absent: None

REVIEW OF PROPOSED WORK PLAN

Mr. Stidham reviewed the draft work plan with Authority members. He said that at the end of the meeting, staff will have sufficient direction to compile the topics for the six proposed work sessions. He said the first

four topics are big picture policy discussions and topics five and six are topics that are specific to the plan. He said the discussion this evening will be the goals and objectives section with the southeast collector being discussed at the next work session.

Mr. Stidham reviewed policies concerning housing types, current densities, and affordable housing as well as water and sewer capacities. He said the sub-area descriptions should be discussed and referenced the removal of several sub-areas during the last update. He said evaluation of the future potential growth areas should also occur during this review. Mr. Stidham said staff will be updating demographic and statistical data and text in the Plan during the process.

Mr. Stidham said that once the draft update is completed, Authority members will provide direction on modifications to the document. He said the final draft would then be presented to the public at informal meetings for comment and a public hearing would be held.

Vice Chair Ohrstrom asked about the order of the work sessions. Mr. Stidham said the order is fluid and may change through the process.

Mr. Stidham began the review of the goals. There was a discussion about residential and commercial broadband applications and current available technology. Vice Chair Ohrstrom said it is a good goal to streamline the document.

Mr. Stidham reviewed objectives under the environment section. There was a discussion about stormwater management and the process under the purview of the Virginia Department of Environmental Quality. There was a discussion about the purchase of nutrient credits; preserving open space; and buffers. Mr. Stidham identified modifications to the existing policies in the environment section and reviewed cluster development policies.

Mr. Stidham discussed proposed changes to the transportation section of the Plan. There was a discussion about traffic calming and wayfinding signage that is currently being implemented by the Town. Mr. Stidham discussed reimbursement funds from VDOT to the Town to maintain the secondary street network. He said new subdivision streets should be designed to assure that they will not create maintenance issues for the Town that would be cost prohibitive. Mr. Stidham discussed transportation impact analyses and other studies that may be requested through the development process.

Mr. Stidham discussed the new construction of phased residential developments. He said this policy issue would specifically address concerns with the Friant property. He said the primary entrance would be through the Audley property but will also connect through an existing subdivision street. He said we will want them to open the primary entrance to avoid issues with the existing neighborhoods. He added that this access would be beneficial to the community should there be an economic downturn and resulting in the developer ceasing construction.

Mr. Stidham discussed the housing policies. There was a discussion about design review. Mr. Stidham referenced historic district design standards in reference to housing, adding that quality design is the goal. There was a discussion about the ability to proffer design standards. He discussed affordable and flexible housing types. There was a discussion about including affordable housing and increases in density. Mrs. Harrison said there needs to be additional rental units available and that workforce housing is needed for residents to be able to live and work here. Mr. Hudson discussed housing for specific age groups. There was a discussion about younger people, those over 55 years old, and others. Ms. Harrison said the Town

got rid of the older person zoning and said we had plenty of senior housing. Mr. Weiss said these items are something for the developer to consider.

Mr. Stidham discussed the land use section. He discussed housing, transition and in-fill, and adaptive reuse as options that should be considered. He said policies were modified to remove redundancy. There was a discussion about the meaning of blight.

Mr. Stidham addressed public services and facilities. He said a portion of the section included items in capital improvement plans. There was a discussion of participation in the water supply planning and the removal of this portion from the previous draft. Mr. Stidham said the urban design section has been removed. He explained the historic district overlay district and the fact that once the property has been annexed, this overlay is not applicable.

Mr. Stidham said that implementation was the new section seven. Mr. Weiss referenced the economic development section and discussed potential areas of expansion adjacent to the Clarke County Business Park. He asked if this was redundant now. Mr. Stidham said it should be included.

Mr. Stidham said policy number five includes language added about complementary ordinances.

Mr. Stidham said staff added a new section to provide guidance and describe the process by which new annexation areas are established. He said this was a first draft of this section. He described new items including how land may be annexed into the Town and future amendments to the Annexation Agreement. Vice Chair Ohrstrom discussed a lack of communications between other localities. He asked if there was any point to address this in case the localities disagree. Mr. Stidham said discussion between the localities is important in order to not get blindsided. Ms. Dunkle said this was the intention of the BADA and to keep discussions going between the localities. Mr. Hudson said the bottom line is for the Town and County to agree on things.

Chair Kitselman said it was a good time to segue to a discussion about the southeast collector road which is important and essential to the Town's collector road system. He asked that a meaningful discussion take place but thinks the County has been moving away from that effort. He added that the Town sees this as essential. Chair Kitselman suggested discussing the County's concerns. He said in his time with the Town, this is the one thing that may cause static between the localities. He said discussing this topic at the meeting would help each other understand each other's reasoning.

Mr. Stidham responded by saying he does not envision this as an awful idea, adding there are a number of hurdles that need to be overcome to continue the vision of development of the Smallwood property. He said the Prime AE study had a limited scope and it had two objectives. He said the first was to get a clear answer from Norfolk Southern as to whether the at-grade crossing originally planned would be allowed, adding that it was clear from the report that it would not be permitted. The second was to identify alternative routes. He added that scoping out alternatives was the bulk of the report, however the study did not go beyond the study area to the endpoints of the segments identified in the plan. He said they addressed the business park and Smallwood Lane to 340, but little beyond that point. He added that there is direct access from the collector road to 340 at the perimeter of Town and will go around the outer edge of Town with direct access to East Main Street. Mr. Stidham said his concern for a long time, which was beyond Prime AE's scope in the study, is the creation of an eastern by-pass for all north bound traffic on 340 to go on this roadway to go east over the mountain. He asked if GPS routing would send everyone this way. He said that could change the character and intention of the road as far as conveying local traffic. He said

traffic on this road could end up like other collector roads in Town conveying significant amounts of pass-through traffic.

Mr. Stidham said the hurdle is figuring out how other local streets including Jack Enders Boulevard, East Main Street, and Harry Byrd Highway would be impacted. He said those streets should be studied for expansion, if the capacity is sufficient, and if the road is going to create a constant stream of traffic that will change the character.

Mr. Stidham said the more practical hurdle is funding the project. He said there may or may not be a development project or group of developers willing to invest in building the collector road. He said our only option would be to go through the state's Smart Scale process. He said in order to get that funding, there is an elaborate scoring mechanism. He said to be the most competitive project, the project must be identified in the comprehensive plan, the property impacted must be zoned for business, and have an approved site development plan that is almost shovel-ready in place. He added there is a lot of investment that we would need to spend up front in order for us to be eligible to access funds. He said once you get the grant approved, it is several years out before construction could begin. He added that if there are developers interested, they are not going to wait around for the funding to become available to build the road, and would likely want a partnership with local governments.

Mr. Stidham said other personal concerns he has include the planning-level cost identified in the study of the intersection at US 340 and Smallwood Lane, and potential impacts to the conservation easement property to the south and Tripp's located on the northeast quadrant of the intersection. He added that there is little room for an intersection. He said that conveying truck traffic onto 340, as opposed to going through downtown streets, is not a bad concept. He asked how do you get there in the most realistic and cost-effective manner given our state of being able to attract development that could pay for the road.

Mr. Hudson asked about options for extending across the railroad tracks including under or over the tracks and whether Norfolk Southern would entertain any alternatives. There was a discussion about the costs involved and the alignment of the track. Mr. Stidham said the upgrade of the crossing at Smallwood Lane and US 340 is doable, but the VDOT shop and a house are in this location.

Mr. Weiss said that Mr. Stidham summarized the concerns and the Board of Supervisors has taken the information into consideration and feel it is not a feasible project, not that they are opposed to it. He said the County isn't going to pay for it. Chair Kitselman said it was not going to happen next year but on a 20-year horizon. Mr. Weiss said that is not how it has been presented. There was a discussion about the timing of development. Chair Kitselman said looking at expanding the annexation area is under consideration. Mr. Weiss said in the Board's view, you cannot get across the railroad tracks in a feasible manner at the Smallwood crossing. Chair Kitselman said the owners of the business park lots were told they would have access to 340. Mr. Weiss reiterated that they do not believe development of a road is feasible. Chair Kitselman said he wanted to discuss the matter ahead of the next meeting to have a serious discussion next time.

Mr. Stidham suggested that at the end of the next meeting, challenges are determined and discussed as a starting point. He said that would give the Authority an idea of the timeframe. Vice Chair Ohrstrom said he did not know anything about the crossing at Smallwood Lane. Mr. Hudson asked if there are any options. Ms. Smart said Brandon's idea is a good one and that we have to talk with each other. Mr. Stidham said we need to find common ground. Mr. Hudson discussed plans for future access with property owners. Mr. Stidham discussed the strip of land the County owns across the railroad tracks below South Church Street.

He said over the years, there was no drive to get the answers from the railroad on paper. There was a discussion about the conversation with Norfolk Southern regarding construction cost, and process to create an at-grade crossing. There was a discussion about the alignment and size of the road. Mr. Stidham said the size would probably be the same size as the existing collector roads in Town but questioned whether it would be sufficient in size. He said the Board concerns are issues of getting traffic out on Jack Enders Boulevard to the Route 7 Bypass. Mr. Weiss said gridlock would result by accessing a property that is in a hole. He said the County will not buy the property and develop it again.

Ms. Harrison discussed the nature of the business park and said there are currently issues with tractor trailer traffic being directed by GPS to South Church Street, adding that it is only going to get worse. Chair Kitselman said the Town has been working toward that goal and if our partner is going to 86 it, we need to know. He said he has heard their reasoning.

OTHER BUSINESS

There was a discussion about scheduling the next meeting. Due to members' schedules, it was determined that staff would forward a schedule of alternate dates to members.

ADJOURN

There being no further business, Mr. Hudson moved to adjourn the meeting at 7:19 p.m.

Allen Kitselman, Chair

Christy Dunkle, Clerk

Berryville Area Development Authority Agenda Item Report Summary

October 25, 2023

Item Title

Southeast Collector Study – Berryville Plan Update

Prepared By

Christy Dunkle

Background/History/General Information

Jack Enders Boulevard was intended to connect to US 340 via an at-grade crossing at the Norfolk and Southern railroad tracks. When this did not occur, a study was funded by both localities to determine the best way to complete the road network. Beginning in 2019, Town and County staff worked with consultant AE Prime to determine options to complete the collector road system in the Town.

The executive summary of the SE Collector Study is included in this report. The full study can be reviewed at this link: <https://www.berryvilleva.gov/DocumentCenter/View/994/Southeast-Collector-Study>

It should be noted that average daily trip statistics included in the SE Collector Study were collected during COVID and should be updated.

This staff report addresses transportation-related items in the Berryville Area Plan and includes specific portions of the plan for reference and discussion. The full BAP is available at this link: <https://www.berryvilleva.gov/DocumentCenter/View/351/2015-Berryville-Area-Plan->

Findings/Current Activity

Road classifications are typically grouped in four categories: freeway systems, arterial systems, collector street systems, and local street systems. Local arterials include US 340 and the Route 7 Bypass. The collector street system includes Mosby Boulevard, Hermitage Boulevard, First Street/Fairfax Street, and Jack Enders Boulevard. The latter is the last remaining road intended to connect to the arterial network.

Chapter I - Introduction

Transportation Network

(pages I-7 – I-11; Map 1 Berryville Streets and Sidewalks/Trail Network; and Map 8 Transportation Improvement Projects)

This section of the updated BAP describes the public road system and bike/pedestrian routes. Project #5 Fairfax Street extension, was opened in 2021.

Priority transportation improvement projects include the following:

1. Route 7 Business (West Main Street) from Harry Byrd Highway to Hermitage Boulevard
2. Route 7 Business (East Main Street) from Harry Byrd Highway to the Norfolk and Southern railroad crossing
3. Park and Ride Lot, Harry Byrd Highway near the intersection of Route 7 Business

Discussion should take place at the meeting about the priorities of the proposed improvements and the SE Collector Study as it relates to these projects. The County has identified modifications to the 0.00 priorities which staff will discuss at the meeting.

Chapter II – Berryville Area Plan Sub-Areas

Sub-Areas 19 - 23

(Pages II-30 – 36; Map 4 – Berryville Area Plan Land Uses (2015))

Descriptions of sub-areas in close proximity of the SE Collector Study area are included for review and discussion.

Chapter III – Goals, Objectives, and Policies

Transportation

(pages III-3 – III-5)

This section identifies transportation goals and objectives established in the 2015 update.

Chapter IV – Plan Implementation and Conclusion

Transportation Network

(pages IV 10-IV-15; Map 5 – Southern Potential Future Growth Area; Map 6 – Hermitage Southern Future Potential Growth Area; and Map 7 – Western Future Potential Growth Area)

This section of the BAP identifies existing conditions and future impacts. It also identifies three future potential growth areas and describes each in detail.

General Transportation Information

Truck Restrictions

The Town currently restricts through tractor-trailer traffic on the following roads:

- East Main Street from First Street west to the corporate limits (intersection of Harry Byrd Highway and West Main Street)
- Jackson Drive and Mosby Boulevard
- Hermitage Boulevard

Buckmarsh Street (US 340) is identified as the truck route through the Town.

Regional Growth

Regional growth has a great impact on commuters from and driving through Clarke County. It is anticipated that the population of Frederick County will increase by over 17% between 2020 and 2030 (SOURCES: U.S. Census Bureau, Weldon Cooper Center for Public Service). Commuter data from 2014 identified 29,079 out-commuters from Frederick County and 6,396 out-commuters from Clarke County (SOURCES: U.S. Census Bureau, OnTheMap Application, and LEHD Origin-Destination Employment Statistics, 2014). While remote working has affected commuting patterns, the number of commuters is likely to increase significantly over the next 10 years.

US 340 Lane Expansion

The following information is from the West Virginia Department of Highways website:

The West Virginia Department of Highways (WVDOH) and the Federal Highway Administration (FHWA) propose to improve the existing two-lane section of US 340 from the existing four-lane section just south of the state boundary in Clarke County, Virginia to the existing four-lane section of the Charles Town Bypass in Jefferson County, West Virginia. The project is included within the Hagerstown/Eastern Panhandle Metropolitan Planning Organization.

The project is being funded in its entirety by federal and state monies administered by the WVDOH. An Interstate Agreement between the West Virginia Department of Transportation, Division of Highways and the Commonwealth of Virginia and the Virginia Department of Transportation (VDOT) has been drafted to address the responsibilities with regard to construction, maintenance, and funding of the proposed US 340 Improvements. In general, it states that WVDOH will be the lead agency in the preparation of construction plans and related documents. It will be responsible for construction of the project including all construction inspection and material testing. Plans and documents related to the Virginia side of the state line will be subject to the review of VDOT. The two states will bear the cost of construction of the portion of the highway that lies in their respective states and will assume responsibilities for maintenance and repair upon completion and acceptance of the project. WVDOH will initially bear all the costs for the project and will invoice VDOT annually for a period of ten years for their share of the costs incurred by WVDOH after the project is successfully let and awarded.

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The completion of this project will create a four-lane roadway from I-81 in Martinsburg to Harry Byrd Highway and will result in increased trips through Clarke County and the Town of Berryville.

A Winchester Star article, dated July 20, 2023, indicated that construction that was anticipated to be completed by the end of 2025 has been delayed due to right-of-way acquisition issues in West Virginia.

Financial Considerations

The executive summary of the SE Collector Study identified cost estimates for construction of several road designs.

Schedule/Deadlines

N/A

Other Considerations

N/A

Recommendation

Discuss at the meeting.

Sample Motion

N/A

Attachments

- Executive summary, Southeast Collector Plan
- Memo from Brandon Stidham, including previous correspondence to the Board of Supervisors dated July 17, 2020, and a portion of the draft County Transportation Plan concerning priorities
- Berryville Area Plan content related to transportation



EXECUTIVE SUMMARY

April 24, 2020

PRIME AE Group, Inc.
 3975 Fair Ridge Drive
 Suite 455N
 Fairfax, VA 22033



Southeastern Collector Study



Executive Summary

Overview

The Town of Berryville and Clarke County, VA have long envisioned a Southeastern Collector to encourage expansion of the Clarke County Business Park. To determine how to best incorporate the existing roadway network, connect across the Norfolk Southern Rail Line and finance the collector, the Town of Berryville and Clarke County commissioned the *Southeastern Collector Transportation Study*.

Four concepts for the Southeastern Collector were developed by Town and County Staff. There are three general alternatives to extend Jack Enders Boulevard and the Business Park. The fourth concept is a combination of two other concepts. The four concepts are below:

1. Concept A. Extend Jack Enders Boulevard over NS railroad to US 340.
2. Concept B. Extend Jack Enders Boulevard to Smallwood Lane and improve Smallwood Lane to US 340.
3. Concept C. Extend Jack Enders Boulevard to US 340 and into Southern Potential Growth Area. This Concept is a combination of Concept A and D.
4. Concept D. New Road in Southern Potential Growth Area without a connection to Smallwood Lane.

See exhibits in appendix.

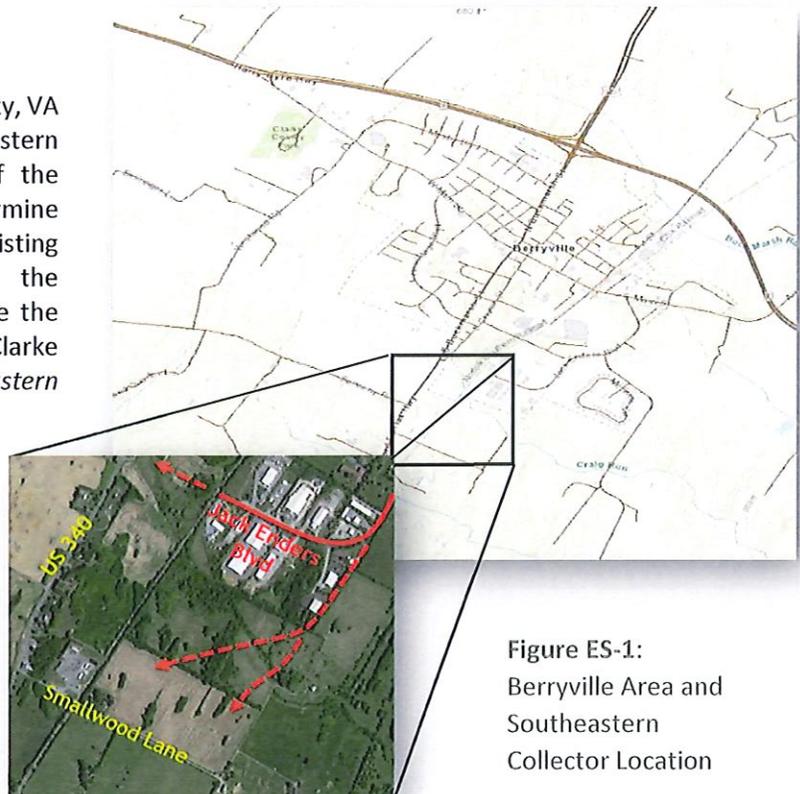


Figure ES-1:
Berryville Area and
Southeastern
Collector Location

Feasibility of New At-Grade Norfolk Southern Crossing

Although the Clarke County Business Park site plan shows an extension of Jack Enders Boulevard, the approval for a new-at-grade crossing is beyond the Town or County's control. As such, one of the objectives of this study is to determine the feasibility of a new crossing, and specifically of Concept A.

The feasibility of a new at-grade crossing depends on the answers to two key questions:

- 1) What would be necessary to obtain approval from Norfolk Southern for a new crossing?
- 2) Is the Jack Enders Boulevard extension the most optimal location for a new collector in the southeastern growth area?



Multiple conversations were held with Norfolk Southern staff. New, at grade crossings are not only highly discouraged, but also discouraged by Virginia State Statute¹. Two hypothetical scenarios were discussed with Norfolk Southern Staff to gage the feasibility of a new crossing. First, what if the Town closed two or more existing at grade crossings? Second, would Norfolk Southern be amenable if the Town created a new siding and rail related commercial area?

The Norfolk Southern staff were not amenable to these hypothetical scenarios. Norfolk Southern Staff cited Virginia State Statute, and current efforts to eliminate at grade crossings. Furthermore, the proposed location of the new at grade crossing for Concept A is located on a curve and has sight distance limitations for southbound trains and would be disruptive to local residents. Although Norfolk Southern staff were careful not to formally reject the proposed at grade crossing, they were very clear that it was not a realistic a concept².

To obtain approval of a new at grade crossing, Norfolk Southern requires a Concept Package be submitted³. Subsequent plans are normally reviewed by Norfolk Southern at the requester's expense. It is likely that the Town would need to enter into a Preliminary Engineering Agreement with Norfolk Southern and provide compensation to Norfolk Southern to continue applying the new at grade crossing.

The coordination with Norfolk Southern, research and analysis concluded:

1. The location of the new crossing for Concept A is not acceptable to Norfolk Southern. Even extraordinary efforts by the Town and County will be insufficient to overcome the general aversion to new at grade crossings, and especially in the proposed location.
2. The Town and County do not have existing crossings that can be eliminated to continue a dialog with Norfolk Southern. Nor does the Town and County have plans for major investment in a rail facility to make the new crossing part of a larger package.
3. To further pursue the new crossing for Concept A will require developing a Concept Package, and possibly enter into a Preliminary Engineering agreement with Norfolk Southern, and incur the expense of Norfolk Southern engineering reviews.
4. The location of Concept A is not superior to the other options. Concepts B and D create more developable property than Concept A. Concepts B and D have less wetland impacts than Concept A. Concept A's only advantage is lower construction cost.

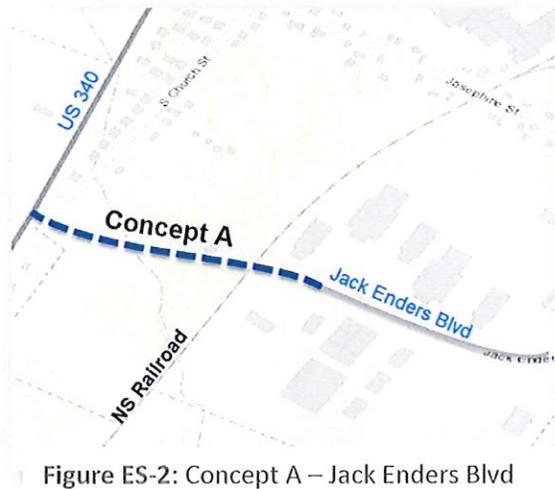


Figure ES-2: Concept A – Jack Enders Blvd Extended with new NS Railroad crossing.

¹ Va. Code Ann. § 56-363 (1996).

² Teleconference held June 19, 2019. Attendees from Norfolk Southern: Mr. Roger Bennett (NS Corp) and Mr. Scott Overbey (NS Corp).

³ Norfolk Southern Railway Company, Public Projects Manual, Rev 2; Section 4 page 3.

As such, the Study Team recommended that the Town and County discontinue consideration of Concept A as the proposed Southeastern Collector. Concept C is a combination of Concept A and Concept D; as such this concept is also eliminated.

Final Concepts Selected for Study

Concept B and Concept D were selected for further study. Within both concepts are two variations, resulting in four Concepts, shown in Figure ES-2 with a typical road profile in Figure ES-4. The northern Terminus is shown in Figure ES-5

1. Concept B1- Extend Jack Enders Boulevard into the Smallwood Property, perpendicular to Craig's Run and onto Smallwood Lane. Upgrade Smallwood Lane and Smallwood Lane's existing at grade crossing of Norfolk Southern RR.
2. Concept B2 – Similar to B1, however the roadway will run further east to take advantage of existing Smallwood Lane.
3. Concept D1 – Identical to B1, without the connection to Smallwood Lane. This alternative will not provide a crossing of Norfolk Southern for the expanded Business Park.
4. Concept D2 - Identical to B2, without the connection to Smallwood Lane. This alternative will not provide a crossing of Norfolk Southern for the expanded Business Park

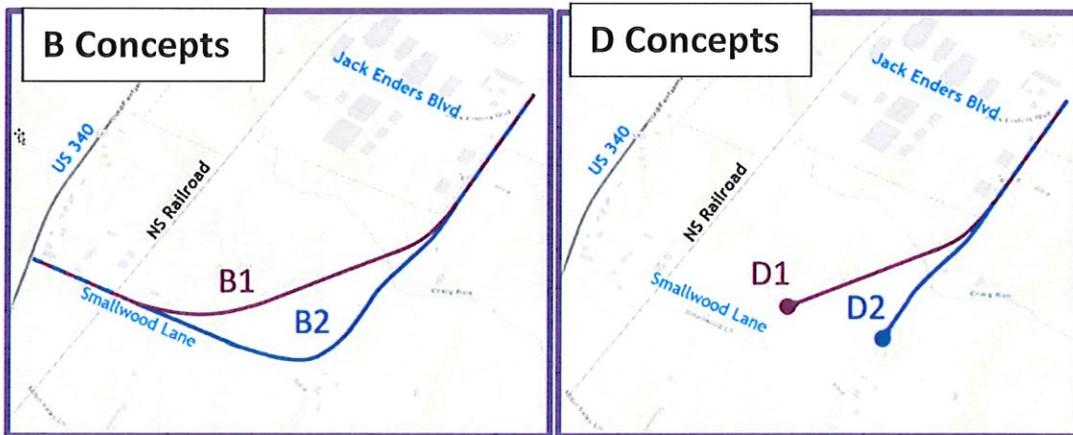


Figure ES-3: Concepts for Southeastern Collector

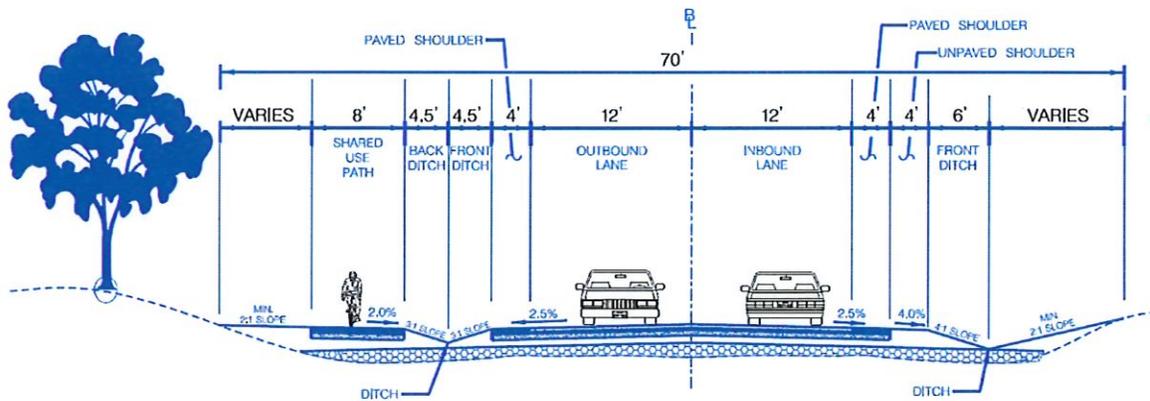


Figure ES-4: Typical Section of Southeastern Collector.

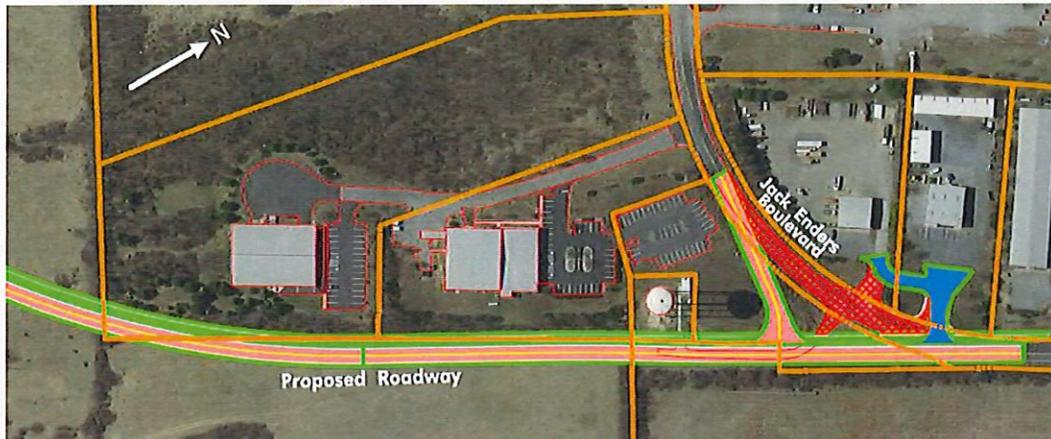


Figure ES-5: Southern Collector Northern Terminus

Changes in Travel Patterns

A microsimulation model of the Town was used to determine the changes in traffic patterns and changes in Level of Service at key intersections. The Land Use and Traffic Analysis found the following:

- The development associated with the Collector roadway is projected to be 500,000 square feet (SF) of light industrial. This development is projected to generate 340 vph *from* the area and 110 vph *to* the area (PM peak hour).
- The downtown Berryville Main Street Intersections are projected to have modest increases in traffic volume and intersection delay.
- Additional traffic from Concept D is expected to use local streets to avoid the center of Berryville. With Concept D nearly 200 vehicles during the PM peak hour are projected to divert away from the intersection of US 340 and Main Street.
- Concept B creates a route to bypass downtown Berryville. The model projects 130 vph to use Concept B as a bypass under normal conditions (PM peak hour).
- The traffic at the Jack Enders Boulevard / Main Street intersection will increase by 494 vph, over 60%, with Concept D. Current total volume is 812 vph.
- With Concept D additional capacity is needed at Jack Enders Boulevard and Main Street. A new signalized intersection with a dedicated westbound left turn lane and eastbound right turn lane will be necessary.
- Initially the negative impacts from Concept D will be manageable. A new signal at Jack Enders Boulevard will not be necessary until development is well underway.
- Traffic on Smallwood Lane will increase from 10 vph to 533 vph with Concept B. This will create the need for improvements to US 340 and, eventually, a new signal.



Environmental Impacts

Natural Environment – Both Concepts are largely located in farmland, as such impacts to habitat, forests, and endangered species are estimated to be minimal. The impacts will be limited to Craig’s Run, an intermittent stream which is surrounded by wetlands, and a freshwater forested wetland.

The B1 and D1 Concepts have the least impacts to wetlands. They were developed to have a clean, direct perpendicular crossing of Craig’s Run. Nonetheless the B2 and D2 Concepts are still estimated to impact only 1 acre of wetlands.

Historical Resources – The Concepts are not located near any state or federal registered historic properties. There are three structures impacted by Concepts B2 and D2 along Lindey Lane. These structures were determined by Clarke County to have some historic significance.

Project Costs

Table ES-1 summarizes the cost of each Concept. Concept D1 and D2 are less costly by virtue of terminating before Smallwood Lane.

Table ES-1 Comparative Costs (\$ thousands)				
	B1	B2	D1	D2
Construction Cost				
Mainline	\$8,130	\$7,950	\$5,280	\$4,820
Intersection Improvements	\$560	\$560	\$430	\$430
New Traffic Signals	\$600	\$600	\$540	\$540
At Grade Railroad Crossing	\$160	\$160	\$0	\$0
Subtotal Construction Cost⁴	\$9,460	\$9,280	\$6,250	\$5,790
ROW Cost	\$100	\$100	\$60	\$70
Total Cost	\$9,560	\$9,380	\$6,310	\$5,870

⁴ Construction cost per mile: B1 - \$9,080; B2 - \$8,670; D1 - \$10,310; D2 - \$10,200



Summary – Advantages and Disadvantages of Each Concept

Concept B1 – This Concept is the most expensive but provides the most benefit. The alignment splits the Smallwood Property providing a central roadway for the new business park. The additional connection to US 340 aids the flow of traffic from the new and existing business park.

The alignment also minimizes the impact to Craig’s Run and surrounding wetlands. However, it is the costliest Concept with an estimated cost of \$9.6 Million

Concept B2 – This Concept is a variation of B1 and uses existing Lindey Lane. Compared with B1 it is located on the edge of the Smallwood Property, and has a less direct crossing of Craig’s Run and increased environmental impacts. However, this Concept has the same traffic benefits as B1 and a slightly lower cost of \$9.4 Million.

Concept D1 – This Concept follows the B1 alignment; however, it does not provide a new connection to US 340. As such it results in additional traffic through downtown Berryville and will require an upgrade to the intersection of Jack Enders Boulevard and East Main Street. The cost is lower than either of the “B” Concepts at \$6.3 Million.

Concept D2 – As with B2 this Concept is on the edge of the Smallwood Property and will not be a central roadway for the new business park. It also has a less direct crossing of Craig’s Run, which increases the environmental impacts to Craig’s Run. However, this Concept has the lowest cost of \$5.9 Million.

Table ES-2 Summary of Costs and Benefits				
	B1	B2	D1	D2
Land Use	Bisects Smallwood Property	Eastern Edge of Smallwood Property not optimal	Bisects Smallwood Property	Eastern Edge of Smallwood Property not optimal
Environmental	Minimal impact to Craig’s Run	Not as environmentally preferred crossing of Craig’s run	Minimal impact to Craig’s Run	Not as environmentally preferred crossing of Craig’s run
Traffic Flow	Improves traffic flow throughout	Improves traffic flow throughout	Large increase on Jack Enders Boulevard, traffic diversions onto Berryville streets	Large increase on Jack Enders Boulevard, traffic diversions onto Berryville streets
Implementation	More \$\$, includes new connection at US 340.	More \$\$, includes new connection at US 340.	Can be expanded after initial phase.	Can be expanded after initial phase
Total Cost	\$9,560	\$9,380	\$6,310	\$5,870



Conclusions, Implementation and Recommendations

Concept B1 best meet the needs of the Town and County. The Concept provides an upgraded crossing of the Norfolk Southern Railroad, improved traffic flow in and around Berryville and best promotes future development in the Southern Growth Area. The estimated cost is \$9.6 Million. A variety of funding sources are appropriate for this project as listed in table ES-3.

Planning, funding and building the new roadway will require a multi-pronged and multi-phased approach.

First, the Southern Growth Area, primarily on the Smallwood property, will need to be planned. With a vision of how this property will be redeveloped the Town and County can add this vision to the Comprehensive Plan and update the zoning. These initial planning steps will allow the roadway to compete for Smart SCALE funding and open the potential for grants and investment from private developers.

Table ES-3 Funding Sources	
Transportation Funds	Brief description
Smart SCALE	Primary source for roadway funding. Smart SCALE Prioritizes projects for use of transportation State and Federal funds.
Revenue Sharing	VDOT program, provides a 50% match for qualifying projects. Other funds can be used for 50% match
Public Private Partnerships	The Public Private Transportation Act enables local governments to partner with private entities to build roadways.
State Grant Funder	
Community Development Block Grant	Based upon demographics and community need
FEMA flood protection policies and regional planning	Flood education, policy enforcement, construction standard updates, ordinance review
VDOT SRTS	Safe routes to schools, walking trails, bike trails
Go Virginia, Growth and Opportunity	Tech sector partnerships to develop economy in rural areas
Federal Grant Program	
USDA/NRCS Watershed Protection grants	For water quality, water supply protection, habitat
US Forest Service Land and Water Conservation Fund	Purchase land for permanent protection
TIGER/Build grants	Public transportation program 20% for urban areas
Redismart, department of Energy	For smart grid design implementation
INFRA program	Transportation that promotes economic vitality, accountability along freight highway



Second, the Town and County need to actively pursue funds from State and Federal grants and investment from developers. An extension of Jack Enders Boulevard into the Smallwood Property, like Concept D1, will encourage some initial development on the Property. With this initial development it will be easier to attract other users or developers to the property. The site will be able to generate revenue and provide the funds to finish the Collector with either Smart SCALE or Revenue Sharing.

With a marketable vision the site and roadway will be a candidate for a Virginia Public Private Partnership (P3). This program will allow the Town and County to contract the development of the site. A private entity will assume much of the funding and risk, and in turn receive either future revenues or profits from the site.

Smart SCALE is the dominant program for allocating State and Federal transportation funds. In rural areas, the largest source of points is Economic Development. The Southern Growth Area will need to be planned for the Southeastern Collector to gain Economic Development points. Without Smart SCALE, the Town and County can also receive a 50% match using the Revenue Sharing program. With Concept B1, the Town and County will need to raise \$ 4.8 Million (one half of \$9.6 M). Other grants and private money can be used for this match.

Concept B1 could be implemented in four phases:

- I. Extend Jack Enders Boulevard into the Smallwood property to stimulate initial development.
- II. As development progresses, improve the Jack Enders Boulevard / Main Street Intersection.
- III. As development approaches 75% of buildout, extend the Connector to US 340.
- IV. When traffic warrants, add a signal at the intersection of Smallwood Lane and US 340.



Figure ES-6: Timing of Connector Construction

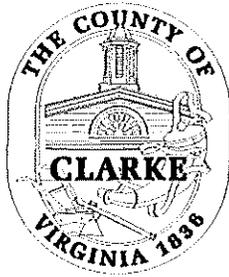
The timing of the phases will depend on the type of development and corresponding number of trips generated. When development reaches 25% of full buildout approximately 125 thousand SF of development will have occurred. For a typical industrial park this will create an additional 870 new daily trips and 107 new peak hour trips. This typical scenario is not likely to trigger the need for roadway improvements, however if the new development has greater than typical trip generation or a high number of trucks then roadway improvements may be necessary.



When the development reaches 50% of buildout and 250 thousand SF of development, improvements to Jack Enders Boulevard will be necessary. At this point it will also be necessary to gain environmental approvals and begin design of the Connector. By 75% of buildout and 375 thousand SF of development it will be time to complete the Connector to US 340. The final improvement is a signal at US 340 and Smallwood Lane. This improvement should be implemented when conditions warrant, likely after 75% development.

The Southeastern Collector and the accompanying development will create many benefits for the Town and County. We recommend that the Town and County select Concept B1 and begin the visioning and planning for the associated development.





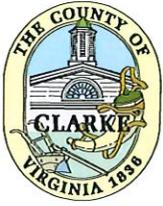
BERRYVILLE AREA DEVELOPMENT AUTHORITY

TO: Berryville Area Development Authority (BADA) members
FROM: Brandon Stidham, Planning Director
RE: Southeastern collector road discussion
DATE: October 16, 2023

As a follow-up to the Authority's discussion at the August 2 meeting and for its continued discussion on October 25, I have attached two documents for your reference regarding County staff's position on the southeastern collector road project. The first document is memo that I drafted for the Board of Supervisors in 2020 to assist with their evaluation of PrimeAE's study. This memo outlines the concerns that I presented to the Authority at the last meeting.

The second document is an excerpt from the County's draft Transportation Plan that is currently under development with the County Planning Commission. Staff is proposing to include the southeastern collector road as an unprioritized project in the draft Plan – this project is mentioned in the current Plan but is not included in the County's project list. State code requires counties to have their draft transportation plans reviewed by the Virginia Department of Transportation (VDOT) prior to adopting them. In their initial comments, VDOT has noted that the current planning-level cost estimate of \$9.6 million should be adjusted upwards 3% per year or \$10.49 million. VDOT also noted that they came up with an estimate of \$8.35 million using their estimation tool but added that this does not included "nearly enough" to cover the cost of right-of-way both for the road and Norfolk Southern's crossing.

If you have questions or concerns prior to the meeting, please do not hesitate to contact me.



Clarke County Planning Department

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TO: Board of Supervisors

FROM: Brandon Stidham, Planning Director

RE: PrimeAE Southeastern Collector Road Study

DATE: July 17, 2020

Background

The concept of “potential future growth areas” was added to the 2015 Berryville Area Plan as a first step in identifying the most logical areas that could be designated as future annexation areas. At the same time, guidance regarding the establishment of new annexation areas and sub-areas was also added to the Plan.

Any new areas to be considered should undergo a detailed analysis to determine the capacity to carry new development at an urban scale – similar to the process used to establish the original Berryville Area Plan. This analysis is to be performed by qualified engineering/land use professionals who would address the following impacts:

- Geology, hydrology, and soil type, including key Karst features that may impact capacity for development.
- Physical features such as existing intermittent/perennial streams, wetlands, sensitive slopes, and forestation that should be protected and preserved.
- Existing and surrounding land uses and their scale of construction/density to determine compatibility with proposed future land uses.
- Features of historic, cultural, or preservation significance (e.g., conservation easements, registered historic properties/structures, contributing properties/structures).
- Adjoining scenic impacts, visibility from major highways and gateways, and potential mitigation measures.
- Proximity to existing public water and sewer infrastructure and costs of connections to these systems.
- Public road network’s current level of service and capacity for expansion/improvement.
- Value of the property as an economic development resource.

The Southern Potential Future Growth Area is one of three such areas identified in the 2015 Berryville Area Plan and the only area designated as a short-term priority for evaluation. The Plan recommended that the County and Town should cooperatively undertake a detailed land use planning and engineering study of this area to determine its development capacity. One of the most prominent issues to be evaluated is the impact of the area’s development on the overall transportation network. Of particular importance is the impact on the Town’s proposed southeast collector road which would connect East Main Street (VA Business 7) to US 340 at Town limits via an extension of Jack Enders Boulevard. The Town-County transportation study completed

by Prime AE evaluated both the feasibility of completing the Jack Enders Boulevard extension across the Norfolk-Southern Railroad with a new at-grade crossing, and development of a new collector road extension through the Southern Potential Future Growth Area to US 340 at its intersection with Smallwood Lane.

The PrimeAE study provided valuable information to aid in evaluating the development capacity of the Southern Potential Future Growth Area and the feasibility of constructing a collector road to serve it. County Planning Staff's analysis, conclusions, and recommended next steps are detailed separately below.

Completion of Existing Jack Enders Boulevard and Consultant's Concept A

When the County Business Park and Jack Enders Boulevard were originally planned, it was conceptualized that Jack Enders Boulevard would be extended in the future to connect with US 340 near South Church Street with an at-grade crossing over the Norfolk Southern Railroad. This connectivity would establish a new collector road to better facilitate traffic movement through the southeastern quadrant of the Town. To further this concept, the County obtained a 2.63 acre lot west of the railroad tracks with frontage on US 340 just south of the South Church Street intersection. The primary stumbling block to this extension was gaining approval from Norfolk Southern to construct a new at-grade crossing. Several attempts were made over the years to get an official determination from Norfolk Southern but these attempts were ultimately unsuccessful and produced differing informal responses.

Related to this project is the completion of Phase 2 of the Jack Enders Boulevard construction and acceptance into the Town's secondary street system for maintenance. Phase 2 is an approximately 1000-foot long segment extending from a point near the entrance to 509 Jack Enders Boulevard to the road terminus. This segment is paved and contains curbing and drainage features but requires final paving and other improvements in order for the Town to accept the road for maintenance. One improvement that the Town has required in previous punch lists is a major reconstruction of the road to raise its elevation in order to facilitate connection to a future at-grade rail crossing. The County's position is that no modifications should be made to the road until Norfolk Southern has approved an at-grade rail crossing and a funded construction project for the complete extension to US 340 has been approved by the governing bodies.

This proposed extension project was modeled by PrimeAE in the study as "Concept A." PrimeAE Staff had extensive conversations with Norfolk-Southern officials and determined that it is highly unlikely that an at-grade crossing would be approved (see report pp. 13-15). PrimeAE Staff also noted that in order for Norfolk Southern to provide a formal approval or denial, a "Concept Package" would need to be submitted for their review containing detailed engineering plans for the proposed crossing. These engineering plans would have to be developed at the Town and/or County's expense and Norfolk Southern would also require fees to be paid for their review of the Concept Package. Since PrimeAE Staff obtained substantial information in their conversations with Norfolk Southern staff indicating that an at-grade crossing would not be approved, they recommended that the Town and County not proceed with submitting a Concept Package for review. Furthermore, PrimeAE Staff recommends that Concept A not be pursued as a collector road alternative.

Based on PrimeAE's recommendations and the information received from Norfolk Southern, County Planning Staff recommends that the concept of extending existing Jack Enders Boulevard to US 340 via a new at-grade rail crossing be abandoned. We also recommend that the County request the Town to provide a final punch list of items necessary to complete Jack Enders Boulevard Phase 2 (ending in a permanent cul-de-sac) for acceptance into the Town maintenance system.

It should also be noted that if the extension of Jack Enders Boulevard as described above is no longer pursued, this will have an impact on the properties within Town limits adjacent to the Business Park and west of the railroad. These properties are identified in the Berryville Area Plan as Sub-Area 23, Craig's Run Light Industrial Area, and are currently zoned BP Business Park. The Plan's description of Sub-Area 23 notes that the proposed southeastern collector road "should be the primary means of access to this Sub-Area" and that development "should be predicated on the provision of this facility (Berryville Area Plan, p. II-35). The County should discuss with the Town whether the recommended development pattern for Sub-Area 23 should be changed to a use type that is not reliant upon a collector road for primary access. The County should also determine whether it is necessary to retain the 2.63 acre lot that was intended for use in facilitating construction of the collector road as an extension of Jack Enders Boulevard.

Southern Potential Future Growth Area and Consultant's Concepts B and D

In addition to Concept A and Concept C (a variation of Concept A), the PrimeAE study modeled two additional concepts:

- Concept B – Extends a new collector road southwest from a point on Jack Enders Boulevard at the Town water tower to Smallwood Lane (Rt. 680) with a new signalized intersection at Smallwood Lane and US 340 and improvements to the existing at-grade crossover on Smallwood Lane. Concepts B1 and B2 demonstrate alternate road layouts for this proposed collector road.
- Concept D – Extends a new secondary road south from a point on Jack Enders Boulevard at the Town water tower into the Potential Future Growth Area without making a connection to Smallwood Lane or developing a collector road to US 340.

The PrimeAE report ultimately recommends that Concept B1 be considered as it "provides an upgraded crossing of the Norfolk Southern Railroad, improved traffic flow in and around Berryville and best promotes future development in the Southern Potential Future Growth Area (p. 46)." The estimated cost of constructing Concept B1 is approximately \$9.6 million. The report recommends a "multi-pronged and multi-phased approach" consisting of the following:

- The Town and County will need to develop a planning vision for the Southern Potential Future Growth Area. This vision would then be incorporated into the Berryville Area Plan as a new Sub-Area for development and a new annexation area would be created through amendment of the Town-County Annexation Area Agreement. Once these steps are completed, rezoning of the properties in this area will be necessary. This will allow the collector road project "to compete for Smart Scale funding and open the potential for

grants and investment from private developers (p. 46).”

- The Town and County will need to actively pursue funding from State and Federal grants and investment from developers. PrimeAE recommends beginning phased development of the collector road using Concept D1 as a means of encouraging initial development from the private sector. With new development, revenue can be generated that could be used in tandem with Smart Scale or Revenue Sharing funds to finish the collector road.
- Concept B1 could be developed in four phases:
 - Extend Jack Enders Boulevard into the Smallwood property to stimulate initial development.
 - Improve the intersection of Jack Enders Boulevard and East Main Street as development progresses. PrimeAE notes that at 25% buildout of the area (approximately 125,000 square feet of light industrial uses), there may be a need for improvements at the intersection if new development has a greater than typical trip generation or a high number of trucks.
 - Begin design and gain environmental approvals for the collector road extension to US 340 at 50% buildout (250,000 square feet of light industrial uses).
 - Construct the collector road extension to US 340 at 75% buildout (375,000 square feet of light industrial uses).
 - Upgrade the intersection of US 340 and the extended collector road to a signalized intersection when traffic counts are warranted (over 75% buildout).

County Planning Staff is concerned that development of Concept B1 is cost-prohibitive and therefore infeasible for the County and Town to complete. The PrimeAE report provides an accurate representation of the phasing of construction and how it would be funded. The first step of conducting a detailed planning process is critical. The Berryville Area Plan only designates the Southern Potential Future Growth Area as a study area for future development. The Plan will have to be formally amended to designate this Future Growth Area as a new Sub-Area for future development and annexation. While the PrimeAE study answers most of the transportation impact questions about developing this area, additional technical studies may be required to determine whether the properties can support the projected development and whether there is a sufficient amount of water and sewer capacity to serve it. This may also include an economic development analysis to determine the type, size, and number of businesses that could be attracted to this new development area and whether it would help pay for the collector road construction. The County’s Transportation Plan would need to be amended to include the proposed collector road as a priority transportation project. The Town-County Annexation Area Agreement would also need to be formally amended and adopted to account for this new proposed annexation area. The aforementioned planning steps would likely be time-consuming and require a significant amount of staff time and consultant/engineering expenses to complete.

Once the planning tasks are complete, the County and Town can begin designing and planning to construct the first phase of the collector road from existing Jack Enders Boulevard into the subject properties. There will need to be consensus among the impacted landowners to participate in the collector road extension. This would include the owners of the W.W. Smallwood property (Tax Map #14-A-20) and the Mercke property (Tax Map #14-A-56). Cooperation from the Mercke property owners is essential as the collector road extension would need to pass through this property from Jack Enders Boulevard in order to reach the Smallwood property and Smallwood Lane. Without such cooperation or the ability to use eminent domain, the collector road project cannot proceed.

The next step would be to begin phased construction using Concept D1 as a model to facilitate development. Unless private sector development is identified and approved during the planning stages, phased construction would likely begin at the cost of the Town and/or County. PrimeAE provides a detailed explanation of the competitive process for Smart Scale funding, noting accurately that the project would be reliant on economic development scoring to potentially be awarded Smart Scale funds. This requires the property to be zoned for development and ideally have approved plans of development, enabling development projects to be close to shovel-ready. It appears likely that a significant investment of local funds would be necessary up front in order to bring the project to a competitive, shovel-ready status.

County Planning Staff is concerned that the nature of the collector road project may not make it competitive for Smart Scale funding compared to other types of projects in the region. While award criteria can change between funding cycles, shovel-ready projects in areas with regional significance typically earn funding. Below is a list of projects in our region that recently received Smart Scale awards. As you will note, most of the projects involve improvements to interstate highway exits, safety improvements, or improvements to primary highway intersections.

- Warren County – US 340/522/I-66 on-ramp extension
- Warren County – John Marshall Hwy/Rt. 55 safety improvements
- Warren County – US 340/522 lighting project
- Shenandoah County – I-81 Exit 291 ramp widening
- Shenandoah County – Park-and-ride expansion
- Page County – US 211/340 intersection improvements
- Winchester City – Traffic signal improvements on Valley and Gerard Corridors
- Winchester-Frederick MPO – I-81 Exit 317 acceleration/deceleration lane extensions
- Winchester-Frederick MPO – I-81 Exit 313 bridge capacity improvement

Without Smart Scale funding at any point in the development process, the Town and County would be limited to revenue sharing (requiring a 50% local match), developer funds, local taxpayer dollars, or a combination of all three.

The PrimeAE report also extensively discusses the need for improvements at the intersection of Jack Enders Boulevard and East Main Street as development progresses. As noted above, this intersection will likely need to be upgraded to a signalized intersection with turn lane improvements at 25% buildout or shortly thereafter. As a standalone project, these intersection

improvements may not be competitive for Smart Scale funds. This would leave revenue sharing and local taxpayer dollars to fund the improvements.

Another concern is the phasing approach. PrimeAE recommends beginning construction with Concept D1 and cautions that a commitment must be made to complete the collector road within 5-10 years. Since Smart Scale and other funding programs are offered in cycles and have requirements that may change between cycles, there is no way to guarantee that these grant funds would be obtainable within this time frame. Additionally, there is the possibility that new development or redevelopment could occur on properties within the Jack Enders Boulevard/East Main Street corridor. PrimeAE only modeled the undeveloped properties within the Southern Potential Future Growth Area. If new development occurred on the Mercke property at Jack Enders Boulevard (12.57 acres) or the Berryville Graphics property (74.85 acres), this could impact level of service along the corridor over and above the projections in the PrimeAE report. Adverse levels of service or new safety problems could require additional improvements along the corridor that the Town would be responsible for funding.

An additional challenge is the development of the collector road to Smallwood Lane and the construction of a new signalized intersection at US 340. PrimeAE performed a planning-level analysis of the collector road construction using desktop resources and modeling. A more detailed engineering study involving field surveys and in-depth research as would be done in developing construction plans was not within PrimeAE's scope of work. PrimeAE staff indicated that they believed the collector road could be constructed with minimal environmental impacts and that the signalized intersection could be built within the existing road right of way without the need for land acquisition. They also believed that Norfolk Southern would approve modifications to the existing Smallwood Lane at-grade crossover to accommodate the larger collector road.

County Planning Staff is concerned that these items can only be verified by conducting a detailed engineering study and that if such a study produces contrary findings, the collector road construction project could be more complex and more expensive than projected by PrimeAE. Specifically, County Planning Staff is concerned with the following:

- Proximity of conservation easement land to the south – Milton Valley Farm is in permanent conservation easement held by the Virginia Outdoors Foundation. PrimeAE staff does not believe that Concept B1 will encroach on the easement property, however they did indicate that additional buffer areas are often required when constructing new public roads adjacent to eased properties. Milton Valley Farm's easement was not analyzed by PrimeAE to determine what type and size of buffer would be required. If a significantly larger buffer area is needed, it could impact the location and alignment of the collector road which could also impact whether the existing crossover can be used and whether the existing US 340 intersection can be used as depicted in the study. Staff also notes that there is very minimal area at the US 340 intersection between the right of way and edge of the eased property. A detailed study could show that the intersection alignment will encroach on the eased property and will need to be shifted away to the north. This could potentially impact the entire road alignment.

- Existing at-grade crossing – PrimeAE staff did not identify any concerns with modifying the existing at-grade rail crossing on Smallwood Lane and believe that Norfolk Southern would approve modifications for a larger road. However, this can only be confirmed through submission of detailed construction plans to Norfolk Southern for their review and comment. There is also a concern that if the collector road alignment has to be shifted, would Norfolk Southern allow the crossover to be moved instead of modified.
- Need for land acquisition – PrimeAE staff does not believe that land acquisition will be necessary, however there is little margin for error at the proposed intersection. In addition to the eased property, there is a business property located on the northeastern corner of the intersection. Any modifications to the intersection alignment could require land to be acquired. Would this be the responsibility of the County or the Town to negotiate and would eminent domain be necessary? At the rail crossing, there are two small residential properties on opposite sides of Smallwood Lane that could be impacted by a larger right of way in addition to the Virginia Department of Transportation office. Since it appears that Smallwood Lane has a prescriptive easement, right of way acquisition may be required.

Next Steps

If the Board of Supervisors is interested in continuing the study of the Southern Potential Future Growth Area, Staff would recommend considering two types of studies:

1. An economic development study to determine whether there is a demand for additional business park development and the likelihood of attracting businesses to this area.
2. A detailed engineering study specifically of the collector road alignment, the proposed US 340 intersection, and the at-grade crossing modifications to verify PrimeAE's planning level conclusions.

It should be noted that commissioning additional studies will require funding for consultants and staff time to conduct procurements. Staff time will also be necessary to oversee the consultants' work and final presentations. Planning Staff's current workload includes completion of the Ordinance Update Project and the five-year reviews of the Comprehensive Plan, Transportation Plan, Economic Development Strategic Plan, and Recreation Component Plan.

Please let me know if you have any questions or concerns.

DRAFT FOR VDOT REVIEW SEPTEMBER 2023

B. Other Unprioritized Projects

Southeastern Collector Road, Town of Berryville.

Scope:

Construct a new collector road from Jack Enders Boulevard to Lord Fairfax Highway (U.S. 340) including upgrading a segment of Smallwood Lane (Route 680), expanding an existing railroad crossing, and constructing a new signalized intersection.

Planning Cost Estimate: \$9,600,000 (estimate from 2020 PrimeAE study)

Description:

This Town of Berryville project proposes to construct a new collector road that would provide more direct access for Clarke County Business Park traffic to U.S. 340 and would reduce truck traffic through East Main Street and downtown.

The Town and County jointly undertook a study in 2020 with consultant PrimeAE to determine the optimum route for the collector road including the most feasible means to cross the Norfolk Southern railroad. The Town and County for many years had planned to extend Jack Enders Boulevard from its current terminus to U.S. 340 near the southern end of South Church Street. Work by PrimeAE staff with Norfolk Southern determined that this would be infeasible and would not be approved by the railroad. PrimeAE ultimately recommended extending Jack Enders Boulevard from a point near the entrance to the Business Park southeast to Smallwood Lane. The collector road would then merge with Smallwood Lane and extend to a new signalized intersection at U.S. 340, making use of an existing rail crossing with required improvements.

This proposed collector road project requires additional study to determine whether it would have an adverse impact on the capacity and safety of existing Jack Enders Boulevard, East Main Street, and East Main Street's intersection with Va. Route 7. If the collector road is constructed, it is possible that a significant amount of "pass-through" traffic attempting to go eastbound on Va. Route 7 from U.S. 340, and southbound on U.S. 340 from westbound Va. Route 7, would use the collector road as an alternative route. This would be especially true if GPS routing identifies the collector road as the shortest route for this traffic pattern. Additional study should be done to determine whether the capacity of Jack Enders Boulevard and East Main Street could support this "pass-through" traffic in addition to regular local traffic.

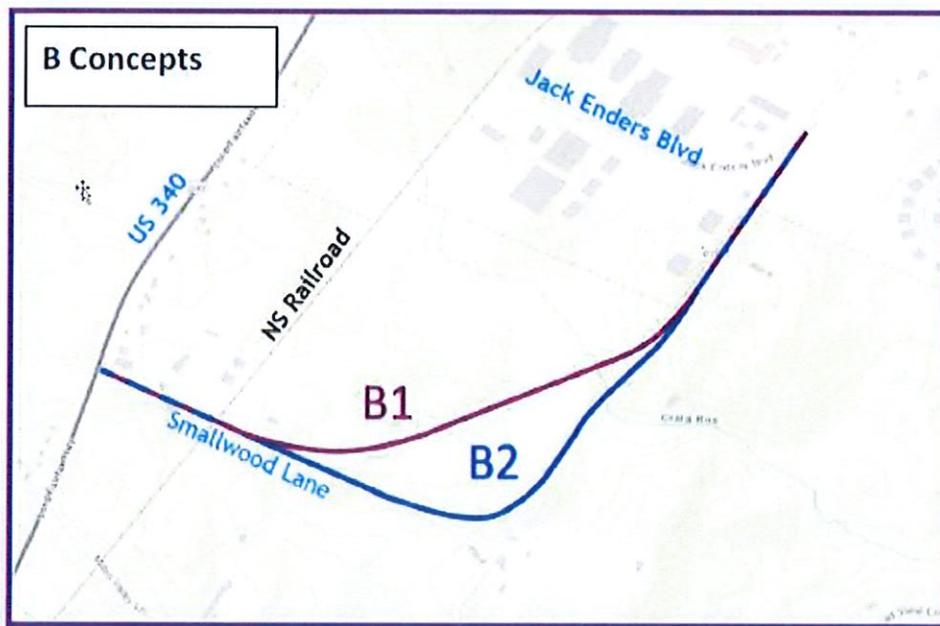
Construction of a new signalized intersection at U.S. 340 and upgrades to the existing railroad crossing on Smallwood Lane present additional challenges. The current intersection borders a large farm in permanent conservation easement to the south and an existing business to the north. A new and much larger signalized intersection with turn lanes and tapers at this location would likely require private property to be acquired, potentially through eminent domain, on both sides of U.S. 340. Land cannot be obtained from the farm in conservation easement which could require the intersection to be relocated to the north. Similar challenges exist at the railroad crossing as the property at the northwestern quadrant of this crossing is VDOT's maintenance facility. Two small residential lots of 1.6 acres and 0.64 acres respectively occupy the

DRAFT FOR VDOT REVIEW SEPTEMBER 2023

southwestern and northeastern quadrants of the crossing. Significant land acquisition will be needed in order to accommodate a larger at-grade crossing to serve a much larger collector road.

Given these challenges it is likely that the ultimate project cost would be significantly higher than PrimeAE's estimate of \$9,600,000. Absent significant private sector funding, this project would have to be funded using State or Federal transportation funding. The most likely funding source is VDOT's Smart Scale program. This competitive process awards funding for new projects based on five criteria – safety, congestion mitigation, accessibility, environmental quality, and economic development. The collector road project would likely score highest as an economic development project compared to other new road construction projects. Those new road construction projects that are awarded funding, particularly for economic development purposes, must be "shovel-ready." This means that the project is included in the locality's comprehensive plan and transportation plan, the area impacted by the project has been rezoned for development, and site plans for construction of businesses to be served by the new road have been approved. Significant work by the Town and County, and potentially financial investment, would be needed in order to make this project competitive for Smart Scale funding.

Solutions to these challenges must be identified before this project can be included in the priority list of projects.



Proposed collector road routes, PrimeAE study presentation (July 14, 2020)

maximum build-out of the most intensive uses. Projected flow for the in-town areas (areas of Town not located within the Annexation Area) is based upon current zoning. Projections also presume an annual 2.12% school growth rate.

TABLE 4 – Sewer flow capacity projections in gallons per day (gpd)

Area	Subtotal Projected Flow	20% Flow Contingency	Total Projected Flow	
Annexation Area	606,607 gpd	121,321 gpd	727,928 gpd	
In-Town	201,988 gpd	40,398 gpd	242,385 gpd	
			Total:	970,314 gpd
			Current Avg Flow:	300,000 gpd
			Total Future & Existing:	1,270,314 gpd

Source: Town of Berryville Study, March 2011

2. Transportation Network (see Map 1)

a. Public Road System

The Town of Berryville is served by two primary highways. Harry Byrd Highway (Route 7), a state primary highway, is the main east-west corridor conveying traffic between the Winchester area and Loudoun County. Lord Fairfax Highway/Buckmarsh Street (U.S. 340), a Federal primary highway, is the main north-south corridor conveying traffic between Warren County and the West Virginia state line. A third primary highway – West Main Street/East Main Street (Business Route 7) – serves as an alternate business route to Route 7.

In 2012, the Town of Berryville assumed the responsibility of maintaining the secondary street network within the Town limits. There are a total of 10.32 miles of secondary roads and an additional 0.8 miles of public streets that maintained by the Town.

(1) Proposed Street Network

The Town of Berryville Comprehensive Plan and the original Berryville Area Plan proposed a series of collector streets to more efficiently convey traffic through the Town and annexation areas.

In the northwestern portion of Town, Mosby Boulevard was planned to convey traffic as an alternative route from the north end of Buckmarsh Street (U.S. 340) to West Main Street (Business Route 7) on the west end of Town. The development of Battlefield Estates and related uses along with the construction of the new Clarke County High School helped to

facilitate completion of this collector road, which now connects Mosby Boulevard and West Main Street via the County's first traffic circle constructed in 2012.

A southwest collector road was also identified in the original Berryville Area Plan that would connect West Main Street with the south end of Buckmarsh Street. This collector road was ultimately constructed as Hermitage Boulevard with the development of The Hermitage residential subdivision.

The following collector and connector streets remain undeveloped and are reliant upon future development in the pertinent annexation areas to ensure their completion. Project numbers listed for the following projects, as well as the Priority Transportation Improvement Projects in Subsection 2 below, are referenced in Map #8 located in the Appendix on Page A-8.

- **Southeast collector (Project #4).** A collector road is proposed to connect the east end of East Main Street (Business Route 7) with the south end of Buckmarsh Street at the Town limits. A substantial portion of this collector road has been constructed with the extension of Jack Enders Boulevard into the County Business Park.
- **Fairfax Street extension (Project #5).** An extension of West Fairfax Street to connect with East Fairfax Street is proposed that would establish direct access from Buckmarsh Street to First Street. While this extension is located outside of the Annexation Area, the improved connectivity would benefit the nearby Sub-Areas.

(2) Priority Transportation Improvement Projects

The following future improvement projects are identified within or directly impacting Sub-Areas in the Annexation Area. These projects are also included in the County's 2013 Transportation Component Plan and are included in the County's list of priority improvement projects as of 2014. The County provides this list of priority projects to the Commonwealth Transportation Board (CTB) on an annual basis in order to obtain funding.

- **Project #1 -- Route 7 Business (West Main Street) from Route 7 (Harry Byrd Highway) to Hermitage Boulevard in the Town of Berryville (approximately 1.2 miles of primary highway).**

Planning Cost Estimate: \$3,800,000

Assessed Need/Description:

This section of Route 7 Business serves five public school buildings, the County's Parks and Recreation Facility, and the Ruritan Fairgrounds in addition to serving as the main western route into the Town of Berryville. The original project concept was to upgrade the current two-lane section to three lanes with turn lanes, drainage, and safety improvements at major intersections, and sidewalks and bike lanes/trails should be added to facilitate pedestrian and bicycle traffic. With the recent construction of the new Clarke County High School and extension of Mosby Boulevard to West Main Street, a roundabout has been added at this new intersection and new sidewalks added

along the north side of West Main Street in addition to other improvements. Additionally, the Mosby Boulevard extension now provides a new route for traffic between the west end of town and the north end of town at U.S. 340.

Recommendation:

Project – Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities including school crosswalks to state primary route. Reconstruct the segment of West Main Street from Route 7 to the roundabout at Mosby Boulevard to a three-lane section with sidewalk on the north side, along with safety and drainage improvements on the remaining section from the roundabout to Hermitage Boulevard.

- **Project #2 -- Route 7 Business (East Main Street) from Route 7 (Harry Byrd Highway) to Norfolk Southern Railroad crossing (approximately 0.94 miles of primary highway).**

Cost Estimate: \$7,700,000

Assessed Need/Description:

The roadway serves as a major route for truck traffic to several industrial businesses on the east side of Town including the County’s industrial park and a major (800 employees) publishing company. The current two-lane section should be upgraded to three lanes with turn lanes, sidewalks, drainage, and safety improvements at major intersections. The project area is located predominantly within the Town of Berryville.

Recommendation:

Project – Safety/capacity improvements, drainage improvements, and addition of bicycle/pedestrian facilities to state primary route. Reconstruct East Main Street with a three-lane section where feasible along with utility relocations, drainage improvements, and new sidewalk construction.

- **Project #3 -- Park and Ride Lot, Route 7 (Harry Byrd Highway) near intersection of Route 7 Business one mile west of Berryville.**

Cost Estimate: \$2,500,000 for 250 space facility.

Assessed Need/Description:

Route 7 is a major east-west commuter route between the Winchester area and employment centers in the Washington metropolitan area. Commuter traffic has increased more than 50% along this route since 2001 and will continue to increase with new residential growth in Winchester, Frederick County, and surrounding jurisdictions. Alternatives to single-occupancy vehicle commuters must be developed to avoid increasing the capacity of Route 7 and a park and ride lot at this location would help with this effort.

Recommendation:

Project – Addition of a new commuter facility. The facility should be designed similar to the park and ride facility at Waterloo on U.S. 50 with a higher capacity to support the greater traffic demand along with accommodations for commuter buses and vans. The location on the west side of Berryville would help maximize convenience for Town and County residents who choose to commute.

b. Bicycle and Pedestrian System

Provision of alternatives to vehicular transportation is important to the growth and vitality of urbanized areas. Communities that are walkable and that provide bicycling facilities provide benefits to their citizens by having a healthier and more active population, reduced transportation costs to citizens, improved air quality, and increased traffic to local businesses. Recent housing trends also point towards increased demand for urban-style communities where residents can live, work, and shop without reliance on motor vehicles – in particular among emerging young professionals who add energy and vibrancy to communities.

One of the stated Goals of the 2013 County Comprehensive Plan supports the provision of bicycle and pedestrian facilities in growth areas such as the Town of Berryville:

“2. Enhance town, village, and commercial areas through context-sensitive design and walkability elements to improve the quality of life for all residents.”

Objective 9 (Designated Growth Areas for Development) of the County Comprehensive Plan also contains a policy that supports this goal:

“2(a). Provide a mixture of complementary land uses and consider innovative techniques such as form-based codes that create walkable, pedestrian-friendly street networks and greater flexibility of uses.”

“2(c). Create walkable neighborhoods.”

The 2005 Town of Berryville Comprehensive Plan provides significant support for pedestrian and bicycle accommodations. The Plan notes the following:

“The walkability of a community directly effects the health of its residents. Although many streets do not have sidewalks, efforts have been made through zoning and subdivision regulations to construct sidewalks with all new residential development. Commercial development and redevelopment are also required to either build sidewalks or, if future plans dictate, bond the improvements for later discussion.” (p. 7-10)

The Town further supports development of pedestrian and bike facilities through Walk/Bike to School programs and attempts to obtain State and Federal funding for improvements via Virginia Department of Transportation (VDOT) revenue sharing and transportation enhancement grants.

The Berryville Area Plan also echoes the Town and County Comprehensive Plans by recommending provision of a “uniform integrated approach for pedestrian movement, addressing walkways and bikeways.” The Plan also includes a policy recommending provision of bike lanes and sidewalks.

The Town of Berryville has an extensive sidewalk network both in the Town core and in the annexation Sub-Areas. The Town has also codified these planning recommendations by including a requirement in the Subdivision Ordinance for new developments to provide sidewalks as part of their overall development plan. The County and Town also worked in cooperation with the Northern Shenandoah Valley Regional Commission to develop the first Town-County Bicycle and Pedestrian Plan. This document will assist with future planning of bike and pedestrian strategies and resources.

c. Commuter Facilities

There are no formal commuter facilities in the Town of Berryville, however both the Town and County have identified a need to establish a park-and-ride commuter lot along the Route 7 corridor (see project detail above). Modeled after the Waterloo commuter lot, this facility would provide a centralized location for ridesharing and commuter van usage and would help to reduce the number of single-occupant vehicles contributing to traffic on Route 7.

3. Schools

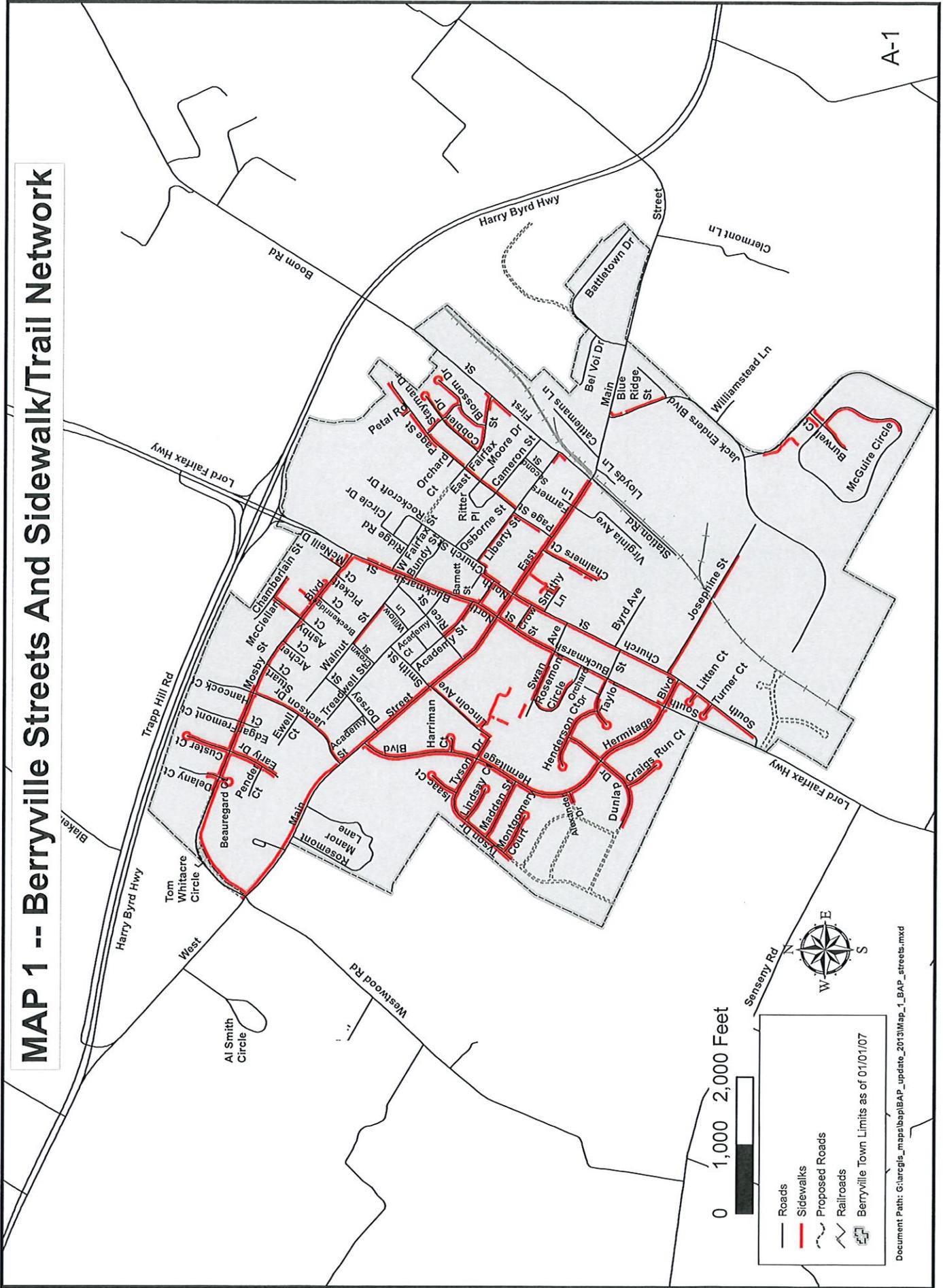
Clarke County Public Schools operates all but one of its schools within the Town of Berryville or in close proximity to the town limits. These include D.G. Cooley Elementary School Upper and Lower Campus, Johnson-Williams Middle School, and Clarke County High School. The former Primary School building will be retained for future use, yet to be determined.

4. Recreation

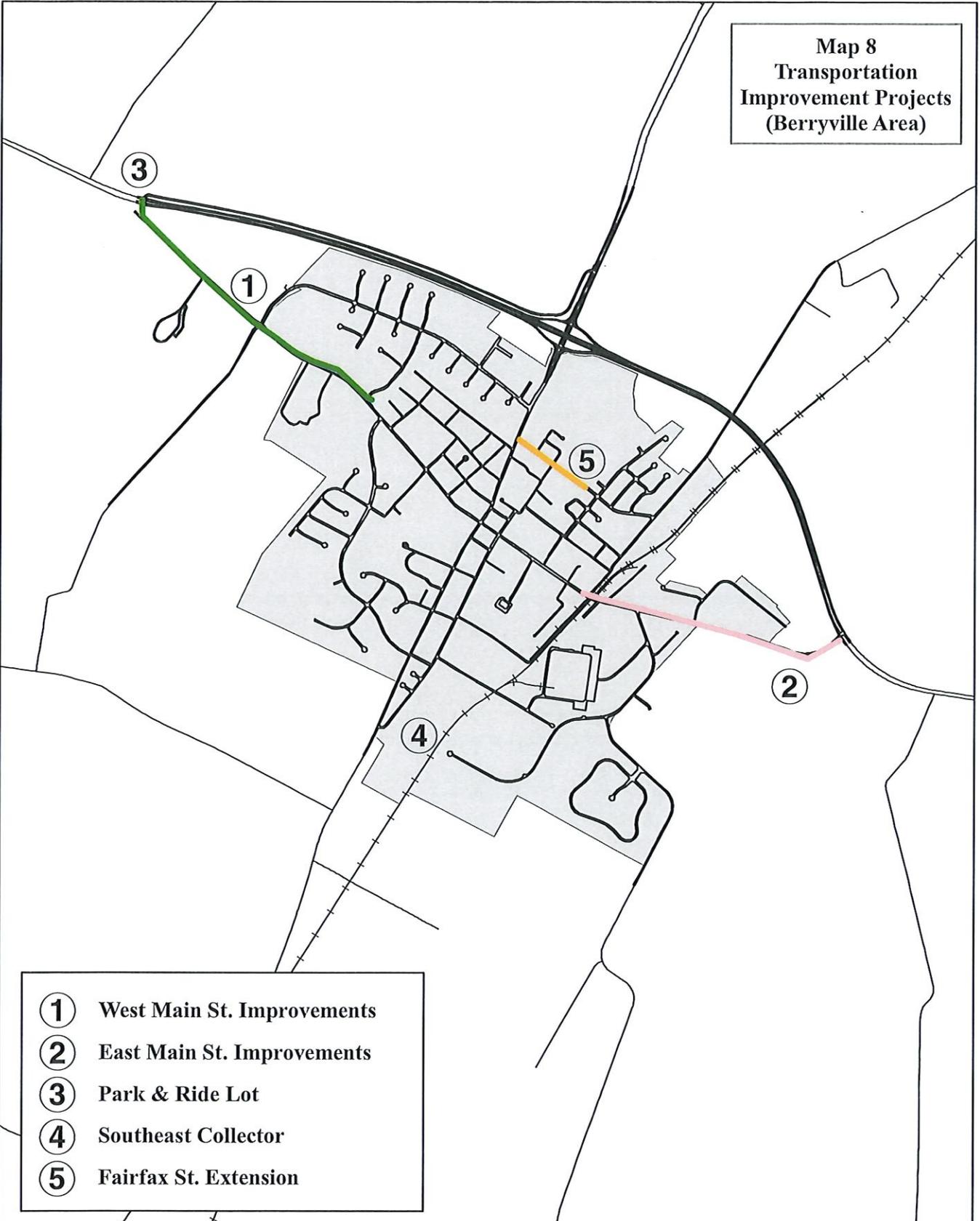
The Clarke County Parks and Recreation Department manages the 102 acre Chet Hobert Park, which houses an outdoor swimming pool, lighted outdoor tennis courts, ball fields, soccer fields, a Recreation Center, picnic shelters, playgrounds and a fitness trail. Clarke County Public Schools also have a number of active recreation facilities including a football/soccer stadium, baseball/softball fields, track, playgrounds, and indoor/outdoor basketball (limited access).

The Town of Berryville owns and maintains the three-acre Rose Hill Park in the heart of downtown Berryville. Rose Hill Park provides a great place for families to relax and enjoy a peaceful outing. Park facilities include a playground designed for our younger citizens, basketball courts, and a gazebo. There are also several small private neighborhood playgrounds in Town.

MAP 1 -- Berryville Streets And Sidewalk/Trail Network



**Map 8
Transportation
Improvement Projects
(Berryville Area)**



- ① West Main St. Improvements
- ② East Main St. Improvements
- ③ Park & Ride Lot
- ④ Southeast Collector
- ⑤ Fairfax St. Extension



2,000 1,000 0 2,000 Feet



Legend

- Incorporated Town
- +— Railroads

— State Roads

① Planned Improvement Project
(See Chapter 1 text for project descriptions)

SUB-AREA 19

Name: JACK ENDERS BOULEVARD EAST LIGHT INDUSTRIAL AREA (19A)
DANDRIDGE ACRES PRESERVATION AREA (19B)
Acreage: 22.57 acres (19A – 12.57 acres; 19B – 10 acres)
Land Use Designation: Light Industrial/Research (19A)
Historical/Cultural Preservation (19B)
Annexed: Yes

The original boundaries of Sub-Area 19 contained approximately 24 acres and was divided into four components:

- 19A (18 acres) – Light industrial area encompassing the County Business Park lots on the north side of Jack Enders Boulevard and adjoining the Johnson-Williams Apartments property (Sub-Area 20) to the south.
- 19B (12 acres) – Limited residential property including the historic residence, Dandridge Acres.
- 19C (12 acres) – Light industrial property located east of Jack Enders Boulevard and the Town of Berryville water tower. This property is not part of the County Business Park.
- 19D (2 acres) – Light industrial property located within the County Business Park adjacent to the Town water tower.

With the completion of the County Business Park, former Sub-Areas 19A and 19D are combined with former Sub-Areas 21A and 21B to form new Sub-Area 21 that encompasses all properties within the County Business Park. Former Sub-Areas 19B and 19C remain and are now listed as Sub-Areas 19A and 19B. These two Sub-Areas are described in greater detail below.

The construction of a collector road connecting US Route 340 and Jack Enders Boulevard provides access for industrial activities, and establishes an alternative route for through East-South traffic to avoid downtown. Location of this collector is proposed in the Transportation Plan, to be located generally between the County owned land on the west side of the Norfolk Southern Railroad in Sub-Area 23 and the end of Jack Enders Boulevard in the County Business Park. Use of the County owned land must be carefully considered in terms of this land's character as well as the character of adjoining Sub-Areas. The eastern 2/3 of the collector road was constructed by August 2000 using Virginia industrial access funds. The intersection with Route 613 reconfigured and the street name changed. This collector road starting at East Main Street is now called Jack Enders Boulevard and runs directly to a temporary cul-de-sac at the end of the County Business Park. Springsbury Road now begins with a “T” intersection with Jack Enders Boulevard about ¾ mile south of East Main Street.

Given its location, access to rail, and excellent visibility to surrounding properties, Sub-Area 19A should continue to be considered an appropriate location for light industrial development which has occurred in this area.

Transportation planning for the entire Sub-Area must place priority on safety and sound access management principles. Primary access into this area has not been provided via Josephine Street but through the development and future continuation of Jack Enders Boulevard to 340.

Early discussions have taken place since the development of the Clarke County Business Park about the feasibility of extending a public road south adjacent to Sub-Areas 19A and 19B in the event that a new annexation area is established (see Chapter IV, Potential Future Growth Areas). This approach could be developed as an alternative approach to conveying East-South traffic around the downtown area as opposed to constructing a connection between Church Street and Jack Enders Boulevard. Any further consideration of this alternative route would have to be carefully evaluated from a planning and engineering perspective as any potential future growth area is also studied.

Sub-Area 19A – Jack Enders Boulevard East Light Industrial Area

Sub-Area 19A is zoned Business Park (BP) and designated for Light Industrial/Research uses. The Sub-Area is bounded by Jack Enders Boulevard, the Allen Property (Sub-Area 19B) and the Berryville Glen subdivision. While Sub-Area 19A is under private ownership and was not developed as part of the Clarke County Business Park, this Sub-Area should be integrally designed as part of the park and compatible with the planned light industrial land uses.

Industrial plant siting should respect the non-industrial uses on adjacent property. Ample setbacks and landscaping should be provided on the north, east, and south to visually and physically buffer industrial development from the historic, residential, and agricultural uses planned for Sub-Areas 18, 19B, and to the south. Site planning and design should also address storm water management and the preservation of the existing natural ridgeline.

As identified with other Sub-Areas of the Clarke County Business Park, transportation planning should address adequate connections to Jack Enders Boulevard linking Routes 340 and 613. This collector has been identified to insure provision of sufficient right of way for this important road link. Provision of pedestrian paths and sidewalks are encouraged.

Sub-Area 19B – Dandridge Acres Preservation Area

Sub-Area 19B is the historic residence known as Dandridge Acres. The County's historic resource survey states that this brick vernacular house (survey #21-92) was built circa 1850, has significant Greek revival detailing, other architectural features uncommon for this area, and several original frame outbuildings. The rear 1970s addition to the house has not significantly diminished its historic value.

The Historic/Cultural Preservation land use designation is applied to Sub-Area 19B that encompasses the historic house, Dandridge Acres and its immediate grounds. Given the adopted goals for preserving the character of the community, this 12 acre tract should be preserved and maintained as a cultural/historic centerpiece to any future residential development within the area, with the Sub-Area's borders serving as the limits of any encroachment from residential and/or any development related land uses.

The zoning district to be applied to Sub-Area 19B is Open Space Residential, OSR, allowing one dwelling per 10 acres. In addition, if an easement protecting the historic character of the house is not placed on the property, the Historic Overlay district shall also be applied.

SUB-AREA 20

Name: JOHNSON-WILLIAMS INSTITUTIONAL AREA
Acreage: 10.3 acres
Land Use Designation: Institutional/Public
Annexed: Yes

Sub-Area 20, comprising approximately 10 acres, includes three parcels: Milton Valley Cemetery (approximately 2 acres) which is adjacent to Jack Enders Boulevard; Johnson-Williams Apartments (owned by Clarke County and consisting of +/-6 acres), and a parcel owned by Clarke County (+/-1 acre). The Sub-Area is bounded on the north by residential lots on Josephine Street, on the west by AM Liner’s property in the Clarke County Business Park, and on the south and east by Sub-Area 19 as previously described. The zoning is Institutional (ITL). Per the Town and County zoning ordinances, this zoning district was established to “identify locations for municipal government properties and land uses (Town, County, State, and/or Federal), semi-public uses, residential uses serving general public purpose, and natural open space resources deemed necessary in providing areas for ‘passive’ and ‘active’ recreational uses within the precincts of the Berryville Area Plan.” Other areas zoned ITL include the Ruritan Fairgrounds, St. Bridget’s Church, Enders and Shirley Funeral Home, and Green Hill Cemetery.

The school buildings, were renovated into 40 age- and income-restricted Johnson-Williams Apartments. There have been previous discussions about adding approximately 28 additional units to this site and the County’s parcel to the west.

The County historic survey included the two older school buildings (survey #21-176 & 177), located west of Milton Valley Cemetery and east of the main Johnson-Williams school structure. These one and two room schools were built circa 1920 of wood frame, as the school for African-Americans in Clarke County from their construction until the integration of the County schools in the 1960s. The Josephine School Museum has been created in one of the structures. The second structure was used by Help With Housing until late 2013. These structures continue to be a source of community pride for residents living along Josephine Street as well as the rest of the County.

Any future land use within Sub-Area 20 shall respect the visibility and proximity of the Sub-Area to residents of Josephine Street and the visibility of the Sub-Area to the surrounding planning units.

The Light Industrial uses proposed for Sub-Area 21 on the south of this Sub-Area should be buffered with landscaping and setbacks within Sub-Area 19A. Appropriately designed uses focused on meeting community needs such as open space, public services, and/or housing shall serve as a transition between Sub-Area 21 and the existing residences along Josephine Street. Such a transition in uses would respect the integrity of the existing neighborhood and long-established residences on Josephine Street and meet community needs. Any new structures should be sited and buffered to minimize impacts on the Josephine Street neighborhood. The maximum floor area

ratio (FAR) for nonresidential structures in this Sub-Area should not exceed 0.3; the maximum residential density should not exceed 6 dwelling units per net acre.

Transportation planning should address the limited capacity of Josephine Street. No connecting linkage between Josephine Street and Sub-Area 21 should be permitted through the Sub-Area. Sub-area 20's two access points onto Josephine Street, at the old Johnson-Williams school and adjacent to the Norfolk Southern railroad, should both be used for any development on this site to insure maximum integration into the community and safety for emergency access. Any use of this site must address pedestrian access as well as storm water detention.

SUB-AREA 21

Name: CLARKE COUNTY BUSINESS PARK
Acreage: 73.6 acres
Land Use Designation: Light Industrial/Research
Annexed: Yes

Sub-Area 21, containing approximately 73 acres, is the Clarke County Business Park. The southern boundary of the Town is the Sub-Area's southern limits. The existing Norfolk Southern railroad establishes the northwest side of the Sub-Area, while a ridge, common with Sub-Area 19, delineates its easterly boundary. The existing zoning is Business Park (BP). The Sub-Area's revised boundaries include original Sub-Areas 19A, 19D, 21A, and 21B and incorporate all of the parcels in the Business Park.

The development of the Clarke County Business Park has respected the land's visibility to the north from the old Johnson-Williams Apartments property and from the Josephine Street neighborhood including landscape buffers and design requirements required through the covenants of the development. Consisting of 10 lots, the Clarke County Business Park includes approximately 20 structures and houses approximately 21 businesses.

The construction of Jack Enders Boulevard has allowed for a nearly completed build-out of the Clarke County Business Park. The completion and acceptance of the second phase is underway in 2014 with the street being of such a condition so as to complete an at-grade railroad track crossing across the Norfolk Southern tracks with a final completion to U. S. Route 340. Due to the location of the final intersection, it was determined that Church Street would become a cul-de-sac so as not to conflict with the new intersection. While currently not in place, pedestrian facilities should be provided along Jack Enders Boulevard to increase the attractiveness and compatibility of proposed development and in order to promote walkability.

SUB-AREA 22

Name: SOUTH CHURCH STREET RESIDENTIAL AREA
Acreage: 19.0 acres
Land Use Designation: Medium-Low Density Residential
Annexed: Yes

Sub-Area 22 contains approximately 20 acres, and is located between the Norfolk Southern Railroad and South Church Street, immediately south of the residential lots fronting on Josephine

Street. A property line between the vacant land to the south and the houses within this Sub-Area establishes its southwestern boundary. The current zoning is DR-4 Detached Residential, accommodating quarter acre lots. There are currently seven existing dwellings in the Sub-Area.

The land is partially undeveloped with several scattered single-family residences. The northeast portion of the Sub-Area contains substantial tree cover with marginal tree cover on the balance. A minor drainage divide traverses the site in a north-south direction. The closest water and sewer is available in the South Church Street right-of-way.

The County historic resource survey indicates two wood frame, vernacular structures built circa 1900 at the north end of the Sub-Area on Church Street. One structure is a commercial building now used as a residence (survey #21-152). It is noteworthy as the only commercial structure on the street retaining in its original condition, including lamppost and signs. The other building is a residential structure (survey #21-153) with many additions and alterations.

Future development in Sub-Area 22 must be sensitive to the following existing conditions and environmental issues: 1) compatibility of use with adjoining residential areas, 2) adequate setbacks and buffering from the existing railroad, and 3) careful land use siting to avoid conflicts with steep slopes and other environmentally sensitive land.

Sub-Area 22 is designated for the Medium-low Density Residential land use which allows single family detached housing at a development density of two to four units per net developable acre. Based on environmental analysis and synthesis of site characteristics, approximately 35 single family detached residential units could be accommodated on the property. Site planning should incorporate cluster housing features in order to avoid steep slopes and respond to troublesome physiographic and geologic features. A storm water management facility should be developed in the southerly lowlands in the Sub-Area. Pedestrian linkages should be designed to tie residences to on-site active and passive recreational improvements and open spaces. Housing should have a minimum 100 foot setback from the existing railroad. The use of landscaped and fenced screening is also strongly recommended to create a visual and sound barrier.

Incremental, compact, and phased development is encouraged with higher residential densities on selected tracts within the Berryville Area where superior site design and phased developments are incorporated into site development schemes.

SUB-AREA 23

Name: CRAIG'S RUN LIGHT INDUSTRIAL AREA
Acreage: 32.2 acres
Land Use Designation: Light Industrial/Research
Annexed: Yes

Sub-Area 23, containing approximately 32 acres is located at the southeasterly end of Annexation Area B. It is bounded on the east by the Norfolk Southern Railroad right-of-way. The planning unit is bounded on the west by the rear property lines of existing residences that front on Route 340 South. The south and west border is delineated by the Annexation Area B boundary which follows the Sub-Area's BP Business Park zoning.

The area is virtually devoid of tree cover and is relatively flat. The central portion of the site is taken up in seasonally wet lowlands that embrace the drainage channel through the property. The lowlands area should be graded to better accommodate drainage from the north.

Public water and sewer are available from South Church Street and should loop under the railroad tracks in order to prevent water quality issues and to assure efficient transport to the wastewater treatment plant, respectively.

The County historic resource survey indicates a wood frame, vernacular farm house (survey #21-178) at the south end of the Sub-Area. A portion of this structure built in the first half of the 19th century and the remainder around 1900. Significant remnants of several outbuildings remain. No outstanding historical significance has been identified with this property.

Future development in Sub-Area 23 must be sensitive to the following existing conditions and environmental issues: (1) compatibility of use with adjoining residential areas, (2) use of the flood-prone property for storm water management facilities, and (3) careful land use siting to avoid conflicts with steep slopes and other environmentally sensitive land.

Access to the planning area can be achieved via its South Church Street frontage. However its primary access should be via the proposed collector connecting Route 340 South with Jack Enders Boulevard (Route 700).

Provision of the collector road between Route 340 and Route 613 is important to providing access to Sub-Areas east of the railroad tracts as well as providing an opportunity for traffic to avoid downtown. Development of this Sub-Area should be predicated on provision of this facility. The collector road should be the primary means of access to this Sub-Area. The south end of Church Street should be terminated with a cul-de-sac. Provision of access to the collector road and Church Street should be allowed in accord with VDOT standards. An Official Map showing the location of this collector should be adopted to insure provision of this important right-of-way. The Light Industrial/Research land use designation is applied to Sub-Area 23. The property is uniquely suited for Light Industrial/Research uses as the only Sub-Area in the Berryville Area Plan having frontage on a railroad, a primary highway, and a planned collector road. Immediately east is Sub-Area 21 (Clarke County Business Park) that is designated for Light Industrial/Research uses. The Light Industrial/Research designation for Sub-Area 23 would allow complementary uses and serve as the entry to Sub-Area 21 from the west. It also falls within the Historic Access Corridor that establishes design requirements for non-single family development.

The Light Industrial/Research land use designation is applied to Sub-area 23 to establish the framework for a low intensity business park that should be planned in conjunction with Sub-area 21. It is intended that such uses provide employment opportunities as well as serve the needs of County residents. Such activities shall be developed in a low intensity manner with ample setbacks and quality landscaping and screening, so that residential uses to the north and west have an effective buffer. Provision for these buffers affirm the Town and County's firm commitment to the preservation of its existing residential neighborhoods and the semi-rural lifestyle of the outlying community, while ensuring the economic vitality and stability of the County and the Town.

The design and scale of the structures for proposed uses should be consistent with the architectural themes in the Berryville Area. A comprehensive design program should be established for all proposed buildings within the development. Site design requirements should include the siting and massing of buildings to enhance the views of the site from the Route 340 and the planned collector road.

The proposed Business Park-BP zoning district for this Sub-Area states that Development intensity should not exceed a 0.35 floor area ratio (FAR), based on the net developable area within the Sub-Area. Finally, the Historic Access Corridor Overlay District is applied to portions of this Sub-Area within 300 feet of US Route 340 and the collector road between Routes 340 and the Norfolk Southern Railroad. This District establishes design guidelines for development within this corridor.

Site Plan approvals and other future land use decisions in Sub-Area 23 should take into consideration whether or not development proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the Sub-Area, as well as adequate public street linkages within the overall planning precinct. The private sector should design and construct roads in the planning precinct necessary to carry the ultimate traffic loadings for the projected labor-intensive complex. In addition, transportation plans should provide for internal pedestrian movements via sidewalks and paths.

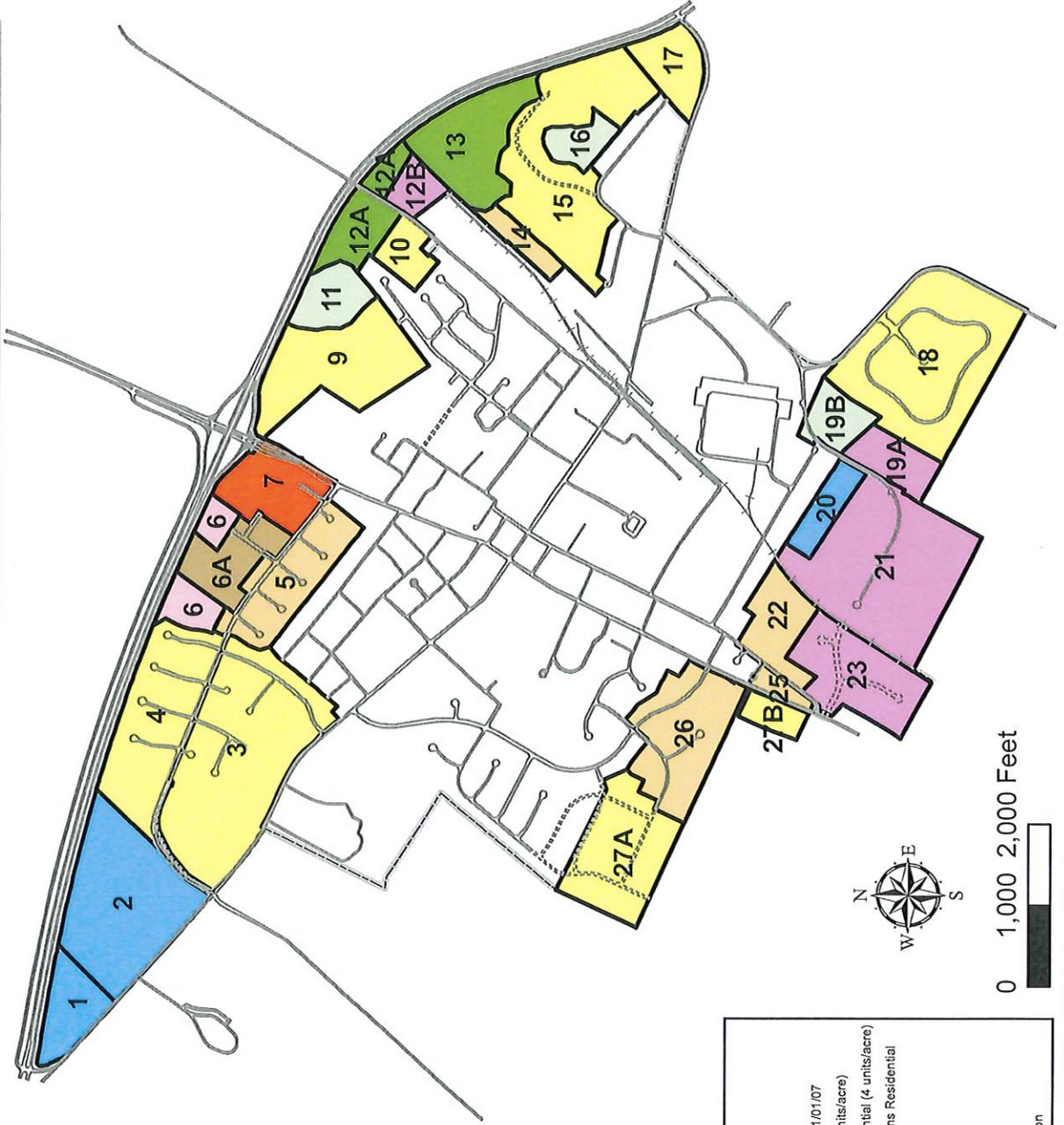
Phasing of the site development in Sub-Area 23 shall be coordinated with the development of the balance of the planning precinct. Higher intensity development on selected tracts is encouraged where context-sensitive site design and public improvements are incorporated into site development schemes for incremental and compact growth. Therefore, site plans for development in the applicable Business Park-BP zoning district, should only be approved upon the submittal of superior development proposals which address phasing, transportation issues, storm water management, quality site design, and other applicable site design issues addressed above.

SUB-AREA 24

Name: SOUTHGATE NORTH
Acreage: N/A
Land Use Designation: N/A
Annexed: Yes

Sub-Area 24 approximately 8 acres and is located between Route 340 and South Church Street, which constitute its westerly and easterly boundaries, respectively. This Sub-Area contains the northern portion of the Southgate Subdivision and has reached build-out. Since this original Sub-Area does not have additional development potential, it is removed from the revised Plan.

MAP 4 -- Berryville Area Plan Land Uses (2015)



- Existing Roads
- Proposed Roads
- Railroads
- Berryville Town Limits as of 01/01/07
- Low Density Residential (2 units/acre)
- Medium-Low Density Residential (4 units/acre)
- Medium Density Older Persons Residential
- Highway-Visitor Commercial
- Business/Office
- Light Industrial/Research
- Institutional/Public
- Environmental Conservation
- Historical/Cultural Preservation

Policies

- 1) Meet or exceed State-mandated performance standards to improve stormwater management and water quality.
- 2) Set standards for and facilitate provision of open space reservations on private lands with new development projects.
- 3) Facilitate and promote the development of recreational greenways and trail systems with new development projects.
- 4) Set standards for corridor protection areas along existing and proposed streets and highways.
- 5) Encourage use of stormwater Best Management Practices that provide the most effective controls for water quality and quantity but also utilize design elements that produce the most cost-effective long-term maintenance.

2. TRANSPORTATION

- A. A transportation plan for the location, character and capacity of transportation facilities shall be compatible with the planned arrangement of Berryville Area land uses. This plan shall be coordinated with the transportation plans and policies of the Town and County comprehensive plans and the Virginia Department of Transportation's (VDOT) planning efforts. The plan shall also consider the Town's responsibilities for maintaining its secondary street network that commenced in 2012.
- B. The transportation plan shall ensure that road and street designs accommodate planned community development while promoting Berryville Area traffic patterns to be serviced in a safe and efficient manner. Road design standards shall be used which are of appropriate scale and capacity to serve long-range traffic demands, while respecting the environment and scale of the historic downtown area and surrounding neighborhoods. The location, timing and scheduling of these public improvements shall be coordinated with the land use plan for the Berryville Area.
- C. Any new proposed roads or expanded capacity on existing roads shall be represented consistently across both the Town and County transportation plans and policies. Adopted through truck restrictions on existing roads shall be considered in developing transportation plan elements and establishing growth sub-areas.
- D. The Berryville Area transportation plan shall establish and reserve the proper locations, alignments and rights-of-way for future roads, sidewalks and bike lanes to ensure that these improvements can be implemented with the least public cost.

Policies

- 1) Future road alignments and improvements to existing alignments shall be in accord with the transportation plan for the Berryville Area.

- 2) All public and private land development proposals shall incorporate the recommendations of the transportation plan, including the reservation of future rights-of-way and the construction of road improvements related thereto.
 - 3) Street design standards shall be context-sensitive and tailored to the unique land use environment and character of the Berryville Area. These standards shall be implemented via the respective subdivision and zoning ordinances for the Berryville Area, the Town of Berryville & Clarke County Bicycle and Pedestrian Plan, and shall be in accord with Virginia Department of Transportation (VDOT) and Town of Berryville criteria.
 - 4) All private development proposals shall include traffic impact statements which identify the nature of future traffic conditions and analyze the degree of traffic generated by any given proposal. Traffic impact analyses shall ensure compatibility with the transportation plan for the Berryville Area. Developers will be expected to construct all improvements recommended by their accepted traffic impact analyses.
 - 5) In addition to direct impacts to the traffic network outlined in traffic impact analyses, developers are expected to mitigate the impact of their development projects on the Berryville Area road network in the form of construction improvements consistent with the plan's transportation policies.
- E. Establish and reserve properly planned access points to undeveloped properties, in particular those situated within the proposed annexation areas and other undeveloped sections of the County and Town Study Areas. Implement access management elements to minimize conflict points and ensure street connectivity.
- F. Improve the ability of tourists and visitors to find and identify local business, historic and cultural sites without adding to visual clutter in the Berryville Area street system.

Policies

- 1) Design an attractive and comprehensive street sign system to guide tourists and visitors.
 - 2) Coordinate with Virginia Department of Transportation in creating desirable design standards and controls for tourism corridors, in particular tourist oriented directional signage on US 340 and Route 7.
- G. Provide a uniform and integrated approach for pedestrian movement, addressing walkways and bikeways. Encourage the implementation of these improvements in conjunction with new development in the Berryville Urban Area and provide coordination with trails and greenways where feasible.

- H. Develop and implement road and street design standards which are of appropriate scale and capacity to serve long-range traffic demands, while respecting the environment and scale of the historic downtown area and surrounding neighborhoods.
- I. Discourage the development of private road systems in single-family detached residential developments.
- J. Plan for park and ride options along the Route 7 corridor to help reduce the number of single-occupant vehicle commuters. Also help to establish regular local bus/transit routes and options for residents of senior housing facilities located within the Town, and to facilitate consumer access to the Town's businesses, employment centers, government facilities, and recreational resources.

3. HOUSING

- A. Housing and related land uses shall be developed and phased in a fashion compatible with and precedent to the Berryville Area's small town scale, ambience, and historic growth patterns.

Policies

- 1) Future housing shall be planned with a neighborhood orientation compatible with the scale and character of existing neighborhoods in the Berryville Area.
- 2) Provide a variety of housing opportunities for all citizens. Emphasize quality site planning and well-conceived architectural design in future development areas for all levels and types of housing products.
- 3) Provide sufficient housing opportunities for all ages and income groups within the context of compatibility with other land use planning goals and objectives.
- B. Ensure historically compatible design treatment through the implementation of historic district design standards in the Berryville Area.

4. LAND USE

- A. The land use plan shall reflect the logical and compatible land uses for the Berryville Area at its long-range, full development scenario. Decisions regarding future land use shall conform to the land use plan. The land use plan shall represent the graphic expression of the adopted goals, objectives and growth management policies of the Berryville Area.
- B. The land use plan shall provide opportunities to optimally coordinate, schedule and time future development, giving due respect to individual property rights, demographic and marketplace demands, and ability of the localities to program and provide for public infrastructure and facilities in a fashion compatible with the adopted Berryville Area Plan.

Office, as manager of the dispatch system, also incurs costs of maintaining the dispatch center and its equipment as well as radio systems, antennas, and off-site repeater equipment on communications towers. Facility expansions/enhancements occur less frequently but are identifiable needs that appear in capital improvement budgets. Law enforcement capital needs are a common component in a cash proffer calculation. Direct provision of developer-funded improvements are far less common due to the nature of law enforcement capital needs although opportunities to obtain such improvements should be evaluated in applicable land use requests.

g. Stormwater Management (Town of Berryville Public Works)

Stormwater management facilities in the Town of Berryville consist of Town-owned facilities, privately-owned and managed facilities, and facilities owned and managed by other governmental entities such as the Clarke County School Board. Regulation of stormwater management falls under the purview of the Virginia Department of Environmental Quality (DEQ). Over the past several years, the Commonwealth has continued to strengthen stormwater management regulations as a part of a larger effort to improve water quality statewide. It is expected that in the future, stormwater regulations will remain at their current levels or continue to be strengthened. This makes ongoing maintenance and enhancement of municipal stormwater systems more critical. Capital projects to improve municipal portions of a stormwater system are often included in a cash proffer calculation.

All development proposals regardless of use type are required to include approval of a stormwater management plan by both DEQ and the locality. Such plans shall also include a development agreement to ensure that any facilities and best management practices are maintained throughout the life of the facility. Stormwater management is mandated by law and not subject to negotiation. However, an opportunity may arise with specific development projects to accept proffered improvements that may enhance an underperforming part of an existing stormwater system. In these cases, a cost benefit analysis shall be conducted to determine whether the community would benefit from accepting such improvements.

As noted in the original Berryville Area Plan, conveyance of stormwater is a critical element in ensuring that new developments do not have adverse impacts in the form of erosion or flooding on surrounding properties. The presence and sensitivity of Karst features adds an additional dimension to the challenge of managing stormwater on a municipal level. Stormwater management and Karst impacts shall be included in any detailed analysis of potential properties to be included in future annexation areas or in expansion of existing Sub-Areas to support more intensive development.

3. Transportation Network

a. Impacts of new development

As previously noted, the Town of Berryville assumed the responsibility of maintaining the secondary street network within Town limits in 2012. Harry Byrd Highway (Route 7), Main Street (Business Route 7), and Buckmarsh Street (US 340) are primary

highways maintained by the Virginia Department of Transportation (VDOT). Design requirements for the secondary street network may be found in the Town's Subdivision Ordinance. Annexation area projects that are undertaken prior to annexation by the Town and that propose new public streets or that impact existing secondary streets will be required to observe the Town's design requirements.

Traffic impact on the public road network is one of the most commonly evaluated elements of any new development proposal. All new developments shall be designed to ensure that the resultant impacts on traffic volume and patterns do not result in a reduced level of service on the adjoining public roads and intersections. For most projects, this is determined through a traffic impact analysis (TIA) conducted by the developer's traffic engineer and reviewed for conformance with state regulations by VDOT for impacts to primary highways and by the Town's consulting engineer for impacts to secondary roads. The TIA will identify needed improvements to roads and intersections based upon the proposed development's most intensive potential usage. It is expected that developers will provide the TIA's recommended onsite improvements as part of the site development. It is also expected that developers will consider providing any needed off-site improvements that bear a direct relationship to the new development's traffic as determined in the approved TIA.

As presented in Chapter I and depicted in the original Berryville Area Plan, the Town has also identified future enhancements to the public road network that have yet to be constructed. These include the construction of a southeastern collector road that would connect Jack Enders Boulevard to U.S. 340 and an extension of West Fairfax Street to connect with East Fairfax Street that would enable access to the public street network between Buckmarsh Street and First Street. New development projects shall provide improvements to facilitate construction of these enhancements if the projects are located in the areas designated for future road improvements. Such developer-provided improvements shall include right-of-way dedication for roads and drainage, construction of actual improvements, cash contributions, or a combination of these elements.

The Town has also identified provision of bicycle and pedestrian facilities as a critical element of public infrastructure. Applicants will be expected to provide such facilities according to the Town's planning and design criteria.

b. Planning for future growth

Transportation infrastructure needs are among the most important to evaluate when determining whether to create a new annexation area or to increase the recommended density of development in an existing Sub-Area. Any of these types of changes considered by the Town and County shall include a traffic impact analysis performed by a traffic engineer with recommendations on future improvements necessary to accommodate the proposed growth.

Identifying key projects to improve the current public road network is equally important. Chapter I lists the three Berryville Area projects that have been identified by the Town and County as priorities to enhance the network's current level of service. These

projects, as well as any new potential improvement projects, should be reviewed and discussed jointly by the Town and County on a regular basis and concerted efforts should be undertaken to pursue State and Federal funding for the projects. Where applicable, partnerships may be formed with the development community to share the cost of completing these projects including but not limited to proffered improvements with new development proposals.

C. Potential Future Growth Areas

While portions of Annexation Area B remain available for new development or infill/re-development projects, it is advisable to identify new areas adjacent to the Town of Berryville that could be considered for designation as future annexation areas. Subsection A above outlines the processes for evaluating and formally establishing new annexation areas, however the first step in this long-range planning exercise is to determine the most logical locations for future development. Three areas located outside of the boundaries of Annexation Area B are proposed for designation as “potential future growth areas” to be evaluated jointly by the Town and County to accommodate future growth as Annexation Area B reaches build-out for residential and commercial/industrial capacity.

As depicted in the attached maps, the potential future growth areas are shown as general planning areas without specified boundaries. This is to enable the areas to be expanded or contracted in size depending on the influencing factors that would be evaluated through the annexation area review process. For the purposes of this section, potential future growth areas should be viewed as a point of departure for the discussion of allowing urban-scale growth and expansion of the Town boundaries in key locations.

Determining when to begin a detailed review of a future growth area for consideration as a possible new annexation area shall be based on the following factors:

- Degree of build-out in existing Sub-Areas.
- Available capacity of public water and public sewer to serve the new development area or alternatively, the ability to obtain additional required capacity through developer-funded improvements.
- Impact on the current levels of service of public roads and emergency services and whether adverse impacts can be mitigated by developer-funded improvements.
- Impact on the capacity of the public school system including but not limited to enrollment capacity and classroom size.

The majority of these factors address impact of new development on public infrastructure. It is critically important that these future impacts are effectively planned for in both the Town’s and County’s capital improvement programs to ensure that the desired scale of development can be accommodated.

1. Southern Potential Future Growth Area (Map 5):

Location:

This Future Growth Area includes properties located immediately to the south of the Clarke County Business Park (Sub-Area 21) and the properties recommended for Light Industrial/Research uses located on the west side of the Norfolk Southern Railroad in the Craig's Run Light Industrial Area (Sub-Area 23). The Area also extends westward to U.S. 340 and southward to the vicinity of Smallwood Lane (Rt. 680).

Approximate Area: +/- 150 acres

Development Constraints:

- Smallwood Lane (Rt. 680) – Smallwood Lane is the only public road providing access to U.S. 340 and is classified as a local road with limited pavement width and no turn lane/acceleration lane at the U.S. 340 entrance. Smallwood Lane is hard surfaced only to an area immediately east of the rail crossing with the balance of the road being gravel surfaced.
- Norfolk Southern Railroad – Existing at-grade rail crossing on Smallwood Lane would require significant improvements to accommodate additional vehicular traffic.
- Virginia Department of Transportation (VDOT) office – VDOT maintains a local maintenance office on six acres located on Smallwood Lane immediately west of the rail crossing.
- Existing uses on U.S. 340 – The western edge of the Future Growth Area includes several homes and an existing auto repair business on small lots that front the east side of U.S. 340.
- Milton Valley Farm – The Future Growth Area is bordered to the south by Milton Valley Farm which is in permanent conservation easement. Any future development shall include measures such as buffer areas and screening to mitigate potential impact on the conservation easement.

Potential Land Use(s):

- Business/Office and Light Industrial/Research. The logical development pattern for this Future Sub-Area would be the continuation of business and light industrial uses similar in scale to the adjacent Business Park. The Business/Office designation should be used to provide transition uses between more intensive Light Industrial uses and adjoining residential and agricultural properties.

Other Considerations:

- Potential alternative route for future Southeast Collector road. As noted previously in this Plan, Jack Enders Boulevard is planned to be extended from its current terminus to South Buckmarsh Street to complete a connection between Main and Buckmarsh Streets (U.S. 340). Jack Enders Boulevard would cross the Norfolk and Southern rail line by means of a new at-grade crossing. If this Future Growth Area is ultimately developed

into a new annexation area, an alternative route for the Southeast Collector road could be considered that would extend in a southwesterly direction from existing Jack Enders Boulevard near the Town of Berryville water tower, and would improve the existing at-grade rail crossing on Smallwood Lane to reach U.S. 340. A detailed traffic impact analysis and engineering study must be conducted in order to fully evaluate this option.

Recommendations:

Evaluation of this Future Growth Area should be a short-term priority given the near build-out of the existing Business Park and the continuing need to move forward with the planning of the Southeast Collector. Upon adoption of the revised Berryville Area Plan, Clarke County and Town of Berryville officials should cooperatively undertake a detailed land use planning and engineering study of this area for consideration as a potential new annexation area. The goal should be to complete this study and determine whether to move forward on creating a new annexation area no later than the next five-year review period for the Berryville Area Plan. Consideration of an interim amendment to the Plan would also be warranted for this purpose.

2. Hermitage South Potential Future Growth Area (Map 6):

Location:

This Future Growth Area adjoins Hermitage subdivision immediately to the south including the Hermitage Boulevard Residential Area (Sub-Area 26), and also adjoins the Hermitage Residential Growth Area (Sub-Area 27A) and the Southern Gateway Residential Growth Area (Sub-Area 27B) to the west and the Clarke County VFW property to the west and south. There is also an existing historic home, Aurora (453 South Buckmarsh Street), located immediately to the east on a three-acre parcel and an existing electric power station.

Approximate Area: +/-75 acres

Development Constraints:

- Consideration should be given to mitigating any potential adverse impact to the existing historic home at 453 South Buckmarsh Street including potential use of the Historic/Cultural Preservation land use designation.
- The balance of the Future Growth Area is currently open farmland with minimal tree coverage. Siting of new structures and landscaping shall be considered as this Area lies at the Town's south gateway.

Potential Land Use(s):

- Low-Density Residential (2 units/acre)
- Medium-Density Residential (4 units/acre) with cluster development.
- Commercial uses consistent with the scale and density allowed by Town ordinance.
- Historic/Cultural Preservation for the parcel containing the existing historic home and immediate vicinity.

Recommendations:

Evaluation of this Future Growth Area should be considered a long-term priority once the existing residential Sub-Areas approach maximum build-out.

3. Western Potential Future Growth Area (Map 7):

Location:

This Future Growth Area is located at the southeastern corner of the intersection of Westwood Road (Rt. 636) and West Main Street (Business Va. 7). It is bordered by the historic Rosemont property to the east, Clarke County High School to the north, and D.G. Cooley Elementary School to the west. The property is currently an active apple orchard.

Approximate Area: +/-60 acres

Development Constraints:

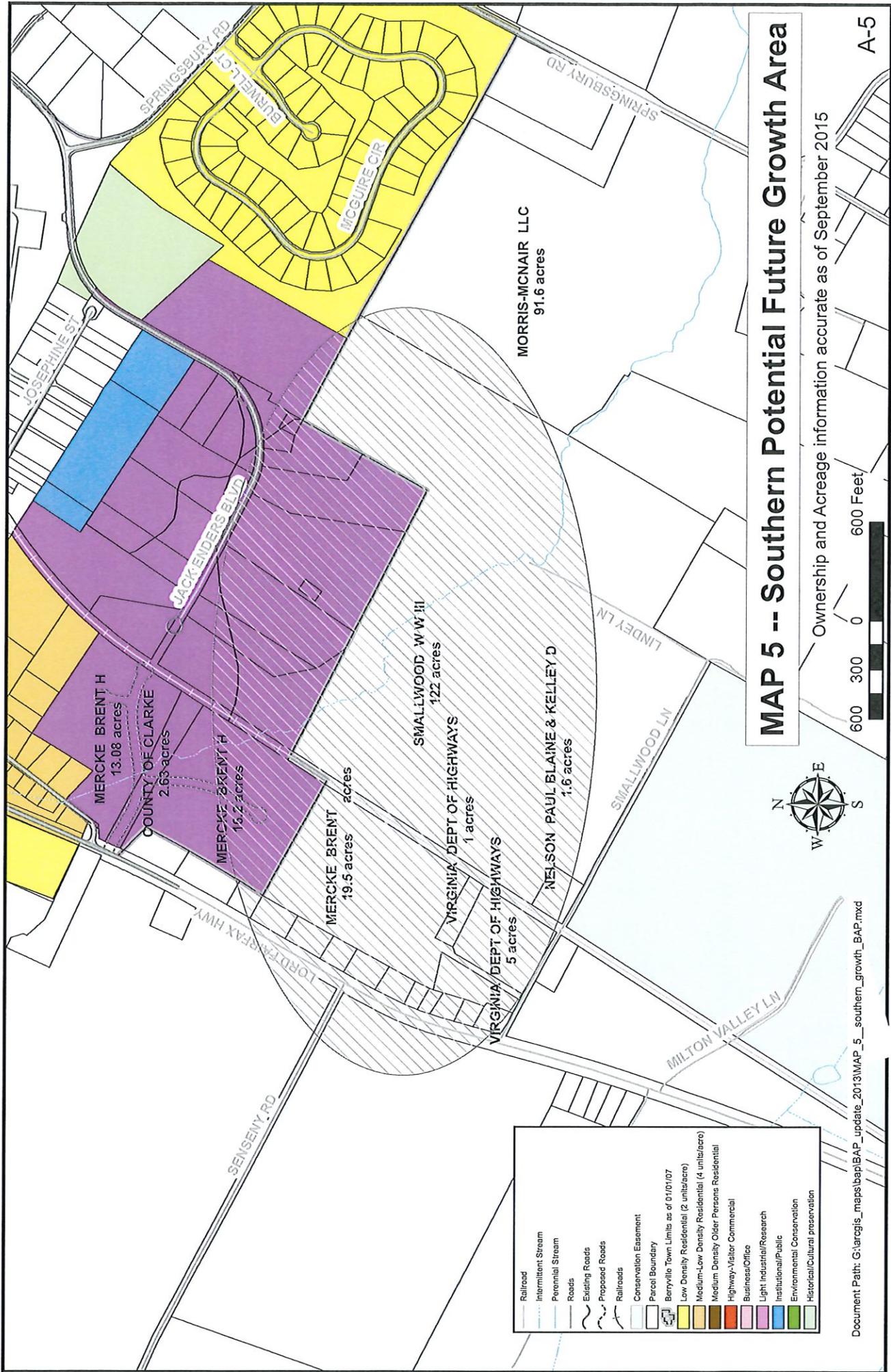
- Agricultural use. As the property is in current long-term use as an orchard, the opportunity for development of this property may not occur until the useful life of the orchard is exhausted.
- Potential impact to Rosemont. Consideration should be given to mitigating any potential adverse impact of development to the historic Rosemont home and grounds including potential use of the Historic/Cultural Preservation land use designation.
- The balance of the Future Growth Area would be open and visible from public roadways. Siting of new structures and landscaping shall be considered for this Area.

Potential Land Use(s):

- Low-Density Residential (2 units/acre)
- Medium-Density Residential (4 units/acre) with cluster development
- Historic/Cultural Preservation as development buffer from historic Rosemont.

Recommendations:

Evaluation of this Future Growth Area should be considered a long-term priority once the existing residential Sub-Areas approach maximum build-out.



MAP 5 -- Southern Potential Future Growth Area

Ownership and Acreage information accurate as of September 2015

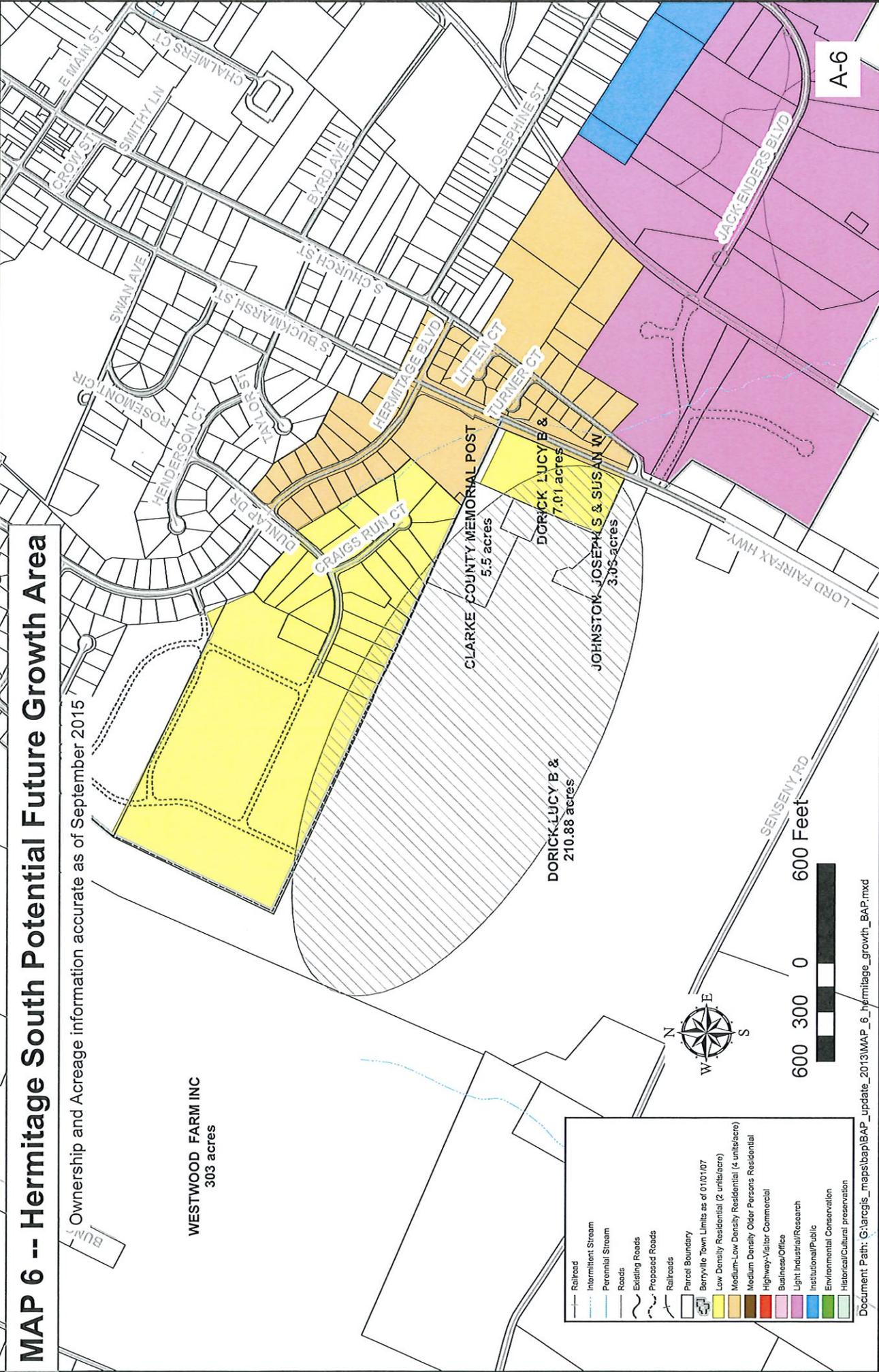
- Railroad
- Intermittent Stream
- Perennial Stream
- Roads
- Existing Roads
- Proposed Roads
- Railroads
- Conservation Easement
- Parcel Boundary
- Berryville Town Limits as of 01/01/07
- Low Density Residential (2 units/acre)
- Medium-Low Density Residential (4 units/acre)
- Medium Density Older Persons Residential
- Highway-Visitor Commercial
- Business/Office
- Light Industrial/Research
- Institutional/Public
- Environmental Conservation
- Historical/Cultural preservation



MAP 6 -- Hermitage South Potential Future Growth Area

Ownership and Acreage information accurate as of September 2015

WESTWOOD FARM INC
303 acres



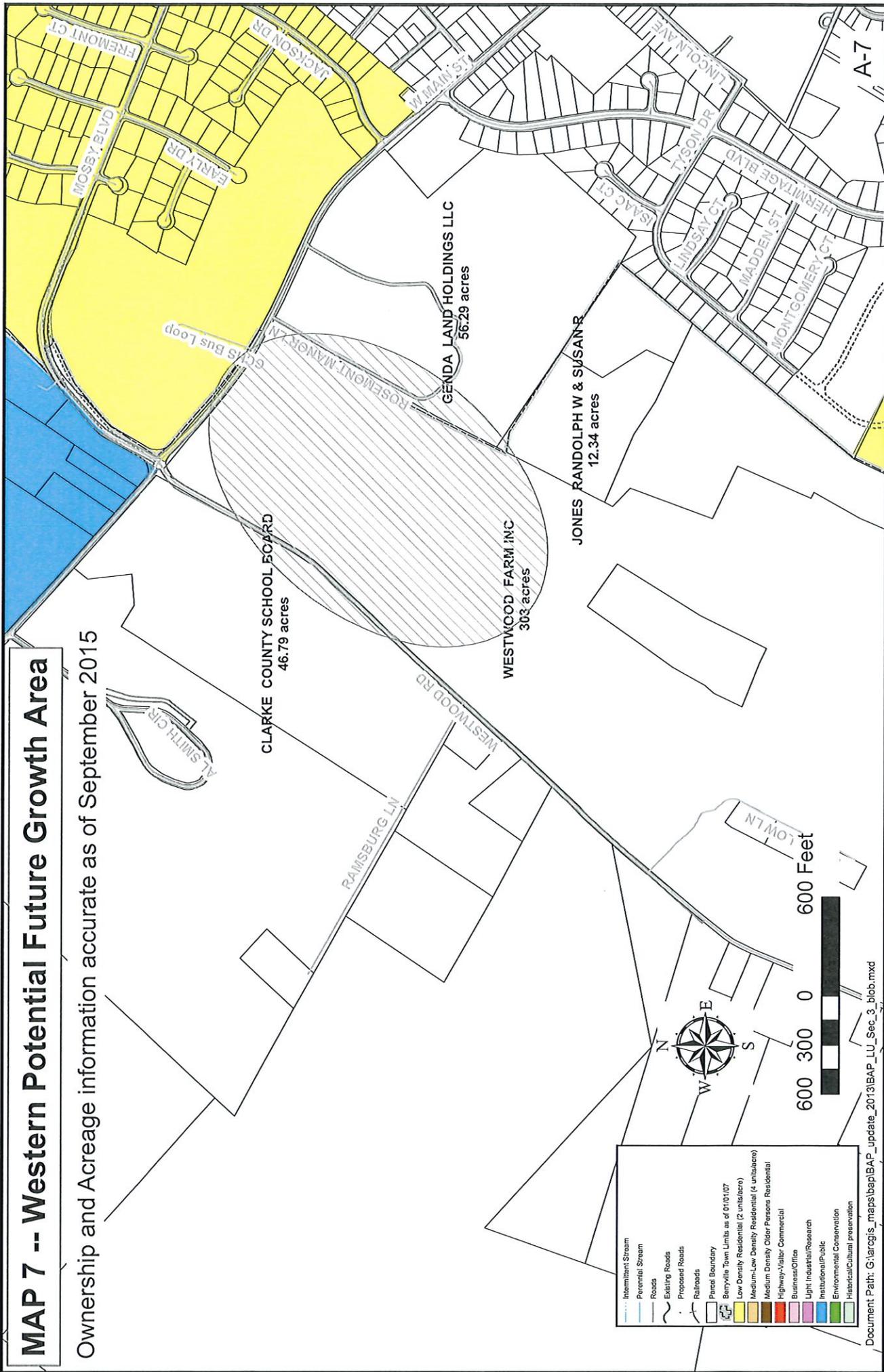
A-6

- Railroad
- Intermittent Stream
- Perennial Stream
- Roads
- Existing Roads
- Proposed Roads
- Railroads
- Parcel Boundary
- Berryville Town Limits as of 01/01/07
- Low Density Residential (2 units/acre)
- Medium-Low Density Residential (4 units/acre)
- Medium Density Older Persons Residential
- Highway/Visitor Commercial
- Business/Office
- Light Industrial/Research
- Institutional/Public
- Environmental Conservation
- Historical/Cultural preservation

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MAP 7 -- Western Potential Future Growth Area

Ownership and Acreage information accurate as of September 2015



CLARKE COUNTY SCHOOL BOARD
46.79 acres

WESTWOOD FARM INC
303 acres

GENDA LAND HOLDINGS LLC
56.29 acres

JONES RANDOLPH W & SUSAN R
12.34 acres

- Intermittent Stream
- Perennial Stream
- Roads
- Existing Roads
- Proposed Roads
- Railroads
- Parcel Boundary
- Berryville Town Limits as of 01/01/07
- Low Density Residential (2 units/acre)
- Medium-Low Density Residential (4 units/acre)
- Medium Density Older Persons Residential
- Highway-Visitor Commercial
- Business/Office
- Light Industrial/Research
- Institutional/Public
- Environmental Conservation
- Historical/Cultural preservation