

# BERRYVILLE AREA PLAN

ADOPTED: April 12, 1992

AMENDED: December 4, 1995

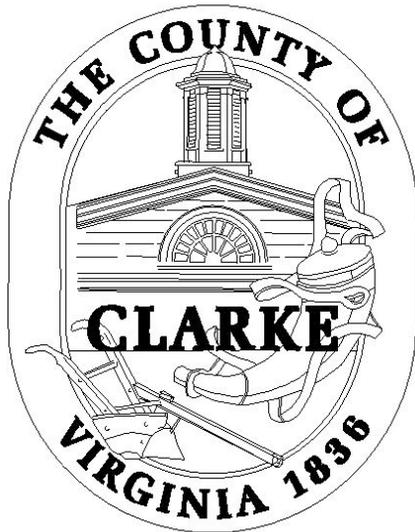
February 18, 1997

April 15, 1997

May 13, 1997

May 15, 2001

September 15, 2009(BOS) / November 10, 2009(TC)



**Clarke County  
Comprehensive Plan  
Implementing Component  
Article 3**

**Town of Berryville  
Comprehensive Plan  
for Annexation Area B**

# **BERRYVILLE AREA PLAN**

**CHAPTER III OF THE  
CLARKE COUNTY  
COMPREHENSIVE PLAN**

**ADOPTED AS PART OF THE  
BERRYVILLE TOWN  
COMPREHENSIVE PLAN**

**Chapter III  
Adopted  
April 21, 1992**

**Amended  
December 4, 1995  
February 18, 1997  
April 15, 1997  
May 13, 1997  
May 15, 2001  
September 15, 2009 (BOS) / November 10, 2009 (TC)**

**BERRYVILLE AREA PLAN COMMITTEE**

**Gay M. Allen  
William L. Boyce  
A. R. Dunning, Jr.  
David C. Jelinek  
Benjamin Longerbeam  
Richard G. Sponseller**

**COUNTY BOARD OF SUPERVISORS  
TOWN COUNCIL  
COUNTY PLANNING COMMISSION  
TOWN PLANNING COMMISSION  
BERRYVILLE AREA DEVELOPMENT AUTHORITY**

**COUNTY ADMINISTRATIVE STAFF  
TOWN ADMINISTRATIVE STAFF**

**Clarke County  
Administrative Office  
102 N. Church Street  
P. O. Box 169  
Berryville, VA 22611  
(703) 955-5100**

**Town of Berryville  
Administrative Office  
23 E. Main Street  
Berryville, VA 22611  
(703) 955-4081**

**BERRYVILLE AREA PLAN**

**TABLE OF CONTENTS**

	<b>Chapter</b>
<b>Planning Process .....</b>	<b>I</b>
<b>Planning Goals and Objectives .....</b>	<b>II</b>
<b>Existing Community Characteristics .....</b>	<b>III</b>
<b>Land Use Designations .....</b>	<b>IV</b>
<b>Planning Area Analysis .....</b>	<b>V</b>
<b>Facility Impacts .....</b>	<b>IV</b>
<b>Transportation .....</b>	<b>VII</b>
<b>Zoning .....</b>	<b>VIII</b>

## **I. PLANNING PROCESS**

### **OVERVIEW OF PLANNING PROCESS**

In the preparation of the Berryville Area Plan, the planning process has been segmented into four principal areas: (1) research, (2) analysis, (3) synthesis and (4) land use prescriptions. In seeking the optimal path to orchestrate future growth and to accommodate land use demands within the Berryville Area, this four phase process has revolved around a systematic investigation of the natural and man-made environment in the Berryville Area, with the resultant product yielding a set of resource-based, future land use recommendations.

The final Area Plan is achieved through a process of comparative analysis in which a range of alternative land use allocation concepts have been carefully weighed against the physical, social, ecological and economic realities of the Berryville Area. In theory, the recommended Area Plan is one which:

1. Best accommodates the community's planning goals and objectives;
2. Is capable of implementation within the context of satisfying both
  - (a) the marketplace demands, and
  - (b) the ability of the local government to responsibly supply municipal services and infrastructure; and
3. Provides positive community-wide benefits with the least negative impact on the measured values making up the existing physical, social, political and economic environment.

In this regard, ecological sensitivity and land-carrying capacities must be considered principal determinants to the allocation of land use and setting rational limitations of future growth. The underlying thesis is that the community can employ its own rational value system in preparing its local comprehensive plans. This must be achieved through a systematic planning process rather than through the sometimes obscure and artificial criteria employed in drawing conventional zoning districts and "first generation" land use plans. By virtue of this cooperative planning effort by and between the Town of Berryville and Clarke County, the wisdom of establishing future land use patterns based on the Berryville Area's environmental limitations and potentials, rather than land use patterns following property lines and political boundaries, is underscored. This affirms that zoning cannot be considered a useful planning tool for the Berryville Area unless and until resource-based plans are drawn which reflect the intrinsic development suitabilities of the land.

The first and second stages in the planning process were to collect and analyze all necessary data and background information to create a descriptive model of the existing Berryville Area. This has been recorded in a series of graphic reference exhibits that address the historic, physiographic, cultural, man-made systems and community infrastructure characteristics of the area. Planners refer to the exhibits as determinant maps. These analysis and synthesis maps are herein referenced and incorporated into the planning process for the Berryville Area.

The determinant source maps and support documentation, to be maintained and periodically updated in the County Planning Office, have modeled the following data:

1. Surface geology
2. Soils groupings
3. Hydrologic environments
4. Soil drainage environments
5. Existing vegetation
6. Physiographic features
7. Slopes and contours
8. Existing land use
9. Historic landmarks
10. Cultural features
11. Urban facilities and infrastructure
12. Ambience and community scale
13. Demographic and economic environment

### **PLANNING SUB-AREA CONCEPTS**

The third stage of the planning process - synthesis - is to establish the social and ecological values inherent in the above processes that must precede any prescription for the utilization of the Berryville Area's natural resources. Once done, this synthesis unfolded discrete sub-areas (or physical planning units) within the Berryville Area, each having its own unique potentials and suitabilities for types of future land uses that may be demanded in Berryville. When these sub-areas are viewed in the aggregate, planning recommendations can be drawn to ensure that the Berryville Area's future land use demands are directed to those sub-areas having both (a) optimal development suitabilities and (b) opportunities for overall enhancement of the measured social values and planning goals of the community.

Within the identified planning sub-areas, it will be argued that the inherent social and ecological values represented by the natural processes are, in many cases, suitable for a multiplicity of human uses: For example, moderately sloped and well-drained land may have the same suitability for apartment development as for active recreational uses. Similarly, areas of historic or scenic value could, at the same time, be highly desirable for commercial development. The synthesis stage in planning focuses on resolving any apparent conflicts that could exist for the individual citizen whose property is subject to the guidance of the Area Plan.

The next step in the process is to determine the sub-areas in the Berryville Area that are suitable for urbanization. While each sub-area was viewed for its intrinsic suitabilities for a range of uses - urban, conservation, agricultural, recreational, etc. - the synthesis effort made it possible to assess each sub-area in an attempt to allocate a single optimal use and, in doing so, to determine the degree of compatibility of that use with other existing and recommended land uses within the Berryville Area.

All land within the Berryville Area has been investigated in detail for urban suitabilities. Superimposed on these measurements are the social, market and ecological values supported by the planning goals and economic realities in the area. It will become obvious that the areas of prime urban development potentials provide abundant capacities and opportunities to absorb the

Berryville Area's growth projections well into the twenty-first century. However, the reality of this absorption capacity must be balanced with the community's vision for what it wants to look like in the twenty- first century.

### **URBAN LAND SUITABILITIES**

The physical components of the urban suitability selection process allow the land to speak for itself. Whereas, most zoning and comprehensive planning practices in Virginia, traditionally, have allocated use categories and densities to the landscape in a uniform fashion. The process of employing scaled suitability rankings more appropriately allows land use allocation to be a function of the specific character of the land to which it applies. Planning decisions can be drawn from this. For instance, flat land works better than steeply sloped land for commercial development, or existing low-density neighborhoods may be negatively impacted by adjoining, intense upstream development. Virginia's enabling statutes for planning and zoning lend support to such a process that applies a more sophisticated approach to orchestrating and allocating community land uses.

The synthesis has identified the significant physical parameters to be included in the urban suitability selection process. The following considerations are recognized in the land use allocation models for the Berryville planning sub-areas:

1. Slopes less than fifteen percent (15%) are generally suitable for urban uses.
2. Slopes in the fifteen to twenty-five percent range (15%-25%) restrict the urban development potentials and overall physical capacities within the sub-areas.
3. Slopes greater than twenty-five percent (25%) are severely limited for urban uses and development thereon should be avoided.
4. Areas of significant geologic outcroppings and sinkholes pose significant capacity constraints for urban uses and development thereon should be avoided.
5. Floodplains and major drainage channels constitute physical systems necessary to maintain hydrologic equilibrium in the watershed and development thereon should be avoided.
6. Soils of low bearing capacity have restricted suitabilities for dense urban development and the total allocable density thereon should be restricted accordingly.
7. Soils of high erodibility pose limitations on urban uses, and scale, density and character of development thereon should be allocated to restrict adverse environmental impacts.
8. Significant vegetative cover is a valued element of the sub-area's natural system, and the allocation of urban uses must respect the maintenance and conservation thereof.
9. Future land uses adjoining existing built environments must respect the scale, density and character of contiguous developments.

10. Land areas identified by the Area Plan as being necessary to accommodate the public facilities and infrastructure to service related urban uses should be reserved and, in most instances, should not be included in the determination of allocable density within the sub-area.

By applying these evaluation parameters to each of the sub-areas, certain conclusions could be drawn:

- (a) the intrinsic suitability of the sub-area for urban uses,
- (b) the range of most appropriate uses within the sub-area,
- (c) the land-use carrying capacity of the sub-area for the identified urban uses,
- (d) sensitive environmental land units within the sub-area on which urban uses should be restricted, and
- (e) specific land units within the sub-area which should be reserved for facilities, infrastructure and other uses supportive of and benefiting the allocated urban uses and densities.

Derived from this is a recommended set of uses and net densities to be included in the adopted Area Plan for the Berryville Area.

### **AREA PLAN LAND USE CATEGORIES**

For the purposes of the Area Plan and subsequent revisions to the implementing land use ordinances, a range of land use districts has been identified. Within each district, a base density has been established for the particular principal use. Densities for residential areas are expressed in terms of "dwelling units per net acre" while intensities for commercial and industrial uses are conveyed in terms of "floor area ratios" applied to net developable acres within the sub-areas. The generalized use categories and densities described in the Area Plan will be reflected in a compatible fashion with specific amendments to districts to be incorporated into the zoning ordinance upon adoption of this Plan.

In establishing a set of use categories which best reflects the planning goals and objectives for the Berryville Area, the Land Use plan incorporates the following land use categories:

<u>Residential</u>	<u>Net Density</u>
1. Low density residential (single family detached)	1-2 Dwelling Units per net acre
2. Medium-low density residential (single family detached)	2-4 Dwelling Units per net acre
3. Medium density residential for Older Persons (single family attached or multi- family detached)	4+ Dwelling Units per net acre

<u>Commercial/Economic Development</u>	<u>Net Density</u>
1. Highway and Visitor Commercial (Motel, fast food, restaurant, service station and related retail, plus office and business uses)	F.A.R.= 0.30 per Net Developable Acre
2. Business/Office	F.A.R.= 0.30 per Net

- |  |  |
|--|--|
| <p>(Business, limited assembly, storage, distribution, office uses)</p> <p>3. Light Industrial/Research<br/>(Planned industrial park setting/ low-intensity employment uses)</p> | <p>Developable Acre</p> <p>F.A.R.= 0.30 per Net Developable Acre</p> |
|--|--|

Conservation/Preservation/Public

Density

- |  |  |
|--|--|
| <p>1. Environmental Conservation</p> <p>2. Historic/Cultural Preservation</p> <p>3. Institutional/Public</p> | <p>No urban uses permitted, other uses as per overlay zoning district requirements</p> <p>Performance-based densities</p> <p>Use and densities as per zoning district requirements</p> |
|--|--|

**NET DEVELOPABLE AREA CONCEPT**

The Area Plan's allocable land-use yields (in terms of net densities/ intensities) for the planning sub-areas are a function of land area that is actually developable. As expected, such a determination excludes roads and other public features on a property. In addition, it excludes critical environmental areas such as steep slopes, sinkholes, and floodplains. The concept of net developable area provides a quantifiable approach to estimating the land carrying capacity of the sub-areas for the allocated uses.

The zoning districts for the Berryville Area employ the net developable area technique in establishing the minimum criteria for development, and thereby the land use yield for any given property use subject to a development proposal. The net developable area concept enables the planner and landowner to establish a truer estimate of a given property's development capacity.

Specifically, the Berryville zoning districts do not allow the inclusion of the land area covered by 100 year floodplains, sinkholes, slopes greater than 25%, and half of the area of slopes between 15% and 25% into the land area calculations of individual lots or required open space/landscaping areas. For example, in a zoning district with a minimum lot size of 20,000 square feet, if a portion of that lot falls within the 100 year flood plain that portion is not included in determining whether the lot meets the minimum lot size requirement. An area, such as a flood plain, with inherent usability limitations should not be included in determining whether a lot is large enough to provide what is determined to be the minimally sufficient amount of usable space. Similarly, areas with slopes greater than 25% that fall within required open space or landscape areas are not counted when determining whether that required area is large enough to meet zoning requirements. Required open or landscaped areas should be usable, including areas with inherent use limits does not provide truly usable areas.

These critical environmental areas (floodplains, sinkholes, and steep slopes) may be included in any lot or required open space/landscaped area, but, their land area cannot be counted toward the minimum area requirements for such lots or open space/landscaped areas. The exclusion of such critical environmental areas from the developable area of a property can be determined prior to its development. When combined with estimates of public facilities, such as streets, a property

developer can determine the net developable potential of a property: its real development potential.

The application of this performance-oriented methodology offers an environmentally sound process through which the land use carrying capacity of a given sub-area can be measured. When the net developable area concept is used in conjunction with site planning for individual development projects, the zoning district regulations, in effect, will merge conventional zoning (euclidean) standards with environmental performance standards. The end result is more responsive to the inherent physical and ecological determinants of the land. Thus, the land is allowed to speak for itself, and, in so doing, the link between comprehensive planning and zoning application is more integrally established. One essential element of Virginia planning and zoning law is uniformity. The performance-oriented approach to growth management ensures a uniform process of applying regulatory design criteria and land holding capacity programming to land areas of varying size, physiographic character, and locational attributes.

## **II. PLANNING GOALS AND OBJECTIVES**

### **GOALS-DIRECTED PLANNING APPROACH**

The Berryville Area Plan is designed to be a guide for the physical growth of the Town of Berryville during the next several decades and beyond. The focus of the Plan is Annexation Area B, the 880 acres surrounding the 843 acres located in the Town after January 1, 1989. The overriding purpose of the Plan is to encourage development of a safe, healthful, and distinctive living environment while maintaining the unique historical ambience of the community. Preservation and conservation issues dominate the underlying themes to be presented in the comprehensive planning program. The timing of development is integral to the growth management process. Many factors will affect the Berryville Area, and this plan specifically focuses on those areas in which the County and Town can have a positive impact.

By preparing a future land use plan which is integrally tied to its precedent goals, objectives and planning policies, the old adage that "a locality can be no better than it aspires to be" is underscored. An intelligent and comprehensible plan cannot be structured without the direction of the locality's vision for its future. The initial step in the subject planning process was to define these future goals, to translate those goals into objectives by which they would be realized, and to establish policies and strategies by which the goals can be implemented for the betterment of the community of interest. In arriving at the set of goals and objectives which have been recommended for the Berryville Area, three major and distinct efforts were undertaken in order to ensure that the planning process proceeded on this rational line and with the assurance that adopted future land use recommendations would be constructed on a firm social, economic, moral, and legal underpinning.

The initial effort in this regard was to undertake a thorough review and analysis of all previous County and Town plans and growth management documents. In doing so, past planning goals could be updated, refined and merged into the context of the Berryville Area study requirements. Further, the goals of the County Comprehensive Plan and the Town/County Annexation Agreement were enveloped into this area planning effort. Secondly, the Berryville Area plan process was designed to incorporate a range of citizens' input and participation opportunities which enabled all interested parties to express their visions and expectations for the future of the Berryville Area. A major citizen's forum and attitudinal survey was conducted, with the consolidated findings used by the Area Plan Study Committee in establishing the final goals for the plan. Thirdly, the Study Committee (along with members of the political bodies of both the Town and County) kept the plan's goals in the forefront, during the development of the specific recommendations for the Berryville area. In doing so, they maintained a high level of leadership and objective focus as the many nuts and bolts aspects of the area plan were being developed and as numerous land use alternatives were evaluated. In particular instances where the Committee's preliminary land use alternatives and/or implementation concepts were inconsistent (in whole or in part) with the adopted goals and objectives, rational planning criteria were applied to correct the situation. This thorough goals-directed planning effort yielded a more consistent land use planning program(s) and a more efficient framework for the growth management program for the Berryville Area.

## **GOALS AND OBJECTIVES**

In undertaking this comprehensive planning effort, the County and Town's range of goals can be grouped into nine general categories: **Land Use Plan, Environment, Transportation, Housing, Land Use, Public Facilities, Economic Development, Urban Design and Implementation.**

Within each of these topics, the following statements of adopted goals and objectives have been carefully designed in order to best orchestrate the quality, scale, theme, and timing of future development within the Berryville Area.

### **1. AREA PLAN**

These adopted goals and objectives set the physical, social, economic and cultural framework around which the Berryville Area Plan is designed. The Area Plan is organized, designed and implemented so as to orchestrate growth in the Berryville Area in terms of (a) future land uses, (b) scale and intensity of land uses, (c) timing and phasing of land uses, (d) timing and phasing of support infrastructure, and (e) promulgation of growth management strategies which maintain and enhance the quality of life for current and future residents.

### **2. ENVIRONMENT**

#### **A. Protect sensitive environmental areas within the Berryville Area:**

- 1) Preserve stream valleys and established drainage ways.
- 2) Protect sensitive slopes and soils from urban development.
- 3) Minimize siltation and erosion from all land uses.
- 4) Minimize urban land uses in areas of major rock outcroppings and poor drainage patterns.
- 5) Preserve and protect sites of historic and cultural importance.

#### **B. Define and implement growth management procedures which incorporate both design sensitivity and environmental protection criteria on a site- specific scale.**

- 1) Identify environmentally sensitive areas for both existing and undeveloped properties within the Berryville Area.
- 2) Implement contemporary urban design and environmental design criteria into the zoning and subdivision standards of the County and Town.

#### **C. Coordinate environmental conservation and preservation objectives by and between the County and Town.**

- 1) Identify environmental concerns which require a regional, joint-jurisdictional approach.
- 2) Establish stormwater management area plans for the major Study Area watersheds affecting both the Town and County.
- 3) Implement complementary zoning, subdivision, site planning and erosion and sediment control ordinances in the Berryville Area which are uniform between the Town and County.

- D. Develop environmental design standards for new urban land uses and development, incorporating contemporary techniques and current State and Federal policies and practices.
  - 1) Establish performance standards to improve stormwater management, water quality, and open space reservations as well as encourage recreation areas with new private development.
  - 2) Set standards for "green belt" reservations on private lands.
  - 3) Set standards for corridor protection areas along existing and proposed streets and highways.

3. **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 policies of the County-wide comprehensive plan and the Virginia Department of Transportation planning efforts.
- 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. The location, timing and scheduling of these public improvements shall be coordinated with the land use plan for the Berryville Area.
- C. The Berryville Area transportation plan shall establish and reserve the proper locations, alignments and rights-of-way for future roads and streets to ensure that these improvements can be implemented with the least public cost.
  - 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) Contemporary road and street design standards shall be tailored to the unique land use environment of the Berryville Area. These standards shall be implemented via the subdivision and site plan ordinances for the Berryville Area and shall be in accord with Virginia Department of Transportation 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 evaluations shall ensure compatibility with the transportation plan for the Berryville Area.
- D. 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.
- E. 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.

- 1) Design an attractive and comprehensive street sign system to guide tourists and visitors.
  - 2) Cooperate with Virginia Department of Transportation in creating desirable design standards and controls for tourism corridors
  - 3) Set appropriate street signage standards in conjunction with the Downtown Urban Design Study.
  - 4) Coordinate all downtown area street improvements with the Downtown Urban Design Plan and local merchant's groups.
- F. 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.
- G. 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.
- H. Discourage the development of private road systems in single-family detached residential developments.

#### 4. **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.
- 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 opportunities for decent, safe and sanitary housing for all citizens with an emphasis on quality site planning and well conceived architectural design in future development areas for all levels and types of housing products.
  - 3) Provide acceptable levels of housing opportunities for all ages and income groups within the context of compatibility with other land use planning goals and objectives.
- B. Stimulate rich and thoughtful architectural design in all levels and types of housing via the encouragement of historically compatible design treatment and the implementation of historic district design standards throughout the Berryville Area.
- C. The community should strive to eliminate substandard dwellings and adopt an active housing support program in this pursuit.

#### 5. **LAND USE**

- A. The land use plan shall reflect the optimal land uses for the Berryville Area at its long-range, full development scenario. Decisions regarding future land use must respect 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. Plan for an integrated mix of residential, commercial, and employment uses in the Berryville Area which will provide adequate housing, downtown shopping, and employment opportunities for present and future residents.
- C. Preservation
  - 1) Protect the existing Berryville small town character by planning for adjacent land uses which do not encroach upon or adversely affect its unique attributes and community ambience.
  - 2) Preserve and encourage revitalization of stable residential and commercial areas.
  - 3) Enact stronger historic district and tourism corridor design criteria focusing on historic preservation, rehabilitation, and buffer issues.
- D. Transition/Infill
  - 1) Identify and target small sites where infill opportunities exist. Program infill uses which are compatible in scale and intensity.
  - 2) Identify redevelopment opportunities and provide public/private initiatives for the proper development of these properties.
  - 3) Place a higher priority on the development of infill properties for both residential and business related uses.
  - 4) Encourage downtown historic business district development by prioritizing downtown commercial land uses ahead of scattered and/or strip retail, business and service uses.
  - 5) Provide active interjurisdictional cooperation, coordination and funding in programming future Berryville Area urban land uses and support infrastructure and municipal services.
- E. Land Development
  - 1) Inventory and assess land development constraints and opportunities for all Berryville Area properties focusing on large undeveloped tracts in and contiguous to the Berryville Area. Employ resource based analysis and synthesis techniques which organize unique land forms and homogenous geographical units into planning areas and discrete planning sub-areas.
  - 2) Identify and establish land areas for future physical development which have both (1) the strongest urban development potentials and (2) the physical attributes, location and orientation capable of promulgating the existing and historic trends of the small town land uses, scale, phasing, and ambience of the Berryville Area.
    - a) Phasing and infill strategies to accommodate this goal shall be reflected by the land use plan.
    - b) Implement land use procedures and initiatives which will stimulate future development in a small town orientation compatible with the land use plan for the Berryville Area.
    - c) Encourage development activities compatible with projected land use demands within the urban marketplace. Priority should be placed on infill development activities. Development activities which artificially stimulate growth should be discouraged.
    - d) Encourage the reservation of suitable areas for expansion of downtown

- commercial, office and service employment uses to provide tax revenues to balance the cost of providing services for anticipated residential expansion.
- e) Discourage the development of strip shopping centers and peripheral retail uses which would adversely impact the goal of increasing the efficiency and capacity of the downtown area as a center for the retail and service vitality of the Berryville Area.
- 3) Identify and target environmentally sensitive land areas which should be conserved and/or protected from future development.
    - a) Implement procedures which will result in conservation of the critical areas during private development activities.
    - b) Channel all active urban development away from critical environmental areas by causing land use on particular tracts to be clustered on those areas with the highest development potentials. Sensitive areas which lie within tracts proposed for development should be maintained in their natural state for passive and/or open space activities.
  - 4) 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.
  - 5) The decision criteria for the selection of future land uses for the planning sub-areas within the community, along with their densities and intensities, shall be performance-oriented, being based on a synthesis of (1) the physical, ecological, infrastructure and economic determinants inherent to the sub-area and (2) application of the relevant goals, objectives and planning policies adopted herein.
  - 6) The implementation of future development, via zoning and subdivision regulations, shall be performance oriented, with specific land uses, their intensities and densities, being based on the area plan's methods and procedures for determining the land carrying capacity and development suitabilities. Private development applications shall include the preparation of land use suitability assessments and environmental analyses based on the land uses presented in the adopted Berryville Area Plan.

6. **PUBLIC FACILITIES AND SERVICES**

- A. The planning and programming of all urban services, utilities and facilities shall be consonant and compatible with the future land use plan for the Berryville Area. These public improvements should be implemented so that their scope and staging are consistent with the Area Plan's development strategies.
- B. Plan and provide for an adequate level of public services, utilities and facilities for all current and future residents within the Berryville Area and, in so doing, recognize the interjurisdictional aspects of programming the future development and expansion of certain facilities and services.

- C. The nature, scale, timing and implementation of all private development proposals shall be subject to the provision of adequate and coordinated public facilities. Private development proposals shall provide all on-site public facilities, utilities and infrastructure necessary to accommodate both (1) the requirements of the given development, and (2) the Berryville Area planning recommendations for adequate public facilities within the general planning area.
- D. **Water Supply**  
Assume a leadership role in advancing regional planning and implementation programs for efficient water delivery to serve the long- range municipal water supply and fire protection requirements for the Berryville area, placing an emphasis on adequate fire protection standards for new development within the Berryville Area.
- E. **Solid Waste Management**  
Search for an adequate solid waste recycling and disposal program which meets community needs, recognizing that the Frederick County landfill does not have an unlimited capacity.
- F. **Utilities**
  - 1. Coordinate future water and sewer demands and system requirements with a long-term capital improvements program to respond to the land use plan.
  - 2. Prepare regional and/or Town/County supported plans, engineering studies, and implementation strategies for stormwater management to serve the needs of the Berryville Area.
  - 3. Plan the most effective timing and routing of public utility systems compatible with the land use plan.
- G. **Schools**  
Provide educational opportunities for current and future residents with the additions to the existing school system and facilities.
- H. **Parks and Recreation**  
Provide for adequately sized neighborhood parks as new residential development occurs. Private development proposals shall include adequate space and improvements to serve the active recreation demands of each new neighborhood.

7. **ECONOMIC DEVELOPMENT**

- A. Support the existing economic base in the Berryville Area while exploring other compatible economic opportunities for expanded employment and tax-revenues.
  - 1) Encourage moderate levels of in-fill retail and service development in the downtown areas as the principal means of expanding the local economic base. Downtown revitalization activities should be expanded and energetically pursued.
  - 2) Identify sites suitable for light industrial employment uses and reserve them for well-controlled and staged economic expansion in the Berryville Area.
  - 3) Planning should continue for a moderately paced, planned economic development

program which should include a major "industrial park site" for future office and light industrial/technology related land uses which are compatible with the surrounding residential and agricultural areas.

4. Establish performance standards for all economic development related land uses, including extensive site buffers, landscaping and open space requirements.

## 8. **URBAN DESIGN**

- A. Protect and enhance the visual quality, design excellence and the distinctive image of the County and Town to ensure that land development and accommodation of demographic growth are in keeping with the character of the Berryville Area.
  - 1) Protect the integrity of the architectural and historic character of the Berryville Area.
  - 2) Promote formal intergovernmental cooperation and action to protect and improve the County and Town's major entrance corridors into the Berryville Area, since the visual quality of these entrances transcends both jurisdictional and Berryville Area boundaries.
  - 3) Expand design review processes and standards to encourage compatible design in the areas of new construction, rehabilitation, signs, streetscapes and landscaping.
  - 4) Provide design guidelines and architectural review guidelines for new development in order to ensure compatibility with the prevailing architectural scale and themes in the Berryville Area.

## 9. **IMPLEMENTATION**

- A. The Berryville Area Plan shall be implemented via the growth management tools - land use plan, zoning ordinance, site plan controls, subdivision ordinance and other environmental and urban design standards - which are to be incorporated into this land use planning process.
  - 1) The foundation for the type, character and timing of future land use and development within the Berryville Area and its planning sub-areas is the adopted land use plan. This planning exhibit comprises the graphic representation of the Berryville Area Plan and physical expression of its adopted goals and objectives.
  - 2) Decisions regarding the location, nature, type and intensity of future land development shall be based on the adopted land use plan. This plan represents an integrated expression of the measured land holding capacities, physiographic potentials and optimal land uses for the Berryville Area and its planning sub-areas at full development. This land use plan exhibit represents an integrated expression of the (1) the adopted land use objectives and growth management policies, (2) the response to programming of measured demographic and marketplace demands within the Berryville Area, and (3) commitment of the local governments to respond to compatible private development with the provision of adequate public facilities.
  - 3) The zoning regulations applied to property within the Berryville Area shall be consonant with the adopted land use plan. Significant deviations from the Berryville Area Plan shall require a revision to and update of the Area Plan prior to the consideration of any such significant zoning amendment by the Town or County.

- 4) Zoning amendment proposals which are not compatible in use and intensity with the land use plan shall be recommended for denial. The Town and County shall work with all property ownership interests to encourage compliance of their development proposals with the Berryville Area Plan.
  - 5) The Town and County should coordinate and communicate by and between their governing bodies regarding any and all land use decisions affecting lands within the Berryville Area.
  - 6) The Town should concurrently adopt new land use controls and growth management programs - zoning, site plan, subdivision, facilities plans, erosion and sediment controls, environmental design standards, and urban design standards - which are required to implement the Area Plan.
- B. Implement the objectives, plans, and strategies of the Berryville Area Plan process through creative growth management techniques, while stressing a stronger principle of design and planning accountability within the private development sector.
- 1) Update and strengthen the existing zoning, subdivision, and site plan controls applicable to the Berryville Area. Implicit in this is the joint cooperation between the Town and County in establishing compatible and uniform land use regulations for the Berryville Area. These new Berryville Area regulations shall govern and take precedence over existing local zoning and subdivision controls.
  - 2) Apply proffer zoning techniques in implementing the Berryville Area land use plan via parcel-by-parcel rezoning amendments.
  - 3) Apply existing land use enabling legislation to coordinate the design, timing and funding of drainage and sewer systems within the future development areas of the Berryville Area.
  - 4) Adopt environmental and hydraulic design standards and Best Management Practices for future development within the Berryville Area's watersheds and other environmentally sensitive areas of the County and Town.
  - 5) Utilize and coordinate existing review agencies and expand local committees to enhance quality control management for design and construction of new development within the County and Town. Improve the level of site and building inspections.
  - 6) Continue interjurisdictional growth management efforts, with a focus on creating an effective approach to provide design review and controls for the County's major tourism access corridors.
  - 7) Expand the scope of existing historic district coverage within the Berryville Area in order to provide more thorough design review and urban design coverage and to effect recent State enabling legislation permitting historic review district treatment of arterial tourism-related corridors.
  - 8) Support the formation of an Economic Development Authority, at the appropriate future time, to orchestrate industrial and employment based development activities in a manner compatible with the objectives of the Berryville Area Plan.
  - 9) Support an active downtown merchants group in order to ensure the efficient and coordinated functioning of the downtown business district, including a liaison with the Town and County regarding public services, utilities and other issues.

- 10) Coordinate all Berryville Area planning and land use decision making within the broader context of the Clarke County Comprehensive Plan's goals and objectives and the adopted comprehensive plan for the Town of Berryville.
- 11) The implementation of future development, via zoning and subdivision regulations, shall be performance oriented, with the intensities and densities of specific land uses based on the Area Plan's methods and procedures for determining the land carrying capacity and development suitabilities. Private development applications shall include the preparation of land use suitability assessments and environmental analyses based on the land uses presented in the adopted Berryville Area Plan.
- 12) Special use permitting procedures should be strengthened and used more extensively to assist in achieving implementation goals.
- 13) Where previous and currently adopted local land use plans and growth management controls within the boundaries of the Berryville Area Plan are in conflict with the goals, objectives, strategies, land use plan, and implementation program for the Berryville Area, the Berryville Area Plan should govern the local decision making processes in both jurisdictions.

### **III. EXISTING COMMUNITY CHARACTERISTICS**

#### **A. LAND USE**

##### **EXISTING AND DEVELOPING LAND USE PATTERNS**

The Berryville Area's existing land use reflects a small town scale land development pattern, linear in fashion, coinciding with the crossroads of two major historic thoroughways, one connecting Winchester and Alexandria - Route 7, and the other providing a connection between Baltimore and Waynesboro - Route 340. The existing railroad, completed in 1880, has also had a significant influence in shaping the existing land use pattern of the Berryville Area. Minor commercial strips exist today along Route 7 Business in addition to the small downtown business district. Industrial uses are located along the railroad, which runs north/south through the Berryville Area.

The vast majority of residential development is located within the Town Limits in and around the Downtown Business District. The residential development within this area is moderate in scale and relatively dense, as compared to outlying rural residential development scattered throughout the County. Most new residential development has tended to locate in the rural areas of Clarke County. This trend may have been caused in part by (1) the water-connection moratorium in the Town of Berryville, (2) the subsequent sewer-connection moratorium on land outside the Town limits, and/or (3) the desires of new residents to reside in the rural parts of Clarke County as opposed to the more "urban" Berryville Area.

The major attractiveness of the Berryville Area lies within the Town's central core. Its small town character, emphasized by its tightly knit urban village pattern, is enhanced by numerous historic buildings and sites, a picturesque ensemble of county court buildings and a rich and varied turn-of-the-century Main Street. Scattered throughout the area are numerous commercial and residential uses.

Historically, residential development in the Berryville Area has consisted almost exclusively of single family detached units. With the growing demand for less expensive single family housing and smaller units, townhouses and single family conversions began to appear within the last twenty years. Townhouses met the need of many families desiring a small town location while enjoying the advantage of home ownership. The only townhouse complex existing in the Berryville Area at this time is in the Battletown Townhouse development, on the northeast side of Town. Multifamily construction also began in this same time period. Construction has increased recently, with the primary locations of multifamily units being located in the Town of Berryville, on Chalmer's Court and Cameron Street.

As emphasized in the Plan's goals and objectives, it is generally recognized that the community cannot function efficiently or equitably without providing affordable housing opportunities. The Town and County recognize that the Berryville Area cannot expect to be attractive to employment intensive uses which broaden their tax base if nearby housing is not available for moderate to middle income employees. Both enlightened self-interest and a growing body of law support the importance of encouraging a mix of housing opportunities and prices to serve all levels of household incomes. For this to become a reality in the future, the Town must continue

a policy of providing reasonably priced urban services to the local housing industry.

### **LAND USE INVENTORY**

For purposes of analysis, the Berryville area has been separated into four smaller study areas. These study areas include the Town of Berryville, Annexation Area "A" (annexed by the Town of Berryville on 1 January 1989), Annexation Area "B" (within the County of Clarke) and a residue situated contiguous to, but outside these areas. Table III.1 lists the gross acreages composing the defined study areas. Table III.2 presents a summary of the existing land uses by land use category for the entire Planning Area.

Table III.2 also expresses the percentage of the total developed area devoted to each land use classification. Most surprising is the large percentage of land, 79.8% in the Planning Area, which is classified as vacant and open space (this figure includes land area in the existing street system). The large quantity of vacant land is primarily attributed to the vast orchards and farmland that surround the Berryville Area and occupy the west and northwest quadrants of the Berryville Area. The presence of large horse and cattle farms also accounts for a substantial proportion of the vacant land.

As might be expected, residential uses occupy the largest land area (approximately 350 acres) among the developed land uses. Of the 350 acres devoted to residential use, single family detached units occupy approximately 312 acres, or 89%. Non-residential uses inventoried include retail commercial, mixed-use business, office and service, industrial/ warehousing and public/institutional. Commercial related uses occupy approximately 25 acres of land area, while office related uses occupied only 2.7 acres. Industrial/Warehousing accounts for a considerably larger percentage of total employment related land than the commercial and office-related uses combined. Land in the Berryville Area currently used for industrial/warehousing is situated along the railroad on approximately 140 acres. Public and institutional land area, which includes schools, cemeteries, churches and the fairgrounds, occupies 181.6 acres.

### **UNDEVELOPED LAND AREA**

The issues confronting further development of these undeveloped areas range from the geophysical constraints of individual sites to large land holdings held by individuals who opt to employ their land in conservation easements. Table III.3 represents an inventory of vacant land in the study area by zoning classification, employing the pre-existing County and Town zoning categories. 1,153.4 acres or approximately 67% of the land in Berryville Area Plan (Town, Areas "A" & "B") are vacant. The amount of vacant land in the Berryville Area Plan, however, overstates its development potential since approximately 230 acres are on slopes in excess of 10%. Other constraints restricting real estate development potentials include lands impacted by sinkholes, sensitive drainage ways, severe soils, and land located in flood plains. The adverse environmental impacts that would result from building activity in such areas offer significant constraints to any intensive use.

Table III.1  
EXISTING LAND USE  
Study Areas

<b>Study Area</b>	<b>Gross Acres</b>
Town of Berryville (pre 1989)	493.2
Annexation Area "A"	350.0
Annexation Area "B"	<u>879.6</u>
<b>Total</b>	<b>1722.8</b>
 Residue	 1687.9
<b>Grand Total</b>	<b>3410.7</b>

Table III.2:  
EXISTING LAND USE  
Planning Area Inventory

<b>Land Use Classification</b>	<b>Acres</b>	<b>Percentage</b>
Residential Single Family	312.0	9.2
Residential Townhouse	15.5	0.5
Residential Multifamily	12.2	0.4
Retail Commercial	20.4	0.6
Mixed-Use Business(1)	4.9	0.1
Office and Service	2.7	0.1
Industrial/Warehousing	140.0	4.1
Public/Institutional	181.6	5.3
Open Space/Vacant(2) in Town, Areas "A" & "B"	1153.4	33.8
Open Space/Vacant in Residue	1568.0	46.0
 <b>Total Planning Area</b>	 <b>3410.7(3)</b>	 <b>100.0</b>

- (1) Mixed-Use Business includes retail, offices and/or residential uses in a single structure.  
(2) Open Space and vacant land includes land areas in the existing street system.  
(3) The total Planning Area acreage is based on the study area boundaries, as opposed to the Berryville Area boundaries, as defined by the Berryville Area Planning Committee. The Planning Area includes land in both the Town of Berryville and the County of Clarke.

Source: The Cox Company

**Table III.3**  
**VACANT LAND BY ZONING CLASSIFICATION**

<b>Town Districts</b>	<b>Town</b>	<b>Area "A"</b>	<b>Area "B"</b>	<b>Residue</b>	<b>Total</b>
R1	138.9	-	-	-	138.9
R2	9.5	-	-	-	9.5
R3	22.8	-	-	-	22.8
C	9.6	-	-	-	9.6
I	2.6	-	-	-	2.6
<b>County Districts</b>					
RS-2	-	-	93.1	7.1	100.2
RS-3	-	-	-	-	-
RS-4	-	10.2	107.7	115.0	232.9
RS-5	-	61.4	94.4	-	155.8
RM	-	2.3	-	-	2.3
CH	-	6.9	-	-	6.9
IL	-	28.7	117.9	-	146.6
AOC	-	54.4	393.0	1445.9	<b>1893.3</b>

---

(1) Calculations as of 31 December 1988

Several large orchards occupy a substantial amount of vacant land in the Berryville Area. The largest is approximately 140 acres in area and is located in the western quadrant of the Town of Berryville (excluding the balance of the orchard in the County). This orchard is one of the few remaining active orchards in the region still being commercially cultivated. The current status of this orchard implies that development in this portion of the Berryville Area is not likely to occur within the near future.

### **STABLE AREAS**

Stable and developed residential areas are existent throughout the Berryville Area and all have many years of serviceable life remaining. The protection and enhancement of these stable areas in the Planning Area should be one of the primary objectives of the Plan's land use strategy and implementation recommendations. Stable residential neighborhoods within the Berryville Area include Josephine City, Rockcroft Subdivision, Rosemont Circle, and Battletown Subdivision to mention only a few.

The key element of a stable area is that it possesses a definite character, not likely to be changed by subsequent development that may occur on vacant tracts remaining in the area. In the case of the existing stable residential neighborhoods within the Berryville Area, the majority are built out and offer relatively few opportunities for infill.

## B. HOUSEHOLDS

The size and composition of the Berryville Area's households has been changing at a very modest rate. The 1990 Census provided the most recent actual count of households within the Town of Berryville and the County of Clarke. In addition to current data, five sets of projected household figures were developed for the years 2000 and 2010. Each scenario recognized a different potential "capture rate" for the Berryville Area. The capture rate represents the proportion of the total Clarke County household increase that could potentially occur in the Berryville Area.

The 1990 U.S. Census showed 4,236 households in the County and 1,078 households in the Town. Table III.4 shows the number of households in the County in the 1960, 1970, and 1980 Censuses with the rate of growth over the past 30, 20, and 10 years respectively. Projecting these rates in a parallel fashion provides the projected number of County households. Due to the annexation by the Town in 1989, it is not possible to determine the number of households within the new town limits in 1980 and before.

Capture rates of 20%, 30%, 40%, and 50% were utilized to forecast the number of households in the Berryville Area. By multiplying each capture rate by the annual projected growth increment, an estimate of the number of households that the Berryville Area may capture in 2000 and 2010 was realized.

**Table III.4  
HOUSEHOLD PROJECTIONS**

Clarke Co.	1960	1970	1980	1990	2000	2010
20.5% /decade growth rate from 1980 to 1990	3514	4236	5104	6151		
70.5% /2 decades growth rate from 1970 to 1990	2485		4236	5729	7222	
95.9% /3 decades growth rate from 1960 to 1990	2162		4236	6023	7808	
30 % /decade growth rate			4236	5507	7159	
40 % /decade growth rate			4236	5930	8302	

1960, 1970, 1980, and 1990 figures from US Census

Town of Berryville		1990	2000	2010
	Capture rate*			
20.5% /decade growth rate (from 1980 to 1990)	20 %	1078	1252	1461
	30 %	1078	1338	1652
	40 %	1078	1425	1844
	50 %	1078	1512	1602

70.5% /2 decades growth rate (from 1970 to 1990)	20 %	1078	1377	1676
	30 %	1078	1526	1974
	40 %	1078	1675	2272
	50 %	1078	1825	2572
95.9% /3 decades growth rate (from 1960 to 1990)	20 %	1078	1435	1792
	30 %	1078	1614	2150
	40 %	1078	1793	2508
	50 %	1078	1972	2866
30 % /decade growth rate	20 %	1078	1332	1662
	30 %	1078	1652	2148
	40 %	1078	1586	2247
	50 %	1078	1714	2540
40 % /decade growth rate	20 %	1078	1417	1891
	30 %	1078	1586	2298
	40 %	1078	1756	2705
	50 %	1078	1925	3111

\* % of County households occurring in Town  
1990 figure from US Census

### **C. POPULATION: EXISTING AND PROJECTED**

The main purpose of making population projections in conjunction with the Berryville Area Plan is to establish a growth benchmark against which land use decisions regarding the type, mix, character, and quantity of real estate products may be tested. To these ends, population projections serve as a base for modeling future demographic demands and testing real estate supply against these demands. This study focuses on those relationships for a defined planning period, which spans from 1990 to 2010.

It is difficult to accurately predict the size of a future population within relatively small geographic areas such as Berryville. Due to fluctuations in local demographic components such as birth rates, death rates and, especially, rates of net migration, population forecasting, at best, is only an educated guess. Therefore, the population projections presented herein are not to be considered absolutes, but rather, demographic targets (or horizons) upon which the Berryville Area's land holding capacities will be modeled.

The 1990 Census provided the most recent actual count of residential population and demographic composition within the Town of Berryville and the County of Clarke. Based on the 1990 Census, the populations of Clarke County and the Town of Berryville, were 12,101 and 3,097 respectively.

Based on figures generated by the Lord Fairfax Planning District Commission for 1980 the Berryville Area captured approximately 30% of the County's total population. Five separate sets of population figures were projected from 1990 assuming various growth scenarios. The first set assumes 21.4% growth each decade as was the case during the 1980s. The second set assumes 49.4% growth over 20 years as was the case from 1970 to 1990. The third set assumes 52.4% growth over 30 years as was the case from 1960 to 1990. The fourth set assumes 30% growth per decade and the fifth set assumes 40% growth per decade. These rates are closer to those in neighboring jurisdictions, which have provided for suburban style growth for some time.

The methodology in developing these Berryville Area population projections has been to distribute the projected Countywide demographic projections using a range of potential population capture rates for the Berryville Area. In determining this population growth capture increment, the following factors, both subjective and objective, played unique roles: (1) the most probable number of people who wish to live within the Berryville Area (as opposed to those who would prefer to live in the rural areas of the County), (2) the public infrastructure, environmental, and physiographic limitations of the Berryville Area's vacant and under utilized tracts to absorb growth (i.e. orchards and historic residential estates), and (3) the long-term development objectives of owners of large privately-held tracts (both within and outside the Berryville Area).

For the purposes of this study, a range of potential capture rates of 20%, 30%, 40% and 50% were utilized to forecast the Berryville Area population. This range in potential population absorption is sufficiently broad to permit the planning process to realistically test and respond to the impacts of variable growth levels. This process recognizes that the Berryville Area's growth demands will be influenced by exogenous factors (both geographic and economic) and that a single projection rate (or absorption level) would be presumptive, at best. By multiplying each capture rate by the annual projected growth rate, an estimate of the population that the Berryville Area may capture in 2000 and 2010 was realized.

As previously mentioned, these projections are only estimates. They represent a reasonable range of future demographic expansion, in hopes that they can set the broader targets for the accompanying challenges presented by probable growth impacts. The Town and County, through their planning implementation tools (zoning, subdivision standards, site plan review, utilities, road alignments, official maps, etc.) can shape the amount, type and quality of this growth. Thus, these projections are not an end unto themselves but rather serve to assist in modeling the Berryville Area's growth potentials so that the community can optimally orchestrate the most efficient allocation of land uses.

**Table III.5  
POPULATION PROJECTIONS**

Clarke Co. Projections	1960	1970	1980	1990	2000	2010
21.4 % /decade growth rate from 1980 to 1990			9965	12101	14691	17835
49.4 % /2 decades growth rate from 1970 to 1990		8102		12101	15090	18079
52.4 % /3 decades growth rate from 1960 to 1990	7942			12101	14215	16329
30 % /decade growth rate				12101	15731	20451
40 % /decade growth rate				12101	16941	23717

1960, 1970, 1980, and 1990 figures from US Census

Berryville Town Projections		1990	2000	2010	
	Capture rate*				
21.4 % /decade growth rate (from 1980 to 1990)	20 %	3097	3615	4244	
	30 %	3097	3874	4817	
	40 %	3097	4133	5391	
	50 %	3097	4392	5964	
49.4 % /2 decades growth rate (from 1970 to 1990)	20 %	3097	3695	4293	
	30 %	3097	3994	4891	
	40 %	3097	4293	5489	
	50 %	3097	4592	6087	
52.4 % /3 decades growth rate (from 1960 to 1990)	20 %	3097	3520	3943	
	30 %	3097	3731	4365	
	40 %	3097	3943	4789	
	50 %	3097	4154	5211	
30 % /decade growth rate	20 %	3097	3823	4767	
	30 %	3097	4186	5602	
	40 %	3097	4549	6437	
	50 %	3097	4912	7272	
40 % /decade growth rate	20 %	3097	4065	5420	
	30 %	3097	4549	6582	
	40 %	3097	5033	7743	
	50 %	3097	5517	8905	

\* % of County population occurring in Town 1990 figure from US Census

By translating the growth rate of the County, based on Census statistics into probable growth rate factors for households in the Berryville Area, an average household size (persons per household) may be estimated for applications within the Berryville Area to compute the household projections. The 1990 County population per household was 2.86 and was 2.73 for the Town.

#### **D. ENVIRONMENTAL SUITABILITY**

The importance of physiographic conditions in determining the unique potentials and suitabilities of future land uses for a given site in the Berryville Area must be emphasized. Particularly important to this assessment are the terrain, soils and existing flood plains. From an environmental perspective, these items are mutually dependent. When the physical planning units in the Berryville Area are viewed in the aggregate, planning recommendations can be imposed which reflect environmental determinants identified in the early stages of the planning process. The subsequent recommendations seek to ensure that the Berryville Area's future land use demands are directed to those sub-areas which have not only optimal development suitabilities but, also, opportunities for the overall enhancement of the social values and planning goals of the community.

The physiographic components of the urban suitability selection process provide the foundation for determining the development potentials of various parcels or sectors of land in a site-specific area. Geology and soils are a set of physiographic characteristics among the components determining land use suitabilities. The Soil Conservation Service of the United States Department of Agriculture and the Agronomy Department of The Virginia Polytechnic Institute and State University have prepared extensive geological and soil conditions studies for the Berryville Area. Their findings are summarized in the following text, though it is suggested that both sources be consulted for more detailed, site-specific information.

Clarke County has a wide variety of geologic formations. The geology of a region determines the rock types from which the soils of the area arise. There are numerous types of soils in Clarke County, which can be grouped into eleven basic soil associations. Three of these associations are existent in the Berryville Area.

The physical parameters of each soils association reflect the characteristic development potentials for each parcel of land within the Berryville Area. For example, specific soils and/or the presence of rock may restrict, to some degree, urban development potentials for building construction and public utility installation. The three soil associations that overlay the Berryville Area (situated in the uplands of the Shenandoah Valley) are:

1. Rock Outcrop-Hagerstown-Swimley soils,
2. Poplimento-Timberville soils, and
3. Poplimento-Webbtown-Timberville soils.

The Rock Outcrop-Hagerstown-Swimley soils association lies in the extreme northwest portion of the Berryville Area between Route 632 and the Ruritan Fairgrounds. Characteristics of this

soil complex are areas of rock outcrop and deep, well-drained soils that have clayey subsoil. This subsoil was formed in materials weathered from limestone. In general, 20% of the soils in this classification are nearly level (0%-3% grade) and 80% of the soils are gently sloping (3%-8% grade). Relative to tree cover, approximately 65% of the soil complex is cleared while 35% remains wooded.

The Poplimento-Timberville soils association is bounded by the Ruritan Fairgrounds to the northwest, and the Norfolk Southern Railroad to the east; it encompasses most of the area of the Berryville plan. This soil classification is characterized by deep, well-drained soils that have clayey or loamy subsoil that was formed from materials weathered from interbedded limestone, shale, and siltstone or colluvium. Proportional characteristics of the soil include 70% gently sloping (3%-8% grade) soils and 30% rolling (8%-15% grade) soils. This soils complex contains the most productive farmland in the County of Clarke. In the Berryville Area, orchards occupy the greater portion of this soil classification. This soils association poses potential problems for urban land uses (excavation limitations for building foundations, water and sewer systems, etc.) and must be given special environmental consideration with any development proposal.

The Poplimento-Webbtown-Timberville soils association is located southeast of the Town of Berryville between the Norfolk Southern Railroad and the river terrace and flood plain region of the Shenandoah River (located along the east side of Route 621). This soils complex contains moderately deep to deep, well-drained soils that have clayey or loamy subsoil and is formed from materials weathered from interbedded limestone, shale, and siltstone or colluvium. Approximately 40% of this soils association is gently rolling (3%-8% grade) soils, 45% rolling (8%-15% grade) soils, and 15 % hilly (15%-25% grade) soils. The environmental and geotechnical limitations of this soils complex will pose special design problems to be addressed by any urban development proposal.

Both the Poplimento-Timberville and the Poplimento-Webbtown-Timberville soil associations have numerous rock outcroppings and sinkholes. The areas are well suited for farming, as reflected in the large amount of acreage devoted to agricultural use. Limitations for urban land uses, including clayey subsoils with high shrink-swell potential and low strength, pose unique restrictions for intensive development. The presence of sinkholes and bedrock channels, also present in these soil associations, make the groundwater very vulnerable to pollution. Permeability is generally moderately slow and should be considered when storm water detention facilities are designed. The environmental and geotechnical limitations of this soils complex will pose special design problems to be addressed by any given urban development proposal.

## **IV. LAND USE DESIGNATIONS**

### **PLANNING DISTRICT CATEGORIES**

The Berryville Area Plan provides for eight separate land use designations within three major land use categories. The land use plan accommodates each of these within the context of the Berryville Area Plan's adopted goals and objectives, marketplace observations, demographic trends and growth management strategies.

The three general land use categories--**residential, commercial/economic development, and conservation/preservation/institutional**--are, in a sense, carry-overs from previous Town and County plans in that they present a generalized range of land use accommodations. The Berryville Area planning process adds specificity to this fundamental aspect of the planning process by segmenting these major use categories to acknowledge and address the range of real estate designations, land use opportunities and planning umbrellas common to communities like Berryville.

### **RESIDENTIAL DISTRICTS**

At present, the Berryville Area accommodates a wide range of residential housing types, densities and product values. Recognizing that historical demands will likely continue for a similar range of housing opportunities, the Area Plan's housing goals and objectives seek to encourage sensitively phased and appropriately scaled neighborhood locations for mixed housing types.

Three separate residential land use designations have been selected for the land use plan: Low Density Residential, Medium-low Density Residential, and Medium Density Residential for Older Persons. Each dominant housing type (or product) is selected and defined based on its appropriateness for the future housing needs and desires of the Berryville Area. Based on research of many other Virginia communities of similar size and scale to the Berryville Area, residential densities (or land use yields) have been carefully studied and tested for each of the recommended residential land use orientations. These densities are generally expressed in terms of dwelling units per net developable acre. It is especially appropriate to provide for housing for older persons. With the aging of the Baby-boom generation, greater numbers of people will be seeking housing compatible with a retirement lifestyle and that meets the needs of seniors. Providing for such uses not only meets a need for the most rapidly growing segment of the population but also provides for households with the greatest amount of discretionary income. This high level of spendable income provides a greater opportunity for business and service activity. Older Person housing carries the additional benefit of not resulting in an increase in public school services, the single most costly local government service.

The residential densities recommended herein are presented in a range to provide maximum flexibility for the Board of Supervisors and Town Council regarding decisions in determining the most appropriate density for any given development proposal. The higher density zoning districts are to be applied where land use proposals are of a superior quality relative to site design (within the context of integrating recreational and environmental amenities as well as off-site improvements) and address specific issues and needs raised in the Berryville Area Plan. Thus, if the top end of the density range is to be achieved for any given site, it should be incumbent upon the applicant to present zoning proposals, master planning, phasing concepts and public facilities programs which fully complement the adopted Area Plan. The following table summarizes the three residential land use designations:

<u>Residential</u>	<u>Net Density</u>
1. Low Density Residential (single family detached)	1-2 Units per Net Developable Acre
2. Medium-low Density Residential (single family detached)	2-4 Units per Net Developable Acre
3. Medium Density Residential for Older Persons (single family detached, single family attached, and of which multi-family units)	(Exact density determined by site specific characteristics, with the total number of units in Annexation Area B not to exceed 300, not more than 120 shall be multi-family units)

The Low Density Residential designation, is designed to provide a transition between the existing small town oriented development patterns within the Berryville Area and the surrounding area. These Low Density Residential areas should be an attractive alternative to outlying residential development now allowed in the rural areas on generally 2 acre lots with private well and septic systems. Housing in this land use designation will be developed at a maximum density of two units per net developable acre. The Low Density Residential planning designation will be implemented by zoning districts which incorporate a range of environmental design and land use performance standards, including opportunities for clustered development. The cluster-siting concept will provide for neighborhoods with smaller lot layouts when coupled with additional developed recreation features, special setback conditions, and expanded open spaces. The Detached Residential-1 (DR-1) zoning district (1 dwelling unit per net acre) is to be applied to those locations within the Berryville Area that are planned for Low Density Residential uses. The Detached Residential-2 (DR-2) zoning district (2 dwelling units per net acre) would also be an appropriate density applied to Low Density sub-areas, subject to the ability of the applicant to address the goals and objectives of the Berryville Area Plan.

The Medium-low Density Residential planning designation has been established and organized to provide for the use of single-family detached homes on smaller residential lots in selected locations within the Berryville Area. The application of this residential designation is targeted for (1) planning sub-areas with excellent accessibility and proximity to public and private community facilities, and/or (2) undeveloped planning sub-areas which are contiguous to similarly sized, existing residential areas. The maximum residential density for the Medium-low Density Residential land use designation is four units per net developable acre. The Detached Residential-2 (DR-2) zoning district is to be applied to those locations within the Berryville Area which are planned for Medium-low Density Residential uses. This residential zoning district permits conventional and clustered development. The clustering of residential lots is generally encouraged in the Berryville Area Plan residential sub-areas. The Detached Residential-4 (DR-4) zoning designation (4 dwelling units per net acre) would be applied to subject sites based on superior site design qualities and the ability of the applicant to address the specific issues and needs raised in the Berryville Area Plan.

The Medium Density Residential land use designation is designed for housing for Older Persons as single family detached, single family attached, and multi-family dwelling units. This planning designation is to be applied to select planning sub-areas with locational attributes conducive to older person residential development uses. This planning designation may replace the adopted land use designation of other sub-areas that also have the locational attributes conducive to Older

Person Residential uses and if public service needs are not increased by establishment of such older person uses. Specifically, the burden is on the applicant to show that the number of Peak Hour Trips, the amount of sewage, the demand on water resources, and the demand on emergency services generated by the proposed older person residential uses will be no greater than that generated by the uses allowed by a property's adopted land use designation. To insure for a balance of housing types, a maximum of 300 dwellings for Older Persons are allowed in Annexation Area B, with not more than 120 of these dwellings being multi-family units.

An older person residential zoning district that incorporates design principles and performance standards, oriented to retirement age residents, will provide the implementation mechanism for this housing designation. The Older Person Residential (OPR) zoning district is to be applied to those locations within the Berryville Area planned, or subsequently designated, for Medium Density Residential for Older Person uses. Properties should be zoned OPR only if the applicant presents zoning proposals, master planning, phasing concepts, and public facilities programs which fully complement the adopted Area Plan.

The specific density for each site shall be determined by a plan showing the location of, and the relationship between, uses based on land use planning standards and urban design criteria. These standards and criteria shall provide for quality neighborhoods that are complementary to the existing community and that do not generate undue public service needs.

#### **COMMERCIAL/ECONOMIC DEVELOPMENT**

The Area Plan has been designed to accommodate three distinct commercial/ economic development use classifications - Highway and Visitor Commercial, Business/Office, and Light Industrial/Research.

The Berryville Area's center of commerce is the downtown Berryville business district. The Area Plan's retail and business goals emphasize the community's desire and commitment for the existing downtown to serve as the principal location for new retail shopping and service opportunities. In keeping with this, it is an objective of this Plan to discourage any shopping center and/or strip-styled retail land uses outside of downtown Berryville. The Highway and Visitor Commercial planning designation is intended to address peripheral business-related land uses lying adjacent to the intersection of arterial highways. The limitations included in this designation were set for the specific purpose of discouraging any future conversion of this land for intensive highway strip commercial or less desirable industrial/warehousing uses. The Highway and Visitor Commercial designation is to provide an opportunity for retail/service development in carefully chosen locations within the Berryville Area to provide a land use complement and critical mass support to the retail uses in the Downtown Business Commercial area. This commercial land use designation does not encourage or provide for conventional shopping centers or large-scale, freestanding retailing establishments. To the extent achievable, via zoning district controls, the built environment is to be compatible in physical scale and architectural themes with existing retail in the downtown area. The specific retail and service uses permitted in this district must be sensitive to the goal of maintaining the marketplace balance and critical mass essential to the continued health of the downtown retail sector. Peripheral commercial activities oriented to uses requiring a high degree of auto accessibility and serving the visitor commercial needs would be accommodated in the Highway and Visitor

Commercial designation. Lodging and eating establishments related to tourism are accommodated in this designation. Such establishments are to be creatively grouped in an efficient manner meeting the comprehensive planning objectives. Adequate transportation and site planning of tourism related land uses shall minimize traffic conflicts with other commercial activities within the Berryville area. The Business-Commercial (BC) zoning district is to be applied to the sub-areas with the Highway and Visitor Commercial designation.

The Business/Office land use designation is established to encourage innovative design of office and employment related development that would provide an opportunity for small scale business activities, as well as serve as a transitional land use between commercial and residential land uses. The application of the land use designation is intended for newly developing locations with good accessibility in the Berryville Area where residential-scaled offices and businesses are the principal use. Development intensities can span a wide range in floor area ratios (up to .30 FAR) depending on the particular project's intended land uses, physical characteristics, access, and parking requirements and other infrastructure demands. "Campus-styled" site design principals, with significant buffers when adjacent to any residential land uses, are to be incorporated into Business/Office development projects. The Business (B)-zoning district is to be applied to those locations with the Business/Office designation.

The Light Industrial/Research planning designation is organized to guide industrial-related land use activities within the Berryville Area. Given the economic development goals of the community, this district does not encourage heavy industry, but, rather, promotes the development of research, development, training centers, light warehousing, light manufacturing, and incidental offices to such uses. The intent of the Light Industrial/ Research planning designation is to accommodate such relatively low intensity industrial uses in a "campus" setting, with site planning emphasizing landscaping and stringent performance standards for air and noise quality. New economic development uses should be highly buffered from residential areas by significant landscaped setbacks and transitional uses, business office or public uses, where possible.

This land use orientation will apply to areas in the Berryville Area. Development densities should not exceed 0.30 FAR, with implementation tied to detailed, site plan proposals. Given the close proximity of those sub-areas planned for Light Industrial/Research uses to existing, low density residential and non-residential land uses, industrial applications should be subject to site plan review. This review should use rigorous standards for external site uses (such as storage), sensitive lighting, signage, buffering (fencing and landscape materials), and other matters that could adversely impact the environment. The Light Industrial (LI) zoning district is to be applied to those locations within the Berryville Area that are planned for Light Industrial/Research uses.

Summarized below are the Commercial/Economic Development land use orientations and their dominant use and density classifications:

Commercial/Economic Development

Net Density

- |    |   |  |
|----|---|--|
| 1. | Highway and Visitor Commercial<br>(Motel, fast food, restaurant, service station and related retail, plus office and business uses) | F.A.R.= 0.30 per Net<br>Developable Acre |
| 2. | Business/Office<br>(Business, limited assembly, storage, distribution, office uses)   | F.A.R.= 0.30 per Net<br>Developable Acre |
| 3. | Light Industrial/Research<br>(Planned industrial park setting/<br>low-intensity employment uses)                                    | F.A.R.= 0.30 per Net<br>Developable Acre |

**CONSERVATION/PRESERVATION/INSTITUTIONAL DISTRICTS**

The fourth general planning category is to be applied to three categories of conservation, preservation, and institutional real estate that warrant special land use attention and regulatory oversight. These land use orientations recognize the potential negative impacts which urban development activities might impose and serve to organize land management guidelines for the protection of these properties. Any and all land uses occurring within the Conservation/Preservation/Institutional areas would be implemented by zoning districts and/or special use permit standards.

The three planning designations include (1) Environmental Conservation Areas, (2) Historic/Cultural Preservation Areas, and (3) Institutional/Public Areas. In the areas which are directly related to conservation and sensitive physiographic areas (including flood plains and stream valleys), planning policies and implementation guidelines are intended to protect the environment and surrounding land uses against ecological destruction and harmful encroachment.

The Environmental Conservation planning designation for specific sub-areas within the Berryville Area is consonant with the goals and objectives of the Berryville Area Plan to maintain the natural and scenic qualities of the Berryville Area. Within the Berryville Area, Environmental Conservation is applied to those sub-areas having unique locations and physiographic features which warrant their continued maintenance in limited residential use or passive open space and/or park uses. Such features include those areas that may be situated within either 100-year floodplains or established environmentally sensitive areas critical to the management of storm drainage. The intent of this land use orientation is to protect significant natural features which are subject to periodic inundation from flood waters including water courses, stream valleys, marshes, forest cover in watershed lowlands, manmade drainage channels, and overland drainage areas which are impacted by the 100-year floodplain. Land use controls for these areas are to ensure that future development provide for adequate drainage facilities as well as appropriate stormwater management improvements designed to accommodate the requirements of the Berryville Area Stormwater Management Program. Subsequent chapters of the Area Plan document will address drainage and stormwater management.

In the areas related to historic/cultural orientations, planning policies and implementation guidelines are designed to encourage uses that will lead to their continuance, preservation and improvement in a manner appropriate to the Berryville Area's special heritage and scale.

Cultural, social, political, architectural and archeological influences must be carefully weighed to ensure that development within such districts will be in keeping with the character to be preserved and enhanced. Both this and the previous land use designation would be compatible for certain properties for which the owners desire conservation easement status.

The Open Space/Residential zoning district is designed to accommodate residences with the environmental sensitive areas outlined in the first designation above as well as properties with historic/cultural resource value located within the area of the Berryville Plan. Specifically, it is to be applied to sub-areas where (1) existing environmental conditions present geophysical constraints which may preclude any development, and (2) an existing historic residence may be subject to future encroachment by more intense land uses. The maximum allowable development density in this zoning district is one single-family detached residential unit per ten net developable acres. The Open Space/Residential (OSR) zoning district may be applied to those locations within the Berryville Area that are planned for Environmental Conservation and Historic/Cultural Preservation uses.

Uses in the Institutional and Public Uses designation, should be focused on activities that directly or indirectly benefit the general public, including public facilities and uses that meet public goals including housing for the handicapped or senior citizens, or low to moderate income households. The concept of the Institutional and Public Use designation is incorporated to identify locations for municipal government properties and land uses (both Town, County and joint) within the Berryville Area. While lands incorporated into this designation are primarily intended for governmental agency use or quasi-public use, some mixed-use (private/public) orientations may be appropriate under special permit regulations. The Institution (I) zoning district is to be established to implement the objectives and purposed of this land use designation.

Summarized in the following table, are the three land use categories with a general overview of intended land uses and density guidelines:

<u>Conservation/Preservation/Public</u>	<u>Density</u>
1. Environmental Conservation	No urban uses permitted, other uses as per overlay zoning district requirements
2. Historic/Cultural Preservation	Performance-based densities
3. Institutional/Public	Use and densities as per zoning district requirements

In addition, to these conventional land use controls, an Historic Access Corridor Overlay Zoning District is to be established to ensure high quality design. Such an overlay district has been enabled by the state to control the appearance of structures along arterial streets leading to historic areas and ensure their compatibility with comparable uses and structures in the nearby historic district. Such an overlay district goes beyond site plan regulations that guide the location of improvements to address the architecture of such improvements.

### **OTHER PLANNING DESIGNATIONS**

The land use plan text and graphic exhibits may reference other land use concepts and planning designations. It is intended that any additional references to land use orientations be subordinate to and complimentary with the dominant land use categories and supporting zoning districts outlined in this chapter.

### **APPLICATION OF PLANNING DISTRICTS**

The Berryville Area Plan depicts the long-range framework for land use in the Berryville area. There is no time frame or phasing element incorporated into the land use plan. Each planning designation is applied on a sub-area by sub-area basis, with the resultant graphic depiction representing the desired ultimate distribution and allocation of land uses throughout the Berryville Area.

## V. PLANNING AREA ANALYSIS

For the purpose of making the most informed land use decisions, the 880 acre growth ring around the Town known as Annexation Area B, which is the focus of the Berryville Area Plan, has been divided into twenty-seven separate and distinct geographical planning units. Each planning unit, referred to here as a planning sub-area, is comprised of an area of land that circumscribes a unique set of interrelated physiographic, topographic, and cultural characteristics that gives the sub-area its special identity. In establishing the boundaries and location of the various planning sub-areas, the Area Plan's research, inventories and analysis have carefully weighed the physical, social, economic and political resources and constraints of the entire Berryville Area. Thus, in essence, the planning sub-area represents both a unit of analysis and a result of analysis.

In the process of designing a preferred land use plan for the Berryville Area, each sub-area becomes a decision unit around which (a) concepts are evaluated, (b) alternative land uses are modelled and (c) compatibility with community planning goals is tested. The following narratives summarize the planning analysis that has been prepared for each of the Berryville Area's twenty-eight planning sub-areas. Capsulizing the findings of the Area Plan's ecological and land use investigations, these narratives identify the key sub-area characteristics, including (a) sub-area boundary delineations and land area, (b) existing land use and zoning, (c) hydrology and geology, (d) topography and natural features, and (e) cultural and political aspects. As related to the planning process, these factors and their interrelationships combine to have a direct bearing upon the process of structuring the optimal future land use(s) for any given sub-area. For example, key topographic features, such as major ridges or drainage swales, will suggest some land-use patterns and discourage others. Similarly, existing highways and railroads constitute established man-made systems that must be incorporated as givens into this planning process.

All descriptions and designations in each sub-area section reflect town boundaries subsequent to the annexation effective January 1, 1989.

The Berryville Area's framework of future land uses is illustrated by the land use plan that accompanies this document. Being shaped by the adopted physical, social and economic goals outlined herein, this land use plan encapsulates the long-range vision for development within the Study Area. Inherent to the realization of the policies that follow, the underlying growth management process assumes the continued and coordinated process of guidance, control and implementation by and between the Town and County.

Employing the analysis and synthesis developed for each sub-area, the stated land uses are allocated on a sub-area by sub-area basis. In some instances, one or more planning sub-areas may be combined into a larger planning precinct in order that future land uses and/or infrastructure systems may be uniquely combined and applied. In other cases, more than one planning district designation may be allocated to a given sub-area to efficiently articulate land uses and growth management stipulations.

In addition to describing sub-area characteristics, the following narratives outline the land use policies, urban design guidelines and special site development guidelines for each of the sub-areas and their parent precincts in the Berryville Area. Following the site development guidelines outlined in the sub-area narratives in this chapter, the next chapters of the Plan discuss the specific zoning ordinances necessary to implement the land use policies, and the transportation and facility impacts of the proposed land uses. In addition, the Stormwater Management Program and Water and Sewer Program, developed primarily by the Town, serve to round out the planning components of the Berryville area planning activities.

### **SUB-AREA 1**

Planning Sub-Area 1, containing approximately 22.9 acres, is located west of the Town limits and immediately east of the Route 7 Bypass/Route 7 Business intersection. The sub-area is bounded by Route 7 Bypass on the north and Route 7 Business to the south. The eastern boundary is the property line with the County Fairgrounds. The land is currently zoned AOC (Agricultural/ Open Space/ Conservation) under the County land use regulations.

Physically, the sub-area is defined by a NE/SW line where the physiography of the area changes from the low, flat land on the east, to the slightly elevated and slightly sloping area to the west. Characteristic of the low eastern 10 acres are severe drainage problems resulting in marshy conditions and poor drainage for most of the year. Any future development of this portion of the property must address both on- and off-site drainage problems. The modest relief in and around this area will create a potentially large-scale drainage problem for urban land uses. Proper drainage treatment should include stormwater management facilities designed to solve existing problems and accommodate the projected future needs of this portion of the parent watershed. The western 12 acres is relatively level, with relief patterns and hydrologic features creating poor storm runoff patterns which generally drain to the east. This, combined with the poor internal drainage characteristics of local soils, results in limited urban development potentials for the sub-area. Any future development within the sub-area must be accompanied by special environmental treatment and geotechnical and stormwater management concerns. The sub-area's Hagerstown and Pagebrook soils are generally unsuited for urban development activities, as per SCS geotechnical findings.

The sub-area is not currently served by public water and sewer utilities. As such, the feasibility of providing utilities must be evaluated with the facilities master plan for the overall Berryville Area.

Sub-Area 1 is highly visible as a result of being located at the western entrance to the Berryville Area. Transportation access to this sub-area is restricted from the Route 7/Bypass and, with any improvements to the Business/Bypass intersection, will probably be limited to not more than one public or private entrance onto Route 7/Business. If the intersection is improved to a full interchange, probably no access would be possible from Business Route 7. Frontage right-of-way should be reserved in accord with the requirements of the Virginia Department of Transportation and the Transportation Policies of this Plan.

Given that this sub-area has excellent highway visibility and limited vegetative cover, planning for any development must address issues of buffering, open space and landscaping. The overall appearance of this property, as seen from both highways, must be a significant factor in selecting its most appropriate uses. The sub-area's distinctive location and physical orientation creates both opportunities and limitations for any form of urban land use. In this context, any development proposals for the land must be carefully weighed against the planning goals and objectives related to the entry corridors of the Berryville Area.

The Institutional/Public Use planning district is applied to sub-area 1 due to the sub-areas' assorted and significant environmental constraints, its location immediately adjacent to a potential grade separated interchange which would create severe access limitations, its adjacency to a major institution at the County Fair Grounds, and its locational characteristics within a historic access corridor.

The Institutional/Public Use designation has been applied to this sub-area to provide a location for expansion of the existing County Fairgrounds and possibly for public recreation facilities to compliment the existing County park located across Route 7 Business. The location of the sub-area, relative to the County Fairgrounds, is responsive to the goals of the Town and County to support and provide adequate land area suitable for public use in the designated urban area of the County: the Berryville area.

The zoning district to be applied to Sub-Area 1 is Institutional (I).

Due to the sub-area's location in a historic access corridor, design guidelines should be adhered to, in addition to the additional submission requirements, and, should be addressed in any development applications (refer to the guidelines outlined in the Clarke County Historic Access Corridor Ordinance).

## **SUB-AREA 2**

Sub-Area 2, containing approximately 54.3 acres, is generally recognized as a public use area, given that the majority of the land is comprised of the County fairgrounds, a migrant labor camp, the Town's municipal water storage facilities and recently constructed Town public works office. Its northerly and southerly boundaries are Route 7/Bypass and Route 7/Business, respectively. The westerly boundary is delineated by the common property line with Sub-Area 1, while the easterly limits of the sub-area generally correspond to the north/south ridge whereon the existing water tanks are sited. The sub-area is zoned AOC under County land use regulations.

The underlying geotechnical and soils characteristics are not conducive to urban development activities, being a mix of Poplimento and Swimley soils. The sub-area is not currently served by public sewer.

The sub-area can be characterized as non-urbanized and sparsely developed, with existing development limited to the fairground's structures, parking areas, several single-family residences and a migrant labor camp. The land has a gently sloping character, little tree coverage, and good hydrologic characteristics. The established quasi-public, seasonal fairgrounds use lends to the visual quality of the sub-area and contributes to the overall ambience

of the undeveloped nature of the westerly sector of the Berryville Area. The County historic resources survey indicates a circa 1905 abandoned wood frame, vernacular farm house in the northeast corner of the sub-area. No special historic significance was ascribed to this structure (survey #21-180).

Access to the sub-area is precluded from Route 7 Bypass, with existing and future access points to be from Route 7 Business. The location of these intersections shall be coordinated with any access points to uses south of Route 7 Business. The set-backs of existing sub-area land uses are compatible with the nature and intent of the Historic Access Corridor for the Bypass and Business 7. The sub-area has excellent visibility from several public roads, and any future development of the land should be sensitive to this aspect.

The Institutional/Public Use planning designation supports and characterizes the dominant existing site uses. The historic access corridor district regulations impact this sub-area and provide for design review treatment of any subsequent development proposals. The sub-area has generally stable land uses given its major use as the County fairgrounds and Town water facilities. As such, no additional urban uses should be prescribed for the sub-area.

The Institutional/Public Use designation has been applied to this sub-area to provide a location for expansion of the existing County Fairgrounds and possibly for public recreation facilities to compliment the existing County park located across Route 7 Business. The location of the sub-area, relative to the County Fairgrounds, is responsive to the goals of the Town and County to support and provide adequate land area suitable for public use in the designated urban area of the County: the Berryville area.

The Institutional Zoning district is to be applied to sub-area 2. In addition, the Historic Access Corridor Overlay District is also to be applied to the sub-area.

Transportation improvements to the sub-area should include provision for pedestrian movements, via sidewalks and paths, along Route 7 Business given the public nature uses in the sub-area. Access to fairgrounds should be restricted to a single additional entry on Route 7 Business. Specific engineering plans for the upgrade of the Route 7 Business/Route 7 Bypass intersection west of Berryville should be approved prior to permitting additional access points along Route 7 Business between the Route 7 Business/Route 7 Bypass intersection west of Berryville and the intersection of Business Route 7 and Route 636. In addition development plans should specifically address stormwater management issues and preserve the existing natural swales and ridges wherever possible.

### **SUB-AREA 3**

Sub-Area 3, located immediately west of the Town limits, contains approximately 86.7 acres. It is bordered on the south by Route 7 Business and the town line. The northerly boundary of the sub-area generally follows the ridgeline, which is the divide between Buckmarsh Run to the north and Town Run to the south. The exact boundary is the platted collector street (Mosby Road) which follows this ridge. The westerly boundary adjoins sub-area 2 and follows the water tower ridge. The land is undeveloped and is zoned Village Residential (2 dwelling units per acre). A record subdivision plat of 250 half acre lots has been approved for this sub-area.

Having gentle to moderate relief, the runoff from Sub-area 3 generally drains to the south and east through existing residential neighborhoods and into Town Run, which runs easterly through the downtown. Stormwater management structures to reduce outfall drainage are encouraged for this sub-area and are addressed further in the Stormwater Management Plan. Any future sub-area development must reserve adequate land and outfall easements to accommodate drainage retention opportunities. Municipal water and sewer mains are located on the Route 7 Business frontage of the property, although they are too small to handle the extent of development anticipated for the sub-area.

The sub-area's Poplimento soils are not favorably rated for urban development activities. Any development must be extremely sensitive to the geotechnical characteristics of these soils, given their SEVERE rating for the construction of roads as well as buildings with basements. Two north-south ridges divide the sub-area into three approximately equal segments.

Access to Business 7 is limited by proper traffic engineering designs for future public intersections. Access from individual private driveways fronting on Business 7 are strongly discouraged, with the application of design principles such as shared drive-way curb cuts or reverse frontage lots, preferred. Extending through streets into the sub-area from the existing residential neighborhoods should be considered. The integration of residential neighborhoods is generally considered appropriate, however this connection should be a function of the nature of the land uses within the sub-area as well as the scope and relationship of other proposed transportation improvements between adjoining sub-areas 4, 5, 6, and 7.

Given the physiographic nature of this area, future land uses in Sub-Area 3 will be highly visible from Business 7, the historic residence (Rosemont) to the south, and the adjacent residences to the east. Given these conditions, as well as drainage and driveway access objectives along Business 7, clustering of future development to integrate such uses into the surrounding area is encouraged.

Low density residential uses are designated for this sub-area. The Low density residential use policy establishes the locally desired single family detached residential character of this outlying sub-area. As referenced in the sub-area 4 and sub-area 5 land use narratives below, future development planning and programming for sub-area 3 should be carefully coordinated with these contiguous sub-areas. The locational and topographic characteristics of this sub-area outlined in the planning analysis above, require that this property be developed in a setting emphasizing low intensity residential development, quality landscaping and buffering, as well as the preservation of the extensive natural drainage ways which impact the site.

The residential density should not exceed two dwelling units per net developable acre. Density calculations should be based on the developable or net acreage of a parcel so as to better reflect its actual development potential.

A true measure of the development capacity of a parcel would not be achieved if inherently undevelopable areas such as flood plains, steep slopes, sinkholes, storm water ponds, or roads are included in the density calculations.

Due to the sub-area's location on a designated historic access corridor, non-single family residential development should be designed to complement and blend with the historic character of Town. Given the visibility of the sub-area from Route 7 Business and its physical characteristics, clustering is encouraged to maximize integration with these features.

New public transportation facilities to serve this area are required. This should be accomplished through reserving rights-of-way for future public streets via an Official Map. An Official Map is the provision provided by state code to insure that future public streets are provided. The Official Map is comprised of the surveyed centerlines of proposed streets.

The private sector should design and construct roads in the planning precinct to carry the ultimate traffic loadings for the projected residential development. Interior roadways should be built to public street standards and should be oriented to maximize solar exposure. Traffic issues can be successfully addressed via quality design during the site plan and subdivision process. Accordingly, development is to be phased in as infrastructure, transportation, water and sewer facilities allow. Public streets, to serve the sub-area shall address both on-site and off-site improvements as a condition of approval. The same condition shall also apply to the provision of water and sewer service. Finally, pedestrian facilities are to be provided to accommodate on-site pedestrian movements via sidewalks and paths, and in particular along Route 7 Business.

Public street improvements into the sub-area are to be coordinated with site-specific land use planning and engineering for Sub-Areas 2, 4, 5, 6 and 7. Existing transportation systems, stormwater management, water and sewer facilities are of marginal capacity to serve the projected demand generated from the full development of this sector of the Berryville area. Due to its position in the watershed, stormwater management and drainage plans should address potential downstream runoff problems. The provisions for stormwater storage should incorporate areas that may also be used for open space. Such blue-green areas maximize efficient use of land by providing for occasional stormwater storage and frequent recreational activities.

The recently approved Mosby Road, the collector road serving the planning precinct and connecting Route 340 and Route 7 Business, and the upgrading and realignment of portions of the existing infrastructure currently serving this area, are essential components of any residential development activity.

Sub-area 3 is to be zoned Detached Residential-2 (DR-2), allowing half-acre lots. This is consistent with the approved subdivision plat for the subject property. This zoning district is a successor to the Village Residential zoning district currently applied to this sub-area. It is substantially the same as this district with slightly less restrictive requirement in terms of clustered lots and set backs. Preliminary planning analysis indicates a maximum development capacity of approximately 143 single family detached residential dwelling units in this sub-area.

#### **SUB-AREA 4**

Sub-Area 4, containing approximately 61.4 acres, is located west of the existing Town corporate limits. The Route 7 Bypass serves to establish the northerly boundary, with the north/south water tower ridge corresponding to its westerly boundary. The eastern boundary of Sub-Area 4 lies approximately 200 feet east of a major ridge line extending from Route 7/Bypass in a southerly direction to the Town limits. This ridge provides an excellent natural buffer from adjacent sub-area 6, thus affording a natural separation between any future land uses within these contiguous, but unique, physiographic land units. The southern boundary follows Mosby Street, an unbuilt platted road that has been placed on a drainage divide.

The preponderance of the sub-area is zoned Village Residential (2 dwelling units per acre) and has been platted accordingly. This plat places a cul-de-sac street on the eastern ridge boundary. Approximately two acres east of the cul-de-sac is currently zoned Professional Office. Sub-area 6, to the east, is planned for more intense non-residential uses. This two acre area is included in this sub-area to provide a cohesive land use pattern based on the pattern of platted streets.

This sub-area is undeveloped and is currently maintained as a farm. The County historic resources survey describes the circa 1915 complex of wood frame vernacular farm house and outbuildings on the property. These structures, historically known as Shady Grove Farm, were not described as having significant historic value, except as intact assemblage of farm structures very close to the town (survey #21-179).

The sub-area is moderately sloping, but the area has a large number of variously sized, physical units with slopes exceeding 15%. These slopes, combined with the parent soils and geological characteristics, create potential drainage difficulties for urban land uses. The existing orchard coverage aids in protecting highly erodible slopes from storm runoff and, thereby, reduces erosion and sedimentation. The sub-area's Timberville and Poplimento soils have a SEVERE rating with respect to their suitability for urban development activities.

The sub-area is interrupted by a range of overland drainageways, lowland pockets and isolated, steeply sloped ridges which create potentially sensitive conditions and physical limitations to the capacity of the land for future urban development. These drainage ways generally flow north toward the Route 7 Bypass that has cut off direct access to Buckmarsh Run, the stream draining almost all of this sub-area. The Stormwater Management Plan will address drainage and runoff requirements for this location. No public sewer is immediately available to the sub-area with the principal water supply main from the existing water standpipe intersecting the western portion of the property. Clustering development should be pursued to the extent feasible, so as to accommodate the optimal placement of structures in light of the difficult site terrain.

Sub-Area 4 has high visibility from both the Business 7 and Bypass 7 highways. Any future development should address the Historic Access Corridor planning objectives, particularly from Bypass 7, where existing views into the sub-area establish the desirability for major setbacks and buffering of any form of development.

The land use designation for this sub-area is Low Density Residential. The Low Density Residential use policy establishes the locally desired single family detached residential character

of this outlying sub-area.

Private developers should coordinate their work to establish a comprehensive site plan for the planning precinct as part of any specific land use approval. A consistent design theme should be established for all proposed dwelling units within the sub-area. Given the locational and topographic characteristics of this sub-area, this property should be developed in a neighborhood cluster setting, emphasizing low intensity residential development, quality landscaping and buffering as well as the preservation of the extensive natural drainageways which impact the site. Site planning and design should address stormwater management and preserve the existing natural swales and ridges.

New public transportation facilities to serve this area are required. The private sector should design and construct roads in the planning precinct to carry the ultimate traffic loadings of the planning precinct. Interior roadways should be built to public street standards and should be oriented to maximize southern (solar) exposure. Traffic issues can be successfully addressed via quality design during the site plan and subdivision process. Mosby Road, the link from Route 7 Business to Route 340 through the planning precinct is a requirement for any development proposals. The construction details of this collector road (pavement width, right-of-way, access, etc.) have been subject to transportation planning analysis based on the actual uses adopted for the planning precinct. An Official Map, providing a surveyed location for centerlines of proposed streets should be developed. Finally, pedestrian movement should be provided on-site by sidewalks and paths.

Concerns over stormwater runoff in the subject sub-area have been emphasized throughout the planning process. Based on an evaluation of the runoff problems in the existing adjacent development, a condition of development approval has been that a large area be reserved for storage of stormwater runoff in the event that ponding build-up may occur during very intensive rainfalls. Sufficient area is available in the sub-area to adequately accommodate the increased development runoff from the prescribed land use concept. Blue-green storage areas should be provided and reserved to provide storm relief as well as recreational open space. Such stormwater storage should be over and beyond that of pre-development levels if downstream relief is to be achieved. The issue of storm relief is further addressed in the Stormwater Management Program portion of the Berryville Area Plan.

Sub-area 4 is to be zoned Detached Residential, DR-2, 2 dwelling units per net acre, which is consistent with the approved preliminary plat for the subject property. This zoning district is a successor to the Village Residential zoning district currently applied to this sub-area. It is substantially the same as this district with slightly less restrictive requirement in terms of clustered lots and set backs. The Historic Access Corridor Overlay District also applies to this property, however as these regulations do not regulate single family development, its impact will be minimal.

Use of cluster provisions in the zoning district are encouraged so as minimize disturbances to drainageways, steep slopes, and substantial rock outcrops in the sub-area and arrange lots in the most efficient manner. Preliminary planning analysis indicates a maximum development capacity of approximately 80 detached residential dwelling units for this sub-area.

## **SUB-AREA 5**

Sub-area 5 contains approximately 23.2 acres and is situated between Mosby Road, the platted collector road, on the north and Town limits to the south and east. The western boundary is a slight ridge which serves as the divide between the drainage flowing toward Business 7 through sub-area 3 and the drainage flow in this sub-area which is directed toward the existing residential areas in the town which front on Walnut Street. The sub-area is vacant, with minimal vegetative cover, and is currently zoned Village Residential (2 dwelling units per acre) and has been platted accordingly.

The drainage divide between Buckmarsh Run and Town Run lies to the north of Mosby Road, the northern boundary for this sub-area. Sub-areas 6 and 7, north of Mosby Road are planned for intense business and office uses. Drainage runoff from part of sub-area 6, most of sub-area 7, and all of sub-area 5 will flow toward the existing residential area to the south. This residential area currently experiences flooding from these sub-areas in their nondeveloped state. The sub-area's Poplimento and Timberville soils are generally unsuitable for urban development activities. The Timberville soils are common to the sensitive drainage areas of the property. The Stormwater Management Plan addresses the need for significant stormwater facilities to serve this sub-area as well as any non-residential areas to the north.

This sub-area will be accessed from the unbuilt Mosby Road and is immediately southwest of the intersection of this street and Route 340. Water and sewer are not available to serve this sub-area at this time.

Significant attention should be given to the specific land uses and arrangement of development planned for this site. Its convenient access and significant potential drainage problems suggest clustering and/or other quality design solutions.

The Medium-Low Density Residential land use, with a density of 4 dwelling units per net acre, is employed in this sub-area as a direct result of its locational characteristics between lower density single family residential uses to the south and west within the Corporate Limits and higher intensity business related uses to the north in sub-areas 6 & 7. This land use prescription specifically addresses the concerns that non-residential uses, adjacent to the existing residential neighborhoods located within the Corporate Limits, may prove incompatible. Medium-low Density Residential uses in this sub-area should serve as a transition between the various business uses in sub-areas 6 & 7 and the existing residential community to the south. The prescribed land use for sub-area 5 should also allow for a superior environmental design approach to planning in the precinct. Growth management controls should ensure that development proposals address environmental design issues, particularly with respect to stormwater management and buffer planting.

The important issues concerning sub-area 5 are to ensure that landscaping, buffers, screening and stormwater management be provided by the owner/ applicant to alleviate environmental concerns. A single-family residential development on small clustered lots in this area should provide opportunities for the reservation of a large portion of the sub-area for stormwater management purposes. Since it is likely that a large retention area is needed, residential densities

and standards should provide for units that are creatively clustered to permit the establishment of such a stormwater management facility.

There is sufficient area in the planning sub-area and precinct to adequately accommodate the increased development runoff from the planning precinct. However, storm relief should be provided over and beyond that of pre-development levels if downstream relief is to be achieved. The details of this issue is addressed in the supporting Stormwater Management Program. Such stormwater facilities should be designed as a "blue-green" area to create an attractive screening of the existing single family homes located south of sub-area 5 in the Town; such screening and landscaping shall be provided by the owner/developer.

Mosby Road, the platted collector road through the planning precinct linking Route 340 to Route 7 Business, remains an integral part of this sub-area. All transportation planning efforts should serve to define and reserve an efficient alignment for this interior corridor if it is not built in its current platted location. Other interior roadways should be built to public street standards and should be oriented to maximize southern (solar) exposure. In addition provision should be made for internal pedestrian movements via sidewalks and paths. Rights-of-way for future public streets should be reserved via an "official map". Parking spaces required by the Zoning Ordinance shall be accessed by private driveways and not be directly access by public streets. Public access to the major collector road is to be limited to one or two intersections.

Given the high visibility of this sub-area from Route 340, planning for sub-are 5, as well as the sub-areas in the vicinity, should specifically provide for high quality development standards. Such standards are appropriate because of the sub-area's location in northern entry corridor to the Berryville Area. Design implications for this northern entry into the precinct should be addressed with the historic access corridor design requirements and coordinated with the planning for sub-areas 6 and 7, the revenue generating land uses for the planning precinct.

Based on a preliminary evaluation of ecological determinants and land holding capacities for medium-high density residential uses, a development capacity of approximately 62 detached single family residences on small lots has been estimated.

Phasing of the site development in sub-area 5 should be coordinated with the development of sub-areas 4, 6 and 7. Incremental and compact growth is encouraged where superior site design and phased developments are incorporated into site development schemes. The DR-4 Detached Residential Zoning district, allowing for 1/4 acre lots, may be considered for the sub-area at which time superior development proposals are submitted which address phasing, transportation issues, quality site design and other applicable site design issues, such as minimizing the disturbance of natural drainage ways and limiting and/or restricting uses on steep slopes and areas of substantial rock outcroppings

Sub-area 5 is to be zoned DR-2 Residential which is in conformance with the approved preliminary plat for the subject property. This zoning district is a successor to the Village Residential zoning district currently applied to this sub-area. It is substantially the same as this district with slightly less restrictive requirement in terms of clustered lots and set backs.

Future zoning decisions for sub-area 5, for the DR-4 Residential zoning district, should be subject to the stipulation that 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 to Route 7 Business west of Berryville and Route 340 north of Berryville.

### **SUB-AREA 6**

Sub-Area 6 contains approximately 24 acres and is situated between sub-area 4 on the west and sub-area 7 to the east. The boundary on the west lies on the east side of a relatively steep ridge. As discussed previously, the ridge is the location of the eastern most residential cul-de-sac in the approved subdivision covering sub-area 4. An approximate 200 foot strip of land has been allocated to sub-area 4, east of the cul-de-sac, to provide a consistent land use pattern on both sides of this platted cul-de-sac. The eastern boundary lies approximately 1000 feet west of Route 340 so as to allow a reasonable depth of development for sub-area 7 off of Route 340. To the north is Route 7 Bypass. On the south is Mosby Road, the platted collector street referenced earlier. The sub-area is not developed, has two separate owners, contains part of a producing apple orchard, and is zoned is primarily Professional Office, with some Highway Tourist Commercial and Agricultural/Open Space/Conservation in the northeast corner.

The westerly bordering ridge limits the visibility of Sub-area 6 from Sub-area 4 and Route 7 Bypass, while major views into the area are obtained from Route 340, Sub-Area 7 and the residential neighborhood to the south. Thus, the need to maintain consideration of the visual values of future development (via buffering, setbacks and landscaping) would apply to any development. It is unlikely that appropriately scaled development will adversely impact the maintenance of the desired scenic views from the Bypass. Future land development, however, must be particularly sympathetic to existing and future residences.

Sub-Area 6 has moderately sloping relief, with sensitive drainage areas that must be considered in determining the nature and placement of future land uses. The need for stormwater management relief in this area dictates that development be carefully planned, with clustering of physical structures and thoughtful scaling and siting of uses relative to future uses proposed for Sub-Areas 4 and 7. The sub-area's Poplimento and Timberville soils are generally unsuitable for urban development activities. The Timberville soils are common to the sensitive drainage areas of the property. The sub-area is not immediately served by public water and sewer. However, these utilities, which serve existing development to the south, are within close proximity to the property.

Access into Sub-Area 6 must be coordinated with any proposed future development patterns in the adjoining sub-areas. Any street connection to Route 340 through Sub-Area 7 must be conditioned on the protection of capacity and functioning of the Route 7 Bypass/Route 340 highway interchange. Similarly, the volume and nature of the traffic generated by development of this sub-area that would travel west, past sub-areas 3 and 4, must take into consideration the residential character of these sub-areas.

The Business/Office land use designation is applied to Sub-Area 6 to establish the framework for a low intensity business park that should be planned in conjunction with Sub-Area 7. The Business/Office use policy is established to provide for the location of non-retail business

activities, such as contractor's yards, limited assembly and distribution uses, and offices. It is intended that such uses provide for employment opportunities as well as serve the needs of County residents. Such activities shall be developed in a low intensity manner, such that they serve as transitional uses between residential uses to the south and west and higher intensity Highway and Visitor Commercial uses to the east. This strategy is in keeping with the Town and County's firm commitment to the preservation of its existing residential neighborhoods and the semirural lifestyle of the outlying community, while ensuring the economic vitality and stability of the County and the Town. In addition, the locational characteristics of the Business/Office uses solidifies the goals of the Town and County of expanding the tax base while preventing the spread of economic development into rural portions of the County and providing for such development in the area of the County where urban services are available.

Other relevant planning issues for Sub-area 6, include provision of quality landscaping, screening and buffering to alleviate potential concerns from the planned residential uses to the south and west. Proper site planning and design measures should focus on buffering development within the sub-area from east-bound traffic on Route 7 while maintaining and preserving the scenic vistas along the Route 7 Bypass. The design and scale of such businesses and offices should have a residential character and respect the architectural themes in the Berryville Area. A consistent 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 7 Bypass. Site planning should also include extensive landscaping which should screen the views of the buildings from the Route 7 Bypass and interchange as well.

The proposed Business-B zoning district for this sub-area states that Development intensity should not exceed a 0.3 floor area ratio (FAR), based on the net developable area within the sub-area. Sub-Area 6 has an approximate development capacity of approximately 240,000 square feet of leasable area. This zoning district is a successor to the Professional Office zoning district currently applied to most of this sub-area. It is substantially the same as this district with an expanded list of allowed uses and higher density limits.

Site Plan approvals and other future land use decisions in Sub-Area 6 should take into consideration whether 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 6 shall be coordinated with the development of the balance of the planning precinct. Incremental and compact growth is encouraged with higher intensity development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Therefore, site plans for development in the applicable Business-B zoning district, should only be approved upon the submittal of superior development proposals which address phasing, transportation issues, stormwater management,

quality site design, and other applicable site design issues previously addressed above.

### **SUB-AREA 6A**

Sub-Area 6A contains approximately 3 acres and is situated between sub-area 6 on the west, sub-area 7 to the east, and sub-area 5 to the south. The western boundary lies on the northerly extension of Ashby Court. To the west are single family homes along Mosby Road. The eastern boundary lies approximately 750 feet west of Route 340 on the west side of the Food Lion grocery store property. To the north are vacant portions of sub-areas 6 & 7. On the south is Mosby Road, Route 1035, with single family homes beyond. The sub-area is not used for agriculture, is currently vacant, and has two separate owners.

This property is very visible from Mosby Road and the adjacent residential areas. With Mosby Road to the south, single family residences to the south and west, the Food Lion grocery store and future commercial uses to the west, and vacant land to the north designated for Business uses, successful development of this sub-area must meet several diverse challenges. These challenges include ensuring future development has an attractive appearance with buffering, setbacks, and landscaping. Future land development must be particularly sympathetic to existing residences.

Sub-Area 6A has moderately sloping relief and is within the Picket Pond drainage area. Stormwater requirements must be considered in determining the nature and placement of future land uses. Development must be carefully planned, with clustering of physical structures and thoughtful scaling and siting of uses relative to future uses proposed for sub-areas 6 and 7. The sub-area's Poplimento and Timberville soils are generally unsuitable for urban development activities. The Timberville soils are common to the sensitive drainage areas of the property. Public water and sewer serve the sub-area.

Access to sub-area 6A must be coordinated with any proposed future development patterns in the adjoining sub-areas. The volume and nature of the traffic generated by development of this sub-area that traveling east on Mosby Road past sub-areas 5 and 7 must be evaluated based on the impact on the intersection of Mosby Road and Route 340. Traffic traveling west on Mosby Road, past sub-areas 3 and 4, must take into consideration the residential character of these sub-areas.

The Medium Density Residential for Older Persons land use designation is applied to sub-area 6A to establish the framework for a specialized residential land use that should be planned in conjunction with sub-areas 6 & 7. The Medium Density Residential for Older Persons use policy is established to provide a location for the fastest growing demographic segment of the housing market adjacent to an area that contains commercial and office uses that could directly serves senior residents. Such activities shall be developed in a low intensity manner, such that they serve as transitional uses between residential uses to the south and west and higher intensity commercial uses to the east. The proximity of sub-area 6A to the existing Food Lion grocery store and other future commercial uses makes it uniquely suited to housing for senior citizens.

Other relevant planning issues for sub-area 6A, include provision of quality landscaping,

screening and buffering to alleviate potential concerns from residential uses to the south and west. The design and scale of the proposed uses should have a residential character that extends the small town design features and respects the architectural themes in the Berryville Area. A consistent 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 Mosby Road and adjacent residential areas. Site planning should also include extensive landscaping to screen the views of the buildings from these same vantages.

The proposed Older Persons Residential Zoning district for this sub-area allows a variety of unit types ranging from small lot single family detached to multi-family. The density for this sub-area should be established by the site plan and/or subdivision of the property within the 300 unit limit (with not more than 120 multi-family units) set for Older Person Residential uses.

Site Plan approvals and other future land use decisions in sub-area 6A should take into consideration whether 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 older person development. In addition, transportation plans should provide for bikeways as well as internal pedestrian movements via sidewalks and paths.

Phasing of the site development in sub-area 6A shall be coordinated with the development of the balance of the planning precinct. Incremental and compact growth is encouraged with higher intensity development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Therefore, site plans should only be approved upon the submittal of superior development proposals which address phasing, transportation issues, stormwater management, quality site design, and other applicable site design issues previously addressed above.

#### **SUB-AREA 7**

Sub-Area 7, containing approximately 22 acres, is situated in the southwest quadrant of the Route 7 Bypass/Route 340 highway interchange, being bordered on the north and east by these roads. The southern boundary abuts Mosby Road, the platted collector street, and the Town's corporate limits which includes existing residential structures. The western boundary of the sub-area is approximately 1000 feet west of Route 340 and lies perpendicular to Mosby Road. This physical planning unit currently contains a warehouse structure and an office, with the majority of the area being undeveloped open space. Two separate property ownerships comprise this area, which is currently zoned Highway Tourist Commercial, Professional Office, and Agricultural/Open Space/Conservation.

This area has gentle to moderate relief, with the same drainage concerns applying as noted in the previous narrative. The Stormwater Management Plan will address hydrologic characteristics and recommendations for conservation practices. The northern portion of the sub-area has dense natural ground cover, characterized by irregular woodlands; the southern portion is in grass. Public water and sewer facilities are available to the sub-area from existing mains on Route 340.

Land development must be sensitive to existing soils conditions and geophysical limitations posed by the existence of bedrock in the area. The Poplimento and Timberville soils, which pose severe geotechnical limitations for urban development activities, must be given special consideration in any future development proposal for the site.

Future access to Sub-Area 7 must be carefully planned in order not to adversely impact the intended function of the interchange and level of service of Route 340. Any traffic improvements into this area must maintain proper separation from the eastbound-to-southbound Bypass ramp onto Route 340. Transportation impact analysis must address requirements for additional right-of-way, turning lanes, and signalization on Route 340. Specifically, signalization of the Route 340/Mosby Road intersection shall be installed by private developers at such time as the Virginia Department of Transportation determines that traffic volumes warrant. Both individually owned tracts within Sub-Area 7 must have coordinated internal street improvements, designed to serve the ultimate traffic demands from master planned land uses. In addition, transportation plans should provide for internal pedestrian movements via sidewalks and paths.

Sub-Areas 6 and 7 have excellent internal visibility between them; thus, suggesting that mutually compatible land uses be programmed for the sub-areas. Also, the preservation of at least a portion of the existing woodlands should be considered in determining the development potentials of the property. This thickly wooded area adds to the scenic value of the sub-area and serves to diminish runoff and erosion within the watershed.

The nature of the planned development of the sub-area and its location at the Route 7 Bypass/Route 340 interchange, in addition to requiring transportation planning and improvements, also requires that the design and scale of businesses and offices be subject to design review. This is necessary if the character of the Town is to be preserved and enhanced. Future land uses must be in accord the historic access corridor design guidelines established for the adjacent arterial streets, with setbacks compatible in scale with the programmed uses for this physical planning unit.

The land use designation for Sub-Area 7 is Highway and Visitor Commercial. The Highway and Visitor Commercial land uses are established to provide locations within the Berryville Area for highway oriented business and commercial activities such as retail uses dependent on automobile access, restaurants, motels, and offices. The locational characteristics of the Highway and Visitor Commercial uses solidify the goals of the Town and County of expanding the tax base while preventing the spread of economic development into rural portions of the County and providing for such development in the area of the County where urban services are available.

The Highway and Visitor Commercial Land use policy is designed to encourage business and commercial employment uses in a master planned setting, with an emphasis on low density, well landscaped development. This strategy is in keeping with the Town and County's firm commitment to the preservation of its existing residential neighborhoods and the semirural lifestyle of the outlying community, while ensuring the economic vitality and stability of the County and the Town. Private developers should coordinate their work to establish a master site plan for the overall planning precinct (Sub-Area 4, 5, 6 and 7) as a condition of any specific land

use approval. A consistent design theme should be established for all proposed buildings within the Highway and Visitor Commercial complex. Given the locational and topographic characteristics of this sub-area, this property should be developed in a campus setting, emphasizing low intensity building coverage, quality landscaping and buffering as well as the preservation of the extensive natural drainageways which impact the site. Site planning and design should address stormwater management and preserve the existing natural swales and ridges.

Development intensity in the Business Commercial Zoning District proposed for this sub-area should not exceed a 0.3 floor area ratio (FAR), based on the net developable area within the sub-area. The sub-area has an estimated development capacity of 210,000 square feet of leasable area. However, only with extensive private sector land planning, will the ultimate attainment of this land holding capacity be achieved, due to the location of the sub-area and the surrounding land uses. This zoning district is a successor to the Highway Tourist Commercial zoning district currently applied to most of this sub-area. It is substantially the same as this district with an expanded list of allowed uses and higher density limits.

The type and scale of commercial uses should relate to the architectural styling, massing, and materials described in the guidelines for the Historic Access Corridor while serving the prevailing marketplace needs. Development should be phased in as the infrastructure, transportation, water and sewer facilities allow. The planning of public streets, serving the sub-area, should address both on-site and off-site improvements as a condition of approval. The same condition should also apply to the provision of water and sewer service.

Site development in Sub-Area 7 should be coordinated with the development of the general planning precinct. Incremental and compact growth is encouraged with higher intensity development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Therefore, site plan approval should be based on submittal of superior development proposals that address phasing, transportation issues, quality site design and other applicable site design issues previously addressed in the Sub-Area 7 narrative. Site Plan approval and other future land use decisions in Sub-Area 7 should be subject to the stipulation that 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.

### **SUB-AREA 8**

Sub-Area 8, containing approximately 22.2 acres, is located immediately north of the Town of Berryville, on the east side of Route 340. The sub-area is partially developed as a cemetery, with the entire sub-area under the ownership of the cemetery corporation. The sub-area's existing zoning is RS-5, Single Family Residential (10,000 square foot minimum lot size). The nature of the use of this property dictates little prospect for any change to urban uses requiring any kind of public services. The County's historic resources survey states that the cemetery dates from 1875 with some earlier graves. The survey specifically identifies the 1901 brick, Queen Anne style, caretaker's house and the wood frame hexagonal smokehouse as significant structures.

This sub-area is placed in the Institutional/public Land Use Designation. The Institutional-I

zoning district will replace the current zoning, so that the property's zoning conforms with its primary use.

### **SUB-AREA 9**

Sub-Area 9, a portion of the farm referred to as Soldier's Rest, contains approximately 32.8 acres and is located in the southeast quadrant of the Route 7 Bypass/Route 340 interchange. A major ridge formation constitutes the largest part of the sub-area's eastern boundary, with the balance following the sub-area 11 boundary, a minor swaled drainage way that runs in a northerly direction towards Route 7 Bypass. The southerly boundary corresponds to an east-west ridge that approximately delineates the line between Annexation Area B and the Town corporate limits. Route 7 Bypass provides the northerly limits of the sub-area, with Green Hill Cemetery serving as the western limits of this undeveloped property. Sub-Area 9 is currently zoned Village Residential (2 dwelling units per acre).

The easterly ridge formation provides a strong physical buffer to sub-area 12 on the east, with the southerly ridge formation providing a similar buffer to sub-area 10. The sub-area's boundaries make up a north sloping, U-shaped basin draining into Buckmarsh Run. Public water is available at the periphery of the sub-area with no public sewer currently available. The land is of moderate relief, with open grassed land on the eastern two-thirds and a wooded area of dense undergrowth on the eastern one-third, north of Green Hill Cemetery. The open land has been farmed in recent years, and is currently used for pasture.

The site's Nicholson, Poplimento and Timberville soils are rated SEVERE for most land development activities by the Soil Conservation Service.

The sub-area is highly visible from the Route 7 Bypass because of the road's elevation. But, it is well buffered from any views from Route 340 by the cemetery and adjacent ridge formation. Its well contained basin orientation has its most direct visibility from sub-area 11 (the historic Soldier's Rest residence), correspondingly, any future development of the property should offer sitings sensitive to these easterly views. Also, future development should respect the Historic Access Corridor design guidelines for Route 7.

An integrated traffic solution to access sub-areas 9, 10, and 11 must be provided in traffic planning for this area; this is to be addressed in the Transportation Plan for the Berryville area. Access into sub-area 9 should consider utilizing the existing Fairfax Street and should coordinated linkages to adjacent neighborhoods, particularly sub-area 10, to the east.

The Low Density Residential land use designation, in combination with the Historic Access Corridor design requirements, provides for an appropriately scaled residential neighborhood compatible with the ecological and locational characteristics of the property as well as the character of the adjoining Green Hill Cemetery and the historic house, Soldier's Rest. Based on planning analysis, the sub-area's estimated development capacity for low density residential lots is approximately 54 single family detached dwellings at two units per net developable acre. While in the same ownership as portions of Sub-Areas 11 and 12, this planning unit has topographic and hydrologic features that suggest that residential planning guidelines be uniquely applied. Due to its position in the watershed, stormwater management and drainage should be

addressed relative to potential downstream runoff problems. A cluster design for all residential units is encouraged and would provide opportunities to reserve significant slopes, sensitive environmental areas, and natural drainage ways. Unit siting, setbacks, and related landscape buffering should respect the Soldier's Rest house and the Historic Access Corridor design principles.

Proper transportation planning is a key element in any potential development of the sub-area. An east/west connection of Route 340 and Boom Road shall be provided through Sub-Areas 9, 10, and/or 12. The connection of Fairfax Street is one method of providing this east-west connection; alternative and additional means of traffic flow between Route 340 and Boom Road should also be provided. In addition, a residential collector street should be located to provide adequate access to Sub-Areas 9, 10, 11, and 12, as well as areas within the Town Limits. Without a proper transportation solution to upgrade the access to Sub-Area 9, the Low Density Residential designation is inappropriate, and as such, future planning consideration should be given to the concept of consolidating Sub-Area 9 and Sub-Area 11 into a single low density residential area encompassing the Soldier's Rest property.

Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes.

Consequently, the Detached Residential DR-2 (2 dwelling units per net acre) zoning district should only be considered for the sub-area at which time superior development proposals, which address phasing, transportation issues, quality site design and other applicable site design issues, are submitted. If such site development guidelines are not adhered to, the zoning district to be applied to Sub-Area 9 should be Open Space/Residential (1 dwelling unit per 10 acres).

#### **SUB-AREA 10**

Sub-area 10, containing approximately 34.5 acres, is bounded on the south by the Town corporate limits with the Battletown townhouses beyond. The previously described ridge formation establishing its western boundary is common with Sub-Areas 9 and 11. The northerly boundary follows the centerline of the stream, Buckmarsh Run that drains the majority of this sub-area. To the east, a number of residences line the Boom Road frontage across from the industrial property east of Boom Road. The sub-area is currently a mix of RS-5 and AOC zoning. The RS-5 portion of the property has been subdivided into 67 quarter acre lots that have not been developed. The land is predominantly undeveloped with mixed agricultural and residential uses.

The sub-area has moderate relief, with limited steeply sloping segments along its ridge-delineated boundary on the west. The northern aspect of the sub-area and its U-shaped, basin physiography create both problems and opportunities for future urban development. Stormwater

management should be provided for any urban uses in this sub-area. The sub-area is not currently served by municipal sewer but has public water available on the southwestern portion

of the site. Sewer is presently available south and west of the sub-area in the Battletown Townhouse project.

The County's historic resources survey includes the circa 1900 wood frame, vernacular barn on the property. No particular historic significance was ascribed to this structure.

A majority of the sub-area's soils are Poplimento and Timberville, each possessing severe limitations for urban development activities. The existing Webbtown soils have inherently shallow depths-to-rock which must be factored into any development proposal on this property.

Internal street systems in Sub-Area 12 should be designed to provide for connections to Boom Road and an upgraded Fairfax Street to the south. Access to and through Sub-Areas 9 and 10 should be established in the context of the Transportation Plan for the overall Berryville Area.

The Low Density Residential land use designation is applied to this sub-area, with the objective that single family detached residential development be clustered on the most developable land within the sub-area. The moderate to steep slopes which separate Sub-Areas 9 and 10 should be undisturbed and the lowlands establishing the common boundary with Sub-Areas 11 and 12A should be preserved and maintained for passive open space and possible stormwater management areas. Given the visibility of the sub-area from the Route 7 Bypass and adjacent residential neighborhoods, clustering is encouraged to maximize setbacks from these areas. In addition, land use proposals should also incorporate the development of appropriate landscaped neighborhood open spaces. Relative to the industrial uses located east of Boom Road in the Town, maximum setback lines should also be coordinated with noise control and safety issues. Landscaping, setbacks, and home siting should respect the historic residence circumscribed by Sub-Area 11. In addition, all stormwater generated in the sub-area should be detained within the sub-area.

Transportation planning is a key element in any potential development of the sub-area. Improvements should include residential collector streets accessing Boom Road and the eastern extension of Fairfax Street. Fairfax Street extended and Boom Road frontage improvements should be addressed to the satisfaction of the Town of Berryville and the Virginia Department of Transportation. These road improvements should be addressed in conjunction with any development proposal. Should Sub-Areas 9 and 10 be developed under a single private development proposal, an additional public connection between these three sub-areas would be appropriate. Further investigation of the relationships between the existing streets within the Town Limits and the planned streets in Sub-Areas 9 and 10 is encouraged. In addition, pedestrian access should be provided within the sub-area and to adjoining areas via sidewalks and paths

Preliminary environmental analysis indicates that approximately 51 single-family residences could be constructed in this sub-area.

Incremental, compact and phased developments are 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. Therefore, the Detached

Residential-2, DR-2, (2 dwelling units per net acre) Zoning district should only be considered for Sub-Area 10 at which time superior development proposals are submitted which address phasing, transportation issues, quality site design and other applicable site design issues previously outlined above, or, as outlined in the Berryville Area Plan. If such site development guidelines are not addressed, the zoning district to be applied to Sub-Area 10 should be Open Space/Residential, 1 dwelling unit per 10 acres. Notwithstanding this policy, the Detached Residential-4, DR-4, zoning district which allows 4 dwelling units per net acre, will be applied to the portion of the sub-area which has been already subdivided so that the property's zoning conforms with its approved subdivision.

### **SUB-AREA 11**

The configuration of Sub-Area 11, comprising 14.3 acres, establishes a desirable boundary around the historic house, Soldier's Rest. The sub-area encompasses the main grounds and physical improvements of Soldier's Rest, with its west, south and east boundaries common with those of Sub-Areas 9, 10, and 12, respectively. The northerly sub-area boundary is Route 7 Bypass. The sub-area is zoned AOC with a small portion of RS-5 zoning to the east.

The County's historic resources survey (survey #21-73) states that what is now rear wing of the house dates from circa 1769 with a major addition in the 1820's of what is now the front of the house. The several farm related outbuildings date from the late 19th or early 20th century. There are several 20th century modifications to the structure. It is believed that Daniel Morgan constructed the house or at least owned it briefly. It is one of the first houses in the County constructed of milled wood which may have come from the Burwell-Morgan Mill in Millwood. A small log building, which stood about 200 yards east of the house adjacent to the nearby spring, was used by George Washington as an office when he surveyed in the area. It is also thought that the house was used as a hospital during the Civil War, hence its name. Given the historic character of the residence, sub-area 11 should be designated for preservation and conservation uses. The programming and design of land uses in adjacent planning units shall respect historic preservation goals.

The sub-area has a northeasterly sloping orientation with moderate relief. Buckmarsh Run serves as the eastern boundary of this sub-area. This environmentally sensitive floodplain is shared with sub-areas 10, 12, and 13. The majority of the site's soils are Poplimento and Webbtown, each of which has severe limitations, including rock outcroppings, for urban development activities. No public water or sewer is presently available to the sub-area.

The residence is currently accessed via a farm road along the boundary between sub-areas 9 and 10. While this road is appropriate to serve Soldier's Rest and its surrounding agricultural uses, future development in Sub-Areas 9 and 10 may dictate that a realignment of this private drive will be necessary.

The Historical/Cultural Preservation land use designation is applied to this sub-area which serves as the precinct for the historic house, Soldier's Rest. This sub-area also qualifies for the Environmental Conservation designation because of its location in the floodplain of Buckmarsh Run. The sub-area is considered part of a planning precinct made up of the commonly owned land including Sub-Area 9 and a portion of Sub-Area 10. Given the adopted preservation goals,

this sub-area should be preserved and maintained as an historic centerpiece to any development within the area, with the sub-area's borders serving as the limits of any encroachment from residential land uses. No additional principal residences should be constructed within the sub-area. Any auxiliary structures should be sited in accord with the Historic Access Corridor design guidelines that encompass this area. In addition, disturbance of natural drainage ways should be minimized as well as alteration of existing stream channel

The zoning district to be applied to Sub-Area 11 is Open Space/Residential, OSR, allowing 1 dwelling unit per 10 acres. The County's Historic Overlay District is also appropriate for this sub-area. However, if the property owner offers an easement on the property to the Virginia Department of Historic Resources (as has been agreed to in the rezoning proffers which encompass this property) then application of the County's Historic Overlay District would provide an additional layer of protection that may not be necessary.

### **SUB-AREA 12**

Sub-Area 12, containing approximately 30.0 acres, is bounded by the railroad right-of-way on the east and Route 7 Bypass on the north, the balance of the sub-area boundary follows Buckmarsh Run, the stream channel which serves as the northern boundaries of Sub-Areas 10 and 11. The planning unit is bisected by Boom Road and has a mix of AOC and IL (Light Industrial) zoning.

The land in Sub-Area 12 is characterized as environmentally sensitive and is predominantly low, marshy, flood-prone property with poor internal drainage attributes. The property has good visibility from the Route 7 Bypass and from the Soldier's Rest residence to the west. The sub-area's Hollywood and Weaver soils have SEVERE ratings for dwellings, roads, and drainfields, and are generally not conducive to urban development activities. Neither public water nor sewer is available to the sub-area.

Four existing single-family residences are sited on the only real estate in this sub-area not subject to regular flooding. The balance of the land is a critical environmental area with any future development subject to the most restrictive development and floodplain regulations.

Access into this area is from Boom Road. The Transportation Plan addresses the need to reserve additional right-of-way along Boom Road to accommodate any future widening. Also, the existing culverts under Boom Road and the railroad embankment for Buckmarsh Run should be expanded as their limited hydraulic capacity increase the flooding potential of Boom Road and the entire sub-area.

The Environmental Conservation land use designation is applied to the portion of the sub-area described as 12A. This area constitutes all the sub-area west of Boom Road and the northern half of the area between Boom Road and the Norfolk Southern Railroad. 12B is the remaining portion of the sub-area between Boom Road and the Railroad, which is currently zoned for industrial uses and has been partially filled. Both 12A and 12b are subject to the Historic Access Corridor design guidelines. Given the sub-area's assorted and significant environmental constraints, no development in addition to the existing limited residential development in this area should be allowed.

Without the substantial filling of land within the existing floodplain and critical environmental areas, this site is not conducive to any intensive land uses. This assessment of the existing environmental conditions is based on an in-depth analysis of the geophysical constraints that may preclude any development. By capping the development, the open space can preserve the sensitive natural zones such as the wetlands that exist in this sub-area.

The critical environmental areas in the sub-area are extensive and should be preserved in conjunction with the maintenance of the existing residences located on Boom Road. No significant alteration of the existing stream or wetlands is encouraged. Provision of stormwater management facilities in this sub-area, serving other sub-areas is discouraged. Preservation of the critical environmental areas would also provide a visual and physical buffer between the two incompatible uses of industrial (Sub-Area 12B) and residential (Sub-Areas 10 and 11). Under the given planning designations, the sub-area should be considered as having the lowest planning priority for any form of urban development.

The zoning district to be applied to Sub-Area 12A should be Open Space/ Residential, OSR, which allows one dwelling unit per 10 acres.

The Light Industrial/Research land use designation for sub-area 12B recognizes the existing underlying zoning district designation for the subject area as well as the filling activities that occurred in the past. Given the sub-area's assorted and significant environmental constraints, development should be subject to regulations that govern in critical environmental areas.

Without the substantial additional filling of land within the existing floodplain and critical environmental areas, this site is not conducive to any intensive land uses. This assessment of the existing environmental conditions is based on an in-depth analysis of the geophysical constraints that may preclude any development.

The Business Industrial, BI, zoning district is applied to Sub-Area 12B. This recognizes the existing, fully developed character of the parcel immediately south of this sub-area. The application of the planning designation also recognizes the forthcoming needs and wishes of the owner of the existing industry on the south to expand. The existing industrial activities to the south, in Town, are being addressed as conforming uses. However, development within Sub-Area 12B should be subject to the more restrictive and rigorous regulations imposed under the proposed Business Industrial, BI, zoning district regulations and performance criteria.

Site development in Sub-Area 12B should be coordinated with the industrial development along Boom Road. The Berryville Area Plan encourages incremental and compact growth by permitting higher density development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Site plan approvals in this district should only be given to superior development proposals which address phasing, transportation issues, quality site design, and other applicable site design issues previously addressed. Special attention should be directed to coordinating stormwater facilities with sub-areas 9 & 10 while minimizing further alteration of existing stream channel and wetland areas.

Future land use decisions in Sub-Area 12B should be subject to the stipulation that development proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area.

Sub-Area 12B has a development capacity of approximately 75,000 square feet of leasable area.

### **SUB-AREA 13**

Sub-Area 13, containing approximately 28.5 acres, is bounded on the northwest by the railroad and on the northeast by Route 7 Bypass. Most of the southern boundary follows the floodplain of Buckmarsh Run, common with sub-areas 10, 11, and 12.

Given the marshy, flood-prone characteristics of the area, it is classified as an environmentally sensitive area. Floodplain soils, the presence of the stream, and poor surface drainage characteristics afford severe restraints for any form of land development. The existing Hollywood, Webbtown and Timberville soils have a SEVERE rating for urban land uses. No water and sewer is available to the sub-area.

The land should be preserved as undevelopable open space. However, the majority of the property is currently zoned Light Industrial in the County, with the balance in AOC zoning.

With similar physiographic characteristics as Sub-Area 12A and Sub-Area 12B, the low density residential use policy is supported by the critical environmental nature of this sub-area, specifically its seasonally wet, poorly drained bottom land character. In addition, because of the sub-area's proximity to Route 7 Bypass, the Historic Access Corridor district regulations are also applicable. The environmental make-up of the sub-area renders it unsuitable for urban land uses, and as such, the land (along with Sub-Area 12) should be viewed as having the lowest comparative development potentials in the Berryville Area. No urban land uses should be permitted for this land unit. Coordination of stormwater management plans with those of other sub-areas is critical to preserving the natural integrity of this sub-area; every step should be taken so that each sub-area detains its run-of on site. Alteration of the Buckmarsh Run stream channel is discouraged.

The zoning district to be applied to Sub-Area 13 should be Open Space/Residential, OSR, 1 dwelling per 10 acres.

### **SUB-AREA 14**

Sub-Area 14, containing approximately 19.6 acres is located just to the southeast of the railroad right-of-way that also corresponds to the boundary of the Town of Berryville. The planning unit is bordered on the south and east by existing development that includes an established neighborhood of single-family detached homes. The sub-area is bounded on the east by a well-defined natural swale, which drains, into the lowlands of Sub-Area 13.

The sub-area is undeveloped and is currently zoned LI and RS-5. The land is moderately sloping and possesses highly erodible soils. The physiography of the site is not conducive to intensive land uses, particularly industrial uses. Mixed hardwood vegetation is scattered throughout the

planning unit, affording opportunities for visual buffers for the residential area to the south. The sub-area's Poplimento and McGary soils are rated SEVERE by SCS for most urban land uses. Future land uses should be clustered so as to preserve the site's natural drainage way. The closest public water and sewer is found in the Battletown Subdivision.

Transportation planning for sub-area 15 should provide for connections through the existing Battletown Subdivision as well as potential linkages into sub-area 15.

The northwesterly 8 acres of the sub-area is given a distinct sub-area label of 14A. It is currently zoned for industrial uses and is adjacent to the Norfolk Southern Railroad. By applying a light industrial designation, a small-scale, limited-use light industrial district is provided. This is consistent with the nature and character of the smaller, free-standing industrial uses prevalent today in the Berryville Area. The light industrial designation also provides a buffer for the medium-low density residential uses proposed for sub-area 14B from the railroad to the northwest. However, due to the proximity of residential land uses to sub-area 14A, no uses should be permitted in this sub-area which might be harmful to the adjoining residential uses and the residential ambience of the community at large.

Specifically, landscaping, fencing, setbacks, and screening shall be used to minimize the negative impact of light industrial uses on adjacent residential uses; industrial activities should be conducted within structures so as to minimize their impact.

The sub-area's adjacency to the existing railroad to the northwest and the medium-low density residential uses to the southeast dictate that zoning district regulations be uniquely and stringently applied. The topography, hydrology, soils and rock outcroppings in the northerly sector of the sub-area further dictate that the new zoning district guidelines and performance standards be uniquely applied. The sub-area also possesses highly erodible soils which, when evaluated in concert with the environmental sensitivity of the balance of the sub-area, stipulates that restrictive land use regulations and rigorous performance criteria be imposed on future industrial users in the sub-area. Stormwater facilities shall be coordinated with development in sub-areas 14B and 15.

Site development proposals recommended for sub-area 14A should be subject to the stipulation that proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress-egress measures into the sub-area. Initial requirements to be imposed on the owner/applicant of sub-area 14A include accessing the sub-area from Route 7 Business via Cattleman's Lane. In order for this to occur, the road should be upgraded to State standards (pavement width, right-of-way, access, etc.) and the railroad right-of-way issue should be resolved.

Any site plan approval should stipulate that environmentally sensitive areas and natural drainage ways be preserved. Furthermore, if the access issue is not resolved, industrial uses should be precluded from any development proposal for the sub-area. Alternate street linkages would be prohibited via Sub-Area 14B, proposed for medium-low density residential uses, or any other residential subdivision.

Site development in Sub-Area 14A should be coordinated with the development of the planning precinct. The Berryville Area Plan encourages incremental and compact growth by permitting higher intensity development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Therefore, all proposed site plans should be prepared based on superior development design concepts which address phasing, transportation issues, quality site design and other previously addressed site design issues.

Under the Business Industrial, BI, zoning district density limit of a .3 FAR, sub-area 14A has a development capacity of approximately 75,000 square feet of leasable area.

Sub-area 14B, the remaining 12 acres of this sub-area, is planned for medium-low density residential uses. Its proximity to the railroad right-of-way and an existing industrial area, combined with troublesome physiographic and geologic features (topography, hydrology, soils and numerous rock outcroppings) which characterize the site, dictates that creative residential land planning guidelines be applied to this sub-area.

The sub-area also possess highly erodible soils which, when evaluated in concert with the environmental sensitivity of the balance of the sub-area, precludes the recommendation of any intensive land uses for the site, particularly those of an industrial nature. Therefore, the existing industrial zoning for some parts of this sub-area is inappropriate.

Zoning requirements should encourage that residential development be planned in clusters. Cluster design for the residential neighborhood would provide the opportunity to reserve sensitive environmental areas and natural drainage ways, which would in turn, provide for more efficient use of the land. Clustering would also be an important tool by which land disturbance and grading activities could be confined. Sensitive unit siting, with an emphasis on cluster design, and reinforced by increased setbacks and ample yards, should respect the proximity of the existing industrial uses northwest of the sub-area in sub-area 14A and in the Town. These land planning techniques should provide the open space required to visually and physically buffer any proposed developments from the railroad and adjunct industrial uses.

Investigation into land planning alternatives and site conditions of sub-area 14B, and its proximity to surrounding development intensive land uses, reaffirms the recommended medium-low density residential uses for the sub-area.

Site development in Sub-Area 14B should be coordinated with the development Sub-Area 15, particularly in terms of stormwater facilities and transportation. The Berryville Area Plan encourages incremental and compact growth by permitting higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes. Therefore, the Detached Residential-4, DR-4, zoning district (a maximum of 4 units per net acre) should only be considered for the sub-area at which time superior development proposals, which address phasing, transportation issues, quality site design and other applicable site design issues previously addressed in the Sub-Area 14B narrative, are submitted. If such site development guidelines are not adhered to, the zoning district to be applied to sub-area 14B should be Detached Residential-2, DR-2, with a maximum of 2 dwelling units per net acre.

Future zoning decisions for Sub-Area 14B, related to the DR-4 zoning district, should be subject to the stipulation that development proposals present a workable transportation solution, which is in compliance with provisions for safe and adequate ingress/egress for the sub-area, as well as adequate public street linkages from sub-area 14B to Sub-Area 15. Access to the sub-area should link public streets to Sub-Area 15. Connecting public streets in this sub-area with Bel Voi Drive, as an in direct means of secondary access, should be considered. Finally, pedestrian access via sidewalks and paths should be provided, as well as internal pedestrian movements between sub-areas via sidewalks and paths

Preliminary planning analysis indicates that under DR-4 zoning regulations, approximately 27 residential dwelling units could be constructed in this sub-area.

### **SUB-AREA 15**

Sub-Area 15, containing approximately 52.2 acres, surrounds the large historic house, Bel Voi, and is bounded on its outer limits by the Route 7 Bypass and the lowlands of Sub-Area 13 to the north, a well defined drainage way to the west and the Battletown Subdivision to the south. The land is currently zoned RS-5, residential.

Characteristic of this undeveloped planning unit is its moderate to steeply sloping topography. Approximately one-third of the area has slopes greater than fifteen percent, with a portion of the slopes exceeding twenty-five percent. The majority of the land has a north and northeast oriented physiographic aspect, posing limitations for solar-efficient site planning. The sub-area has minor, scattered tree cover and several defined drainage swales which must be addressed from both a site planning and stormwater management standpoint.

Prevailing soils are Webbtown (shallow depths-to-rock) and Timberville, and these soils must be given careful consideration due to their SEVERE SCS rating. Water and sewer is available in the adjacent Battletown Subdivision.

The land is highly visible from the Route 7 Bypass. In this regard, future development must be carefully sited; Historic Access Corridor design principles are to be adhered to in the ultimate planning of this property. Further, land use proposals should respect the location and scale of the existing historic residence on adjoining Sub-Area 16.

Transportation planning for the sub-area should emphasize sensitively located linkages to and through Battletown Subdivision. However, given the low capacity nature of Battletown's residential streets, additional access options to sub-area 15 should be explored. A potential connection to the southeast through sub-area 17 should be provided; this would provide an uninterrupted, direct connection to Route 7 Business. Access to Route 7 Bypass is restricted. The internal street system within sub-area 15 should be aligned to provide connections to sub-areas 14 and 17 and Battletown Subdivision in the town to the south.

This sub-area, with substantial contiguous frontage to Route 7 Bypass, is designated for Low Density Residential uses. Due to the sub-area's location within the historic access corridor, any non-single family development in the area should be subject to the corridor's design

requirements. Stormwater management facilities should be coordinated with the adjacent sub-areas 13, 14, and 17. A blue-green retention pond, designed to serve as passive open space when dry, should provide an attractive solution for storm runoff control in the watershed. Proposed developments should minimize disturbance of natural drainage ways and limit and/or restrict urban uses on steep slopes. Land use proposals should incorporate the development of appropriate neighborhood open spaces. Landscaping, setbacks and home siting should respect the historic structures in sub-area 16.

Based on preliminary planning analysis, the sub-area has an estimated land holding capacity for approximately 81 dwelling units. The clustering of housing should be a design objective for this sub-area.

Transportation planning should incorporate adequate connections to Route 7 Business. The priority in planning for the transportation element in the precinct (Sub-Areas 13, 14, 15, 16, and 17) should be to explore additional access links to Route 7 Business, in addition to the public rights-of-way through Battletown subdivision. In addition, a development proposal should identify any upgrading and improvements needed for Battletown Drive itself. Internal pedestrian movements via sidewalks and paths should be provided.

Site development in sub-area 15 should be coordinated with the development of the planning precinct. Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes. Therefore, the Detached Residential, DR-2 (2 dwelling units per net acre), zoning district should only be considered for the sub-area at which time superior development proposals, which address phasing, transportation issues, quality site design and other applicable site design issues, are submitted. If such site development guidelines are not adhered to, the zoning district to be applied to sub-area 15 should be Detached Residential-1, DR-1, with one dwelling unit per net acre.

Future zoning decisions for sub-area 15 relating to the Detached Residential-2 zoning district, should be subject to the stipulation that 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 planning precinct.

### **SUB-AREA 16**

Sub-area 16, containing approximately 13.0 acres, encompasses the real estate immediately surrounding the existing historic residence, Bel Voi, contiguous to Battletown Subdivision. The land is zoned RS-5, residential. The planning unit is surrounded on the west, north and east by Sub-Area 15 and on the south by the existing residential subdivision.

The sub-area's Poplimento and Webbtown soils could pose potential problems for urban development activities. Water and sewer is available from the Battletown Subdivision.

The sub-area is designated for planning purposes as low density residential, recognizing the existing home and grounds, known as Bel Voi, for both its cultural and historical significance within the Berryville community (survey #21-142). The County's historic resources survey

states that the north wing of the house was built circa 1825, with additions made in 1953 and 1971. In addition to the brick, vernacular residence, a brick smoke house, and a 4-bay brick slave's quarters (renovated as a guest house) are also on the property. The geographical limits of the sub-area are so defined as to create sufficient setbacks and buffer opportunities from any future development on the contiguous undeveloped property. Given its high visibility and unique architectural features, Bel Voi should be preserved and considered as a focal point around which any future land uses should be carefully sited. The location of the current private access to the property from Battletown Drive should be maintained.

The Historical/Cultural Preservation planning designation is applied to the existing residence and its immediate grounds. This sub-area is considered part of the overall planning precinct comprised of the commonly-held land including Sub-Area 13, 14 and 15. Given the adopted goals for low density residential areas, this 13-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 land uses.

The zoning district to be applied to sub-area 16 should be Open Space Residential, OSR, allowing 1 dwelling unit per 10 acres. If the historic residence is not placed under an easement protecting its character, the property should be placed in the Historic Overlay Zoning District.

#### **SUB-AREA 17**

Sub-area 17, containing approximately 16.0 acres, is located immediately west of the Route 7 Bypass/Route 7 Business intersection, at the easterly entrance into the Berryville Area. This land has its northern border defined by the Route 7 Bypass, southern and eastern borders defined by Route 7 Business, and sub-area 15 and Battletown Subdivision in the Town establishing its western limits. Existing County zoning is RS-4, Residential.

Poplimento, Timberville and Webbtown soils cover the majority of the sub-area. These soils are rated unfavorable for urban development activities, given their SEVERE SCS classification. Public water and sewer are available to the sub-area from Route 7 and the Battletown Subdivision. This highly visible planning unit has moderate relief and an easterly aspect. It is drained in a southerly direction towards Town Run, however, the design of Business Route 7 created barriers to the free flow of storm run-off from this sub-area.

The land is highly visible from the Route 7 Bypass/Business intersection. Future development should be designed with frontage roads, significant landscape buffers, or other devices to present the most attractive face of a development toward this important entry corridor. For any nonresidential uses, the Historic Access Corridor design principles are to be followed in the ultimate planning of this property.

Transportation planning for sub-area 17 should address the much needed road connection from sub-area 15 to Route 7 Business. Improvements to the Route 7 Bypass/Business intersection are likely to further limit access to Route 7 Business as it approaches the intersection. Access on to Route 7 Business should be as far from the Bypass/Business intersection as feasible. Transportation planning should incorporate adequate connections to Route 7 Business. The priority in planning for the transportation element in this planning precinct (Sub-Areas 13, 14,

15, 16, and 17) should be to explore additional access links to Route 7 Business, in addition to the public rights-of-way through Battletown subdivision. In addition, a development proposal should identify any upgrading and improvements needed for Battletown Drive itself. Internal pedestrian movements via sidewalks and paths should be provided.

Based on preliminary planning analysis, the sub-area has an estimated land holding capacity for approximately 25 dwelling units. The clustering of housing should be a design objective for this sub-area.

Site development in sub-area 17 should be coordinated with the development of the planning precinct. Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes. Therefore, the Detached Residential, DR-2 (2 dwelling units per net acre) zoning district should only be considered for the sub-area at such time superior development proposals which address phasing, transportation issues, quality site design, and other applicable site design issues are submitted. If such site development guidelines are not adhered to, the zoning district to be applied to sub-area 15 should be Detached Residential-1, DR-1, with one dwelling unit per net acre.

Future zoning decisions for sub-area 17 relating to the Detached Residential-2 zoning district, should be subject to the stipulation that development proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area, adequate public street linkages within the planning precinct, and design concepts suitable for a highly visible entry into the Berryville area.

### **SUB-AREA 18**

Sub-Area 18, containing approximately 73.7 acres, is situated south of the Town and comprises the southeast limits of Annexation Area B, the Berryville growth area. This planning unit is bounded on the northeast and southeast by Route 613 and on the southwest by the boundary of Annexation Area B. The remaining border generally follows the military ridge of a drainage divide that embraces the entire northwest edge of the sub-area. The existing zoning is RS-2, the County zoning district for two-acre minimum lot sizes.

This northwest boundary, which separates the existing, one-ownership agricultural unit from its farm residence, traverses the southerly ridge at the point where the land falls at approximately 15%. The line is established so as to provide a visual buffer for future uses within the sub-area from potentially non-compatible uses to the north. The sub-area has gently sloping topography and good solar aspect characteristics.

The land is generally well drained overland and does not pose significant runoff problems. The sub-area's Poplimento, Webbtown, Nicholson and Timberville soils are rated SEVERE for urban development activities. Given the physiographic and environmental limitations of the sub-area, development of this land, correspondingly, would best be served by public water and sewer. While no sewer is currently available to the sub-area, municipal water lines bound the subject area on two sides.

Transportation planning for sub-area 18 should address future right-of-way requirements for Route 613 as well as the need for coordinated road extensions to serve sub-area 19. Access to this property should be from Route 613, Springsbury Road. Given the limited cross-section and capacity of Route 613, individual private driveway access to this road is discouraged and reservation of additional rights-of-way for the future widening of this road is encouraged. Design principles such as shared driveways or reverse frontage shall be applied to any future residential development of this tract. Public street access points to Route 613 should be limited to fewer than three connections and should avoid links at locations where site distance problems (both horizontal and vertical) exist. In addition, on-site pedestrian systems via sidewalks and paths shall be provided. Access between sub-areas 18 and 19c should not be allowed because the significantly different nature of the uses of these sub-areas and of the traffic such uses generate.

This sub-area is designated for Low Density Residential uses. This is most easily supported by the property's proximity to agricultural zoning and land uses on three sides. Development of this sub-area for comparatively denser residential uses is justified by its proximity to existing development in the town and to public services, especially water. Land use proposals should incorporate the development of appropriate neighborhood open spaces and a landscaped, passive park internal to the development. Landscaping, setbacks, and home siting should be sensitive to the low-density residential uses programmed for sub-area 19B. Based on planning analysis, the sub-area has an estimated land holding capacity for approximately 116 single-family dwelling units.

Site development in sub-area 18 should be coordinated with the development of the planning precinct comprised of this sub-area plus sub-areas 19B and 19C. Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes. Therefore, the Detached Residential-2, DR-2 zoning district (with two dwelling units per net acre) should only be considered for the sub-area at which time superior development proposals, which address phasing, transportation issues, quality site design and other applicable site design issues, are submitted. If such site development guidelines are not adhered to, the zoning district to be applied to sub-area 18 should be Detached Residential-1, DR-1, allowing one dwelling unit per net acre.

Future zoning decisions for sub-area 18, relating to the DR-2 zoning district, should be subject to the stipulation that 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 planning precinct.

### **SUB-AREA 19**

Sub-Area 19, containing approximately 43.3 acres, is located south of the existing Town corporate limits with the old Johnson-Williams School property and Milton Valley Cemetery lying between a portion of this sub-area and the Town limits. On the west the sub-area is bounded by a ridge that begins at the Norfolk Southern railroad and extends to the Town water tower. The eastern boundary follows the ridge along the common boundary with Sub-Area 18. The sub-area's existing zoning is split with RS-2 to the east and Light Industrial (IL) on the west.

This undeveloped, gently sloping property is comprised of two different property ownerships: County and a private property owner. The sub-area is configured across ownership lines due to the sensitivity of potential uses for the portion of the County-owned land that has been zoned for industrial purposes. This zoning was given, in part, because of the property's railroad frontage, however, due to poor vehicular access, use of this property for industrial activities has not occurred. The construction of a collector road connecting US Route 340 and Route 613, Springsbury Road, would provide access for industrial activities, and establish an alternative 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 and the private property. 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 in the middle 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.

The prevailing soils are Nicholson, Poplimento, Timberville, and Webbtown that have SEVERE ratings for urban development. The Duffield soils have somewhat higher capacities for urban uses, but, in general, the site's environmental and geotechnical limitations will pose special design problems to be addressed by any development proposal for this property. Public water is available to the property, with the closest sewer mains situated in the nearby Josephine Street right-of-way.

Given its location and excellent visibility to surrounding properties, Sub-area 19 should be considered a transitional planning unit between existing development to the north and lower densities to the south. The siting of urban land uses in the sub-area should respect the land's visibility to the north from the old Johnson-Williams School property and from the Josephine Street residential community.

In the north east corner of the sub-area 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.

This portion of the sub-area is designated for planning purposes as low density residential, recognizing this existing home and grounds for both its cultural and historical significance within the Berryville community. The geographical limits of this portion of the sub-area shall be defined to create sufficient setbacks and buffer opportunities from any future development on the contiguous undeveloped property. Given its high visibility and unique architectural features, Dandridge Acres should be preserved and considered as a focal point around which any future land uses should be carefully sited.

Transportation planning for the entire sub-area must place priorities on including adequate vehicle access. Primary access into this area should not be provided via Josephine Street. Providing street connections between residential neighborhoods is generally considered appropriate. However, the decision to utilize Josephine Street as a secondary access to the street network in this area and the decision to connect Josephine Street to the link between Route 613 and Route 340 South should consider the impact on the existing neighborhood. Future street alignments in the sub-area should be of sufficient capacity and right-of-way to accommodate traffic from Sub-area 21, to the west, as well.

For purposes of land use designation, this sub-area is divided into four components. 19A comprises 18 acres of County owned land, currently zoned for light industrial purposes and situated directly south of the old Johnson-Williams property. 19B is the 12 acres immediately adjacent to the Town and Berryville Graphics plant, that encompasses the historic residence, Dandridge Acres. 19C is the 16 acres of privately owned land south of Dandridge Acres and between the County owned land and sub-area 18. 19D is the 2 acres at the base of the Town's elevated water tower.

Sub-area 19A is planned for Light Industrial/Research uses. The sub-area is bordered by the old Johnson-Williams school site on the north, a ridge to the west, and to the south the proposed collector road planned to link Route 340 south of Berryville to Route 613. Sub-areas 19A, 19D, 20, 21A and 21B are a planning precinct, as they are owned by the County. The developer of the precinct should establish a master plan concept for this entire planning precinct, including a compatible use and design theme, as a condition of any specific land use application.

The sub-area's proximity to the established residential community to the north, Josephine City, the old Johnson-Williams school, now Johnson-Williams Apartments for low and moderate income older persons, single family residential uses to the east, and industrial use to the south, dictate that innovative residential planning guidelines be applied. Land planning guidelines for the development of this sub-area shall stipulate that industrial activities be designed to minimize the impacts to these adjacent residential areas. Site planning activities shall reserve sufficient buffer/screening strips and sensitive environmental areas, which should in turn, provide for more efficient use of the land.

Industrial plant siting, combined with sensitive design reinforced by increased setbacks and ample open spaces, should respect the proximity of the adjacent planning precinct. Open spaces should be required to visually and physically buffer any proposed developments from the old school buildings and adjunct residential communities. Site planning and design should also address storm water management and the preservation of the existing natural ridge line.

New public transportation facilities to serve this area are required. The existing Route 613 (Springsbury Road) is of marginal capacity to carry the ultimate traffic loadings for the projected planned development of the planning precinct. Accordingly, public streets to serve the sub-area should address both on-site and off-site improvements as a condition of site plan approval. Substantial portions of these road improvements were constructed by August 2000.

In addition, pedestrian facilities shall also be provided to increase the attractiveness and compatibility of proposed development.

Site development in Sub-Area 19A shall be coordinated with the development of the planning precinct. Light Industrial/Research uses are encouraged where superior site design and phased developments are incorporated into site development schemes. The Business Park zoning district is to be applied to this sub-area. This zoning category would generate up to approximately 165,000 square feet of leasable space.

Future land use decisions in Sub-Area 19A, such as site plan review, should be subject to the stipulation that development proposals present a workable transportation solution providing safe and adequate ingress/egress into the sub-area, as well as, adequate public street linkages within the planning precinct. The constructed portion of the collector road proposed to connect US Route 340 and Route 613 runs south and east sides of this sub-area. This collector shall be shown on an Official Map to insure provision of sufficient right of way for this important road link.

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 19C is designated for Light Industrial/Research uses. The sub-area is bounded by the portion of the collector road, Jack Enders Boulevard, constructed by August 2000 to the northwest and a ridge to the southeast. The specific location of this southeast boundary, as it relates to the topography of the area, is a military ridge. The Light Industrial/Research use policy establishes the business and light industrial uses appropriate for this sub-area given the recently constructed collector/industrial access road and sewer main facilities.

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 outside the annexation limit. Site planning and design should also address storm water management and the preservation of the existing natural ridgeline.

Transportation planning should address adequate connections to the recently constructed portion of the collector/industrial access road linking Routes 340 and 613. The constructed portion of the collector connection between US Route 340 and Route 613 runs on the west side of this sub-area. This collector shall be shown on an Official Map to insure provision of sufficient right of way for this important road link. Provision of pedestrian paths and sidewalks are encouraged.

Light Industrial/Research uses are encouraged where superior site design and phased developments are incorporated into site development schemes. The Business Park zoning district is to be applied to this sub-area. This zoning category would generate up to approximately 240,000 square feet of leasable space.

Future zoning decisions for Sub-Area 19C, should be subject to the stipulation that development proposals should present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area.

Light Industrial/Research uses are designated for 19D, the most southerly portion of sub-area 19 because of its location on the perimeter of the Berryville Area Plan and the similar land uses established for the immediately adjacent Sub-areas 19A and 21B.

Sub-area 19D should be integrally designed as part of a industrial park within the planning precinct and compatible with the planned light industrial land uses in the planning precinct. Due to the common ownership and similar planned land uses for Sub-Areas 19A, 21A, and 21B, these sub-areas function as a planning precinct requiring coordination of stormwater management and transportation facilities. The collector road connecting Route 340 south of Berryville to Route 613 has been constructed on the north side of 19D, between 19D and 19A and will be the primary means of access for these sub-areas. Design requirements for this collector road shall be addressed in conjunction with the total build-out scenario of the southeastern sector of the Berryville Area, sub-areas 19 through 23.

Site planning in Sub-Area 19D shall be coordinated with the development of the planning precinct. Light Industrial/Research uses are encouraged where superior site design and phased developments are incorporated into site development schemes. The Business Park zoning district is to be applied to this sub-area. This zoning category would generate up to approximately 18,000 square feet of leasable space.

Future land use decisions in Sub-Area 19A, such as site plan review, should be subject to the stipulation that development proposals present a workable transportation solution providing safe and adequate ingress/egress into the sub-area, as well as, adequate public street linkages within the planning precinct. The constructed portion of the collector road proposed to connect US Route 340 and Route 613 runs on the north and west sides of this sub-area. This collector shall be shown on an Official Map to insure provision of sufficient right of way for this important road link.

## **SUB-AREA 20**

Sub-area 20, comprising approximately 11.7 acres, circumscribes the old Johnson-Williams School property and the contiguous Milton Valley Cemetery. The sub-area is bounded on the north by the residential lots, annexed by the Town in 1989, that front on Josephine Street, on the west by the Norfolk Southern Railroad, and on the south and east by Sub-Area 19 as previously described. The existing zoning is RS-5, accommodating one-quarter acre residential lots.

From a physiographic standpoint, the land is very prominent to its surrounds, particularly the well established Josephine City residential neighborhood to the north. The school buildings, while currently vacant, have long been viewed as having cultural significance for the black community. From a land use planning standpoint, the property must be considered a transitional unit. With County owned land to the south, this sub-area is ideally configured and located to serve as a buffer for the light industrial land uses programmed for Sub-Areas 19 and 21.

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. These vacant structures continue to be a source of community pride for African-Americans living along Josephine Street as well as the rest of the County.

Existing soils are Poplimento, Webbtown, Nicholson, and Pagebrook, each of which has been rated as SEVERE for most urban land use applications. Water and sewer mains are available adjacent to the sub-area.

Any future land use within Sub-Area 21 should sensitively address the following potential opportunities: (1) adaptive re-use of the abandoned school, (2) the visibility and proximity of the sub-area to residents of Josephine Street, (3) the visibility of the sub-area to the surrounding planning units, and (4) the lack of community facilities and open spaces contiguous to the existing residential neighborhood.

The Institutional/Public land use designation for this sub-area establishes a continued public use orientation in this sub-area that surrounds the vacant buildings of the former Johnson-Williams School. The County has signed a long-term lease with two nonprofit organizations, Help With Housing and City Light, to renovate the structure into 40 low to moderate income, senior citizen housing units. Renovation is expected to be completed in 1992. These organizations have agreed to make the original 1920s Johnson-Williams school buildings available for community uses.

The Light Industrial uses proposed for sub-area 19A 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 19A 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 .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-areas 19A and 21A 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.

The zoning district to be applied to this sub-area is Institutional.

### **SUB-AREA 21**

Sub-Area 21, containing approximately 52.6 acres, is the southern part of the County's industrial park site. The southerly boundaries of Annexation Area B establish 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 IL.

The sub-area has a southern aspect with moderate to rolling topography. A relatively deep drainage swale intersects the southern portion of the property and drains over one-half of the planning unit. As such, any large-scale development will encounter potential grading and geophysical obstacles. The majority of the sub-area's soils are Timberville, Poplimento, Webbtown, McGary and assorted rock outcroppings. Each individual soil classification poses unique limitations for intensive development and these constraints must be addressed with any development proposal. Water mains are adjacent to the sub-area, with the closest public sewer mains located in Josephine Street.

Previous plans have prescribed industrial use for this tract. Due to poor vehicular access, use of this property for industrial activities has been thwarted. All transportation improvements within the sub-area should be coordinated with those of Sub-Area 19. Provision of the previously described collector would remedy this constraint.

While the physiographic limitations of the site can be overcome by site engineering, it will be necessary to prepare a development plan that is sensitive to the fertile drainageways to the south. As such, a single, on-site storm water management structure is recommended to be located at the southerly limits of the property, designed to serve the projected land uses under a full-development scenario. Since the sub-area is under single ownership, it would be realistic to program this facility in the initial phase of the property's development.

The sub-area is divided into two segments: 21A consisting of 25 acres to north of the collector and 21B with 28 acres south of the collector.

Both 21A and 21B are designated for Light Industrial/Research land uses. Their adjacency to the railroad right-of-way and the planned collector road supports this designation. However, both components of the sub-area possess troublesome physiographic features, dictating creative land planning techniques for this sub-area. Based on these environmental limitations, and the proposed Business Industrial, B-I, zoning district, no more than approximately 230,000 square feet on 21A and 255,000 square feet on 21B of leasable area could be expected.

Wherever possible it is the intent of the land use application to Sub-Area 21 to preserve the existing natural features and vegetation and promote excellence in site planning and landscape design. Site planning should incorporate the clustering of structures in order to preserve steep

slopes, natural drainageways and troublesome physiographic and geologic features. A storm water management facility should be developed in the southerly lowlands of the sub-area. Given the southern orientation of the property, every effort should be made to site structures and parking areas to take maximum advantage of solar aspect. A combination of landscaping and fenced screening is strongly recommended for projects along the western, southern, and eastern limits of the sub-area.

Site development in sub-area 21 should be coordinated with the development of Sub-Areas 19A and 19D. Future land use decisions for sub-area 21 shall be subject to the stipulation that 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 from the planning precinct to Springsbury Road (Route 613) and Route 340, south of Berryville.

Transportation planning should address the feasibility of limiting the planning precinct to one or two consolidated access points on the previously described collector, at a location to be determined by an thorough transportation engineering study. The establishment of the collector provides an alternative for through traffic to avoid downtown Berryville while serving the development needs in this southeast quadrant. The proposed collector shall be included on the Official Map so that its provision is insured in any future development scheme. In addition, pedestrian paths and sidewalks should be provided wherever possible.

## **SUB-AREA 22**

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 six houses within this sub-area establishes its southwestern boundary. The current zoning is RS-4 (pre-Berryville Area Plan zoning), accommodating half acre lots.

The tract is gently to moderately sloping with a physiographic aspect conducive to solar siting possibilities. Several areas of the planning unit have steep topography. 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 existing Poplimento, McGary, Timberville and Pagebrook soils pose limitations for urban development and are rated SEVERE by SCS. The area has scattered rock outcroppings. The closest water and sewer is available in the Josephine 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 dwelling 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. Given the southern solar orientation of the property, every effort should be made to site housing to take maximum advantage of solar aspect. 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. Therefore, the Detached Residential-4, DR-4 zoning district (four units per net developable acre) should only be considered for sub-area 22 at which time superior development proposals are submitted which address phasing, transportation issues, storm water management, quality site design and other applicable site design issues. If such site development guidelines are not addressed, the zoning district to be applied to sub-area 22 should be Detached Residential-2, DR-2, (two units per net developable acre).

### **SUB-AREA 23 ||COMBINATION OF SUB-AREAS 23A & 23B||**

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 current RS-4 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. A storm water management facility in this area is recommended in conjunction with any future development of sub-area 23.

The area's Nicholson, Pagebrook, Duffield, Poplimento, and McGary soils have poor suitability ratings for most urban development activities. At present, there is no public water and sewer immediately available to the sub-area.

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 Route 613. Sub-area 23 is divided into two segments: 12 acres north of the collector road linking US Route 340 and Route 613 and 20 acres south of this collector road.

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. A connecting road between route 340 and Church Street should be placed at the north end of sub-area 25. 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 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. Sub-Area 6 has an approximate development capacity of approximately 440,000 square feet of leasable area. Finally, the Historic Access Corridor Overlay District is to be 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 superior 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**

Sub-area 24, containing approximately 8.4 acres, lies just south of the southerly Town limits. It is wedged between Route 340 and South Church Street, which constitute its westerly and easterly boundaries, respectively. The property line between parcel 14-((A))-46 (part of this sub-area) and parcel 14-((A))-45 (sub-area 25), establishes its southern limits. The existing RS-5 zoning permits quarter-acre single family lots.

The property is moderately sloping, with substantial tree cover. It is well drained with very prominent physiographic features. The site is generally undeveloped. The site's excellent development potentials are limited by the narrow depth of the sub-area.

This would strongly suggest that clustering be used as a design principle in site development. Any development will be subject to the Historic Access Corridor planning goals for Route 340 South. In particular, the planting of street trees should be incorporated into the landscaping of the property.

Site soils include Pagebrook, Poplimento and mixed rock outcroppings that are rated by SCS as UNFAVORABLE for urban development. Public water and sewer is available to the site at the intersection of South Church Street and Josephine Street. However, a large portion of the sub-area lies outside the existing area that can be served by gravity sewer.

Access to the sub-area may be from either Route 340 or South Church Street. However, given the objective of limiting access points and encouraging ample setbacks along the community's entry corridors, multiple private driveway access is discouraged, especially along Route 340. If single-family homes are to be developed, shared driveways are encouraged. If clustered housing is to be programmed, then a single access point is expected. Pedestrian movement should be accommodated through provision of sidewalks and pedestrian paths.

This sub-area is designated for Medium Density Residential land uses in combination with the historic access corridor design regulations and the definitional requirements of critical environmental areas. The maximum development density of four units per net developable acre would yield in the range of 23 dwelling units.

Given the steeper terrain in the property's northern sector and the poorly drained areas in the southern sector, residential development should be clustered in the center of the sub-area. Unit siting may pose a unique design problem given the rather narrow, rectangular configuration of the property. Site planning for dwellings and parking areas should maximize exposure to southern slopes.

Site development in sub-area 24 should be coordinated with road frontage improvements along Route 340 and Church Street. Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes. Therefore, the Detached Residential-4, DR-4 zoning district (four units per net developable acre) is to be applied to this sub-area. When submitted land use applications should address phasing, transportation issues, stormwater management, quality site design and other applicable site design issues. Finally, the sub-area is also covered by the Historic Access Corridor Overlay District, which establishes design guidelines for non-single family residential uses.

Future zoning and site plan, or subdivision decisions for sub-area 24, should be subject to the stipulation that development proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area.

### **SUB-AREA 25**

Sub-area 25, containing approximately 3.5 acres, is a narrow pie-shaped sub-area located at the northeast corner of the intersection of Route 340 and South Church Street. Its northeasterly boundary is the property line between parcel 14-((A))-46 (part of sub-area 24) and parcel 14-((A))-45 (this sub-area 25), with existing streets circumscribing the balance of the small, environmentally sensitive site. The current zoning is RS-5.

Given its highly visible location as one of the community's major entry points, the Area Plan's goal of maintaining and preserving such areas as landscaped open space should be applied through use of clustered development in conjunction with sub-area 25 to the north. While attractive for open space purposes, the land is poorly drained and, given its shallow depth and relationship to adjoining roads, it has very limited development potential. The site is virtually flat and tree cover blankets the better part of the sub-area. The existing tree cover will prove

advantageous in preserving the corridor protection area as well as any resulting development to the north.

The tract's McGary and Pagebrook soils pose limitations for urban development and are rated as SEVERE by the Soil Conservation Service. The closest water and sewer lines are found at the intersection of Josephine Street and South Church Street.

The County's historic resources survey shows a wood frame, vernacular residence, built circa 1905, in the northeast corner of the sub-area facing Church Street (survey #21-150).

Eighty percent of the perimeter of this sub-area is roads and it is adjacent to an intersection that is likely to become more congested. Access to this sub-area should be several hundred yards from this intersection and should be allowed only via sub-area 25 to the north. Extension of the Southwest collector street across the northern end of the sub-area is shown in the transportation plan. Such an extension would connect US Route 340 and Route 7 Business west.

This sub-area is designated for Medium Density Residential Uses and is located in the Historic Access Corridor. As a critical environmental area in a floodplain, development of the property is further limited. The maximum development density of four units per net developable acre would yield in the range of eight dwelling units. Development of this sub-area should be coordinated with sub-area 24 to the north.

Clustered development is encouraged in conjunction with sub-area 24 or sub-areas to the west under the same ownership so as to protect the Craig Run floodplain and provide an attractive landscaped entry way into the Town. The sub-area's drainage problems should be resolved in coordination with future development of sub-area 24. With existing street access, drainage and grade limitations to Route 340, transportation planning should limit access into this sub-area from Church Street. Pedestrian movement should be accommodated through provision of sidewalks and pedestrian paths. Unit siting may pose a unique design problem given the narrow configuration of the property. Site planning for dwellings and parking areas should maximize exposure to southern slopes.

Site development in sub-area 25 should be coordinated with road frontage improvements along Route 340 and Church Street. Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes.

Therefore, the Detached Residential-4, DR-4 zoning district (four units per net developable acre) is to be applied to this sub-area. When submitted land use applications should address phasing, transportation issues, stormwater management, quality site design and other applicable site design issues. Finally, the sub-area is also covered by the Historic Access Corridor Overlay District, which establishes design guidelines for non-single family residential uses. Future zoning, site plan, or subdivision decisions for sub-area should be subject to the stipulation that development proposals present a workable transportation solution that is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area. Finally, the sub-area

is also covered by the Historic Access Corridor Overlay District, which establishes design guidelines for non-single family residential uses. Future zoning, site plan, or subdivision decisions for sub-area 25, should be subject to the stipulation that development proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area.

### **SUB-AREA 26**

Sub-area 26, containing approximately 13.3 acres, is bounded to the southeast by Route 340, to the west by upper reaches of Craig Run, and to the northeast by the Town corporate limits. The sub-area is zoned AOC.

The area is vacant and gently sloping with scattered tree cover. The sub-area drains in a southwesterly direction, toward the head waters of Craig Run, the border with Sub-Area 27. The soils of the sub-area are characterized by a mix of Pagebrook, Poplimento, Nicholson, and Duffield classifications. Each of these soils groups has been rated as SEVERE by SCS and poses limitations for urban land uses. Sewer and water are not available to the sub-area. The area is visible to adjacent sub-areas. The undeveloped portions of the sub-area have good development potentials, but future land uses must respect existing drainage patterns and the need for coordinated storm water management with the development of Sub-Area 27 and the vacant areas in the southwest quadrant of the Town. Due to the sub-area's position in the watershed, storm water management and drainage improvements should also address potential downstream runoff problems. Lastly, site planning should focus on preserving the existing natural drainage ways.

The most significant access feature of the sub-area is the collector road connecting Route 7 Business west and US Route 340 south on the border between this sub-area and sub-area 27 to the south. In addition to providing access to this sub-area and the vacant residential zones in the southwest quadrant of the Town, this collector road also serves as an alternative for west-south traffic to avoid downtown. Not more than one connection to Route 340 and coordinated internal streets with adjoining sub-areas and development areas in the Town are essential elements to good transportation planning for this sub-area. Finally, pedestrian movement should be accommodated on the site with provision of sidewalks and pedestrian paths.

The Medium-low Density Residential land use designation for this property provides for a single family residential neighborhood compatible with the surrounding community and the locational characteristics of the property. The sub-area is also located in the historic access corridor, which provides design guidelines for non-single family residential development. Given the presence of sensitive environmental areas within the sub-area, clustering of the single family detached units is encouraged. Given good design proposals, the clustering of residential units would enhance environmental sensitivity to these considerations.

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. Therefore, the Detached Residential-4, DR-4, Residential zoning district (4 dwelling units per net acre) should only be considered for sub-area 26 at which time superior development proposals are submitted which address phasing, transportation issues, storm water management, quality site design, services, and other applicable

site design issues previously outlined above, or, as outlined in the Berryville Area Plan. Approximately 25 single family detached dwelling units could be accommodated on the property under this zoning district. If such site development guidelines are not addressed, the zoning districts to be applied to sub-area 26 should be Detached Residential-2, DR-2, thus permitting a planned residential density of not more than two dwelling units per net developable acre.

Finally, the portion of this sub-area located within 300 feet of US Route 340 is in the Historic Access Corridor Overlay District which establishes design guidelines for non-single family residential development.

### **SUB-AREA 27**

Sub-area 27 encompasses a 64.4 acre area in the southwest corner of the Berryville Area. The eastern boundary of the property is established by the head waters for Craig Run. The northern border is delineated by the corporate limits of the Town. The southwest boundary is fixed by the boundary of Annexation Area B. The southerly portion of the planning unit has road frontage on Route 340 South. This land is currently zoned AOC.

This undeveloped planning unit has gentle to moderately sloping topography, with a number of small areas where slopes exceed fifteen percent. The sub-area includes a variety of scattered tree cover, including orchards and deciduous trees.

The sub-area predominantly drains to swales on its eastern and southerly boundaries. Pagebrook, Poplimento, Nicholson, Duffield and Webbtown soils along with a number of rock outcrop areas comprise the sub-area's soil classifications. These soils are generally considered by SCS as unsuitable for most urban development activities and must be given special engineering attention during any subsequent construction in this area. No water or sewer are presently available to the sub-area.

The property has excellent physiographic development potentials with excellent visibility from adjoining sub-area to the north and east. Future land uses should be engineered and sited to respect localized slope problems, troublesome soils and sensitive drainage ways. Any development of the site must be accompanied by proper storm water management facilities to protect downstream areas east of Route 340.

The clustering of moderate-to-low density residential housing would best accommodate the environmental attributes of the property.

Transportation planning should include not more than one or two access points to Route 340 and minor street connections to sub-areas 27 and development areas to the north in the Town. A collector road connecting Route 7 Business west and US Route 340 south is proposed on the northeast border of the sub-area with sub-area 26. This road will augment access to this sub-area in addition to providing an alternative for west-south traffic to avoid downtown. All other internal street systems should be residential in character and should be aligned so as not to encourage non-local, non-residential traffic. Pedestrian movement should be accommodated with provision of the sidewalks and pedestrian paths.

The Low Density Residential land use designation, in combination with the historic access corridor design regulations and the parameters of the critical environmental areas, provides for a reasonably-scaled residential neighborhood which would be compatible with the ecological and locational characteristics of the property. Based on planning analysis, the sub-area's holding capacity for residential units is a maximum of approximately 105 units. The sub-area's proximity to US Route 340 also places a portion of the sub-area within the historic access corridor.

Due to the sub-area's position in the watershed, storm water management and drainage should carefully address the potential downstream runoff problems. Stormwater management facilities should be coordinated with sub-area 26. Given good design proposals, the clustering of residential units (which is strongly encouraged) should enhance environmental sensitivity and best management practices. Southern exposures should be exploited, where possible, for optimal solar orientation for road and house siting. Transportation planning should address well organized interior neighborhood streets along with minor collector streets to properly serve sub-area 26 and the undeveloped areas in the southwest quadrant of the Town.

Long-range access opportunities to the commonly owned properties to the west of the sub-area should be investigated.

Site development in sub-area 27 should be coordinated with the development of the planning precinct. Incremental and compact growth is encouraged with higher density residential development on selected tracts where superior site design and phased developments are incorporated into site development schemes. Therefore, the Detached Residential-2, DR-2, zoning district (with 2 dwelling units per net acre) should only be considered for the sub-area at which time as superior development proposals are submitted which address phasing, transportation issues, storm water management, quality site design, services, and other applicable site design issues. If such site development guidelines are not adhered to, the zoning district to be applied to sub-area 27 should be Detached Residential-1, DR-1, allowing one dwelling unit per acre. The portion of the sub-area within 300 feet of the US Route 340 is in the Historic Access Corridor Overlay District that establishes design guidelines for non-single family residential.

Future zoning decisions for sub-area 27, to the Detached Residential-2, DR-2 district, should be subject to the stipulation that development proposals present a workable transportation solution which is in compliance with provisions for safe and adequate ingress/egress measures into the sub-area.

**TABLE V-1**  
**FUTURE LAND USES**  
**ADDITIONAL DEVELOPMENT POTENTIAL**  
**TOTAL BERRYVILLE AREA**

Average Planning Daily <u>Area</u> <u>Trips</u>	<u>Planned Land Use</u>	<u>Planned</u> <u>Density*</u>	<u>Gross Site</u> <u>Area (Acres)</u>	<u>Planned Yield</u>	<u>Land</u>	
					<u>Use</u>	<u>Codes</u>
1	Institutional	N/A	23 AC			
2	Institutional	N/A	55 AC			
3	Low Density Residential	2 DU/AC	87 AC	143 DU	210	1429
4	Low Density Residential	2 DU/AC	61 AC	80 DU	210	828
5	Medium-Low Density Residential	4 DU/AC	22 AC	62 DU	210	1607
6	Business Park	0.3 FAR	24 AC	230,000 SF/GLA	770	2980
6A	Medium Density Residential	Determined by Site Plan	3 AC	60 DU	210	600
7	Highway Commercial	0.3 FAR	22 AC	200,000 SF/GLA	834 848 851	5000
8	Institutional	N/A	12 AC			
9	Low Density Residential	2 DU/AC	33 AC	54 DU	210	572
10	Low Density Residential	2 DU/AC	36 AC	51 DU	210	542
11	Limited Residential	0.1 DU/AC	14 AC	1 DU	210	13
12A	Limited Residential	0.1 DU/AC	22 AC	2 DU	210	25
12B	Light Industrial	0.3 FAR	8 AC	75,000 SF/GLA	110	534
13	Limited Residential	0.1 DU/AC	29 AC	2 DU	210	25
14A	Light Industrial	0.3 FAR	8 AC	75,000 SF/GLA	110	534
14B	Medium-Low Density Residential	4 DU/AC	12 AC	27 DU	210	298
15	Low Density Residential	2 DU/AC	52 AC	81 DU	210	838
16	Limited Residential	0.1 DU/AC	13 AC	1 DU	210	13
17	Low Density Residential	2 DU/AC	16 AC	25 DU	210	277
18	Low Density Residential	2 DU/AC	73 AC	116 DU	210	1174

Planning Area	Average Planned Land Use	Planned Density*	Gross Site Area (Acres)	Planned Yield	Land	
					Use Codes	Daily Trips
19A	Light Industrial	0.3 FAR	18 AC	165,000 SF/GLA	110	996
19B	Limited Residential	0.1 DU/AC	12 AC	1 DU	210	13
19C	Light Industrial	0.3 FAR	12 AC	110,000 SF/GLA	210	246
19D	Light Industrial	0.3 FAR	2 AC	18,000 SF/GLA	110	173
20	Institutional	N/A	10 AC			
21A	Light Industrial	0.3 FAR	25 AC	230,000 SF/GLA	110	1295
21B	Light Industrial	0.3 FAR	28 AC	255,000 SF/GLA	110	1404
22	Medium-Low Density Residential	4 DU/AC	20AC	35 DU	210	447
23	Light Industrial	0.3 FAR	32 AC	290,000 SF/GLA	770	3880
24	Medium-Low Density Residential	4 DU/AC	8 AC	23 DU	210	250
25	Medium-Low Density Residential	4 DU/AC	3 AC	8 DU	210	93
26	Medium-Low Density Residential	4 DU/AC	11 AC	25 DU	210	277
27	Low Density Residential	2 DU/AC	64 AC	105 DU	210	1069
<b>TOWN OF BERRYVILLE</b>						
35B	Medium Density Residential	4 DU/AC	13 AC	25 DU	210	277
36	Medium-Low Density Residential	2 DU/AC	26 AC	35 DU	210	381
37	Medium Density Residential	4 DU/AC	48 AC	96 DU	210	933
38A	Medium-Low Density Residential	2 DU/AC	44 AC	57 DU	210	602
38B	Low Density Residential	0.1 DU/AC	9 AC	1 DU	210	13
--	Development potential in other vacant areas in Town***			428 DU		

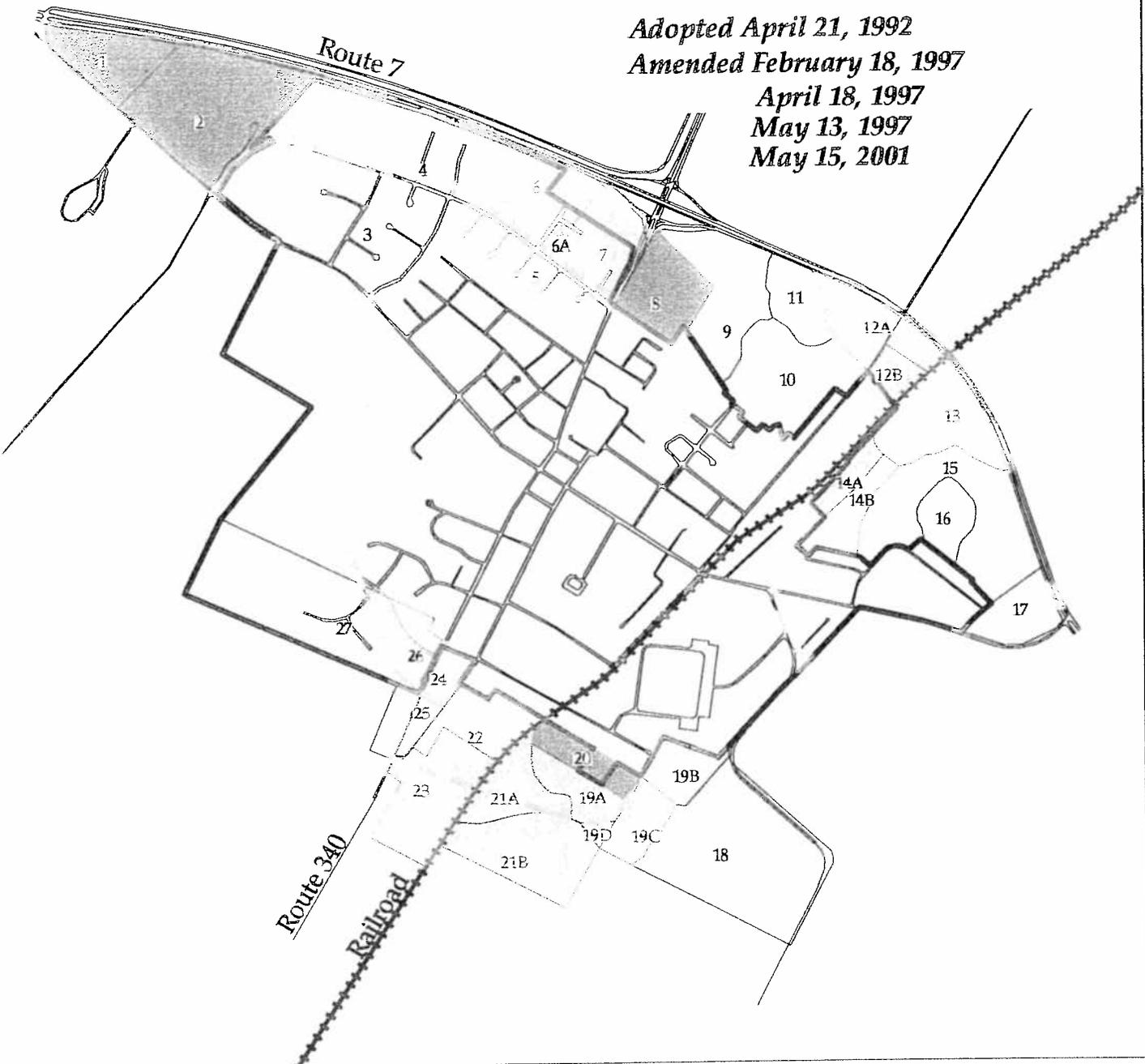
Total New Single Family Detached Units	842
Total New Older Person Residential Units	60
Old Johnson-Williams Housing Project	<u>40</u>
Total	942
Total New Dwelling Units Area B	942
Total New Dwelling Units Area A(In Town of Berryville)	<u>642</u>
GRAND TOTAL DWELLING UNIT	1584
Population Per Dwelling	<u>x 2.733**</u>
Total Additional Population	4329
Total Business Park	230,000 SF/GLA
Total Highway Commercial	200,000 SF/GLA
Total Light Industrial	1,200,000 SF/GLA

---

- \* All density calculated based on net acreage estimate.
- \*\* Average persons per household in Town of Berryville, 1990 Census.
- \*\*\* Cox Company estimate 1989

# BERRYVILLE AREA PLAN Land Uses

Adopted April 21, 1992  
 Amended February 18, 1997  
 April 18, 1997  
 May 13, 1997  
 May 15, 2001



0 1  
 Inches  
 0 2000  
 Feet

Clarke County GIS  
 May 15, 2001

Id:\arcdata\aab\landuse\_cmp

- |                          |  |                                     |  |
|--------------------------|--|-------------------------------------|--|
| <input type="checkbox"/> | Low Density Residential<br>(2 units/acre)        | <input type="checkbox"/>            | Institutional/Public                   |
| <input type="checkbox"/> | Medium-Low Density<br>Residential (4 units/acre) | <input type="checkbox"/>            | Environmental Conservation             |
| <input type="checkbox"/> | Medium Density Older Persons<br>Residential      | <input type="checkbox"/>            | Historic/Cultural Preservation         |
| <input type="checkbox"/> | Highway & Visitor Commercial                     | <input checked="" type="checkbox"/> | Berryville Town Limits<br>as of 1/1/01 |
| <input type="checkbox"/> | Business/Office                                  | <input type="checkbox"/>            | Proposed Roads                         |
| <input type="checkbox"/> | Light Industrial/Research                        | <input checked="" type="checkbox"/> | Roads                                  |

## VI. FACILITY IMPACTS

This chapter identifies the impacts from projected development in the area covered by the Berryville Area Plan on community services including schools, parks and recreation, fire and rescue, human support services, and police facilities. The facilities described below are recommended to accommodate projected population growth; included are capital cost estimates for typical facilities. The recommended facilities are based upon accepted standards for the provision of services and upon the capacity, which currently exists with the facilities which, are in place or already planned. Projections provided in this report are based upon estimated dwelling units for the ultimate development of the Berryville Plan Area. Obviously, market conditions will dictate how soon these development projections will be achieved; however, by basing the study upon ultimate buildout, this chapter identifies the long-term capital needs to provide the services identified within this report.

Based upon the anticipated residential development of an additional 1,666 dwelling units, the projected additional population for the Berryville Plan Area is 4,548 persons. As reference for the following discussion, the 1990 population for Clarke County is 12,101 persons. The 1990 population of the Town of Berryville is 3,097, which is included in the total population for Clarke County.

### 1. EDUCATION

In order to examine the future school needs for the Berryville Plan Area, projections of future school age population have been compiled along with a review of the student capacity for typical school sites. Given the dynamic nature of educational systems, the requirements described hereafter are to be understood as guidelines reflecting the impact of the household growth in the Berryville/Clarke County area. While the quantitative information provided in this report is critical to making future decisions on capital expenditures for schools, it should be noted that this study does not recommend the location(s) of a future school site(s). Criteria, including proximity to population centers, recreational facilities and transportation facilities would be logical starting points for future efforts in this regard. When locations are being considered, every effort should be made to ensure that the educational system is integrated and well balanced throughout the County and Town.

#### Elementary Schools

Based upon the Preliminary Study of Projected School Enrollment on Clarke County Schools (1989-2000), (See Table 5) there are three elementary schools (serving a combination of Kindergarten through Fifth Grade) which serve the study area: Boyce School, Cooley School (2-5 Grades) and Berryville School (K-1 Grades). Building enrollment capacity for each of these facilities has been identified as the following range:

<u>School</u>	<u>Estimated Capacity</u>	<u>Fall 1991 Enrollment</u>
Boyce School	400-360 Students***	285*
Cooley School	390-360 Students	345**
Berryville School	<u>275-185 Students</u>	<u>177</u>
Total	1065/905 Students	807

\* Four trailers in use.

\*\* Three trailers in use.

\*\*\* Includes improvements to Boyce School scheduled to be completed by Fall 1993.

Using the student ratios of the Berryville Area and the Loudoun County student ratios, the projected full development of the Berryville Plan Area will produce a total additional student enrollment of 641 to 647 students for kindergarten through fifth grade. Tables 2 and 3 provide a comparison of standards for the amount of acreage suggested for various school sites and the enrollment for each type of school.

These additional students must be added to the current projections of students from the development that already exists in the Berryville Plan Area and the remainder of Clarke County. According to projections from the Clarke County Public Schools, student enrollment for the year 2000 for existing development indicates a range of 852 to 900 students in kindergarten through fifth grade. This would result in a projected total enrollment of 1,493 to 1,547 students.

Based upon the estimated capacity of the existing elementary schools, the projected elementary school population can not be accommodated in the existing schools. By comparing the lowest growth rate to the highest capacity figures and vice versa, one can anticipate that the elementary school enrollment will exceed existing capacity by a range of 428 to 642 students. This demand will necessitate one additional elementary school. In the short term, additional space for this age group could be met with the expansion of existing facilities. Subsequent construction of one new elementary school will be required if population projections and growth rates are maintained. Provision of additional space could be accomplished either by making use of existing school sites by co-locating schools on the same site or by acquiring a new site. However, this may require busing of students beyond the distances acceptable to the community, particularly for the age group in question. It may be desirable to pursue a long-term strategy of consolidating at least two of the existing elementary schools through expansion of one site and closing another, and constructing a new facility. The recent expansion of Boyce precludes this site as a candidate for closing. Any decision in this regard should be based in part upon a thorough investigation of the condition and useful life remaining for the existing structures.

### Middle Schools

Currently the Johnson-Williams Middle School (JWMS) has a capacity of 450 students and an enrollment of 403 students (based on Fall 1991 membership). Projections based upon the Berryville Area Plan indicate that there will be an additional enrollment demand for 264 to 412 students at the time of buildout for the planned residential densities. In other words, the Berryville Plan Area will generate additional enrollment demands, which far exceed the existing capacity of JWMS. This argues for the construction of a 100% expansion of JWMS to accommodate the remainder of the County's development or to pursue construction of a new middle school and eventually phase out JWMS. Should it be desirable to construct another middle school, accepted size standards would dictate a 130,000 square foot facility at a cost of approximately \$13 million for an enrollment of between 900 to 1,200 students. State accepted standards for site size would suggest a site of approximately 18 acres would be needed. The JWMS site has acreage of approximately 27 acres.

### High Schools

With a current capacity of 550 students and an actual enrollment of 420 students, Clarke County

High School could not accommodate all of the growth in student enrollment projected for the Berryville Area Plan. The projected growth from additional development in the Berryville Area Plan ranges from 395 to 474 high school students, which would double the current enrollment. This must be compared to the anticipated growth in high school enrollment for the rest of Clarke County as well. The increased enrollment does not necessarily argue for an additional high school; expanding the existing high school could best accommodate growth. Expansion is seen as a more acceptable alternative because it represents a more efficient use of existing facilities and avoids duplication of the larger number of ancillary facilities required with a high school as compared to middle or elementary schools. The acreage available at Clarke County High School is 49 acres which includes the Cooley Elementary School site and the athletic area open space, which includes the track and field facility. This acreage is below the State standards of 10 acres per 100 students but compares favorably with actual standards in nearby jurisdictions such as Loudoun and Prince William Counties.

Capital Costs

The capital costs associated with the construction of schools to serve the projected student population in the Berryville Plan Area are identified below. These costs exclude staffing and land acquisitions, but include hard and soft construction costs as well as furniture, fixtures and equipment. These costs are broken down by school type. The cost estimates are based upon a cost per square foot of \$100.00 and the overall cost is a function of the square footage of each facility. The hard costs (engineering, construction, materials) associated with construction of a school facility would be approximately \$65-\$70 per square foot.

**CAPITAL COSTS BY SCHOOL TYPE**  
(1989 Dollars)

<u>School Type</u>	<u>Square Feet</u>	<u>Total Capital Cost</u>
Elementary	60,000	6,000,000
Middle	130,000	13,000,000
High	265,000	26,500,000

The base information of square footage and costs of each school type was obtained from the Linton Hall Road Comprehensive Plan Study prepared for Prince William County by Dewberry & Davis

**2. LIBRARIES**

The size and standards for permanent library facilities are based upon projected population estimates. In order to estimate library facility needs, the number and type of dwelling units have been used to estimate future additional population:

- 1620 Single Family Detached x 3.50 Persons Per Household\*
- 46 Single Family Attached x 2.75 Persons Per Household\*

The total projected additional population for the Berryville Plan Area is 4,548 persons based upon the formula above. The following standards are used to determine library size and locations:

1. Service Area: 15 minute travel time radius.
2. Facility Size: 0.5 square feet per person in service area (maximum facility size is

- 3. Book Stock: 35,000 square feet).  
2.5 book volumes per person in service area containing 50,000 persons or less.
- 4. Periodicals: 1 per 250 persons in service area.
- 5. Site Size: Depends on facility size, neighborhood character and shared use opportunities.
- 6. Site Suitability: Frontage on major street with proximity to other traffic generations.

A minimum population of 20,000 is typically used as the standard to justify the development of a permanent library facility. The 1990 County population of 12,101 grew by over 20% in the 1980s and virtually all of this growth occurred outside of Berryville. If the County rural population grew by another 20% this would total 14,521. The population projections for the Berryville Area Plan plus 14,521 totals 19,069. This total falls only slightly below the minimum population figure cited above.

Currently, the existing library occupies approximately 2,000 square feet and includes a collection of 7,000 books. The 1990 County population would indicate the need for an expanded facility of approximately 6,000 square feet, and a significantly expanded book collection of approximately 30,000 volumes.

This could be accommodated in a variety of ways including the rehabilitation of an existing structure, providing additional branch library facilities, adding on to an existing school facility or public building, or constructing a new freestanding facility. It is doubtful that the latter alternative would be cost effective considering the size of the facility.

As mentioned earlier, a permanent library facility serving 20,000 residents is more easily justified when the entire Clarke County and Berryville Area Plan are considered jointly. At the time of full buildout for the projected growth plus additional rural growth, the overall population will approximate 20,000 people. This figure justifies consideration of a new library facility or expansion of the existing library branch to serve the needs of all of Clarke County.

---

\* The number of persons per dwelling unit is an estimate provided by RPR Economic Consultants for single family detached units and single family attached units.

### 3. FIRE AND RESCUE SERVICES

Fire and rescue services consist of basic life support, advanced life support and fire suppression services. These services are currently provided by volunteer arrangements. Generally accepted standards for fire suppression services in low-density areas include 6 minutes for 90 percent of reported incidents, and 5 minutes for 90% of the incidents reported in medium density districts. All of the Berryville Plan Area would be considered to be a low-density area. While these are standards, which the community should make every effort to achieve, the combination of volunteer service and of very low concentrations of development may make achieving these standards very difficult. In order to achieve these standards, fire and safety units must be well distributed throughout the Town and the County.

It is extremely difficult to establish a standard for fire and rescue services where these services

are provided by volunteer units. When a fire is reported, the first group of volunteers is contacted or "toned". If the fire apparatus has not left the station within 3 minutes, this group is "toned" again and if the apparatus has not left within an additional 2 minutes, then a second group of volunteers is called. Obviously, the standard response time is as soon as possible and measurements used in jurisdictions with full time fire employees provide no meaningful comparison.

The John Enders Fire Company, at 9 South Buckmarsh Street, serves the Berryville Plan Area. There are approximately 125 volunteers who provide time for fire and rescue services and the following equipment is available for service: 3 Ambulances (including one full life support system), 1 each of Ladder Truck, Tanker, Engine and Wagon, Brush Truck (for brush fires), Personnel Van, and Boat & Trailer.

Accepted standards for municipal fire services and fire service consultants\* do not have per capita or area standards which could be used reliably to project the level of service and/or equipment needed to adequately serve the study area of a small town in a rural area. Such decisions, particularly in rural areas, are based more upon the sentiments of the community and the community's ability to fund services rather than any accepted standard.

The need for additional equipment and/or a new permanent firehouse with full time fire fighters does not appear to be justified by the current or projected population in the Berryville Area Plan. However, should it be desired to provide a new station with full time fire fighters, the following standards are suggested. A fire station should be designed with about 12,000 square feet of gross floor area including offices, kitchen, and separate bathrooms and sleeping areas, and bays for apparatus and equipment. A new station typically will require 2 to 4 acres of land and should be located near a major road (preferably on a side street) with excellent sight distance. A modern station would be equipped with an engine company (\$355,000), an ambulance (\$150,000) and a ladder truck (\$700,000). Typical capital costs for such a facility range from 2 to 2.5 million dollars\*\*.

---

\* Dewberry & Davis contacted Mr. Jerry Hoetmer (ICMA), and Ron Coleman & Roy Pickard of California

\*\* Based on Dewberry & Davis experience with recently approved and constructed facilities in Prince William County, Virginia.

#### **4. POLICE SERVICES AND PUBLIC SAFETY**

The need for prompt response to an emergency call whenever and wherever it occurs makes the wide dispersal of police units essential to providing acceptable services. Mobile patrol units represent the optimum means of providing police services in areas such as the Berryville Plan Area. Central facilities are typically provided for serving administrative and support purposes. Considering the relatively confined area for the Plan and the small projected population growth,

future service demands for the area can be adequately addressed with the existing headquarter facilities of both Clarke County and the Town of Berryville.

Currently police services for Clarke County are provided by the Sheriff's Office, which consists of ten road deputies, one clerical position, five full time dispatchers and two part time

dispatchers. Approximately 3,000 square feet of office space is used to house the Sheriff's Office and there are 12 vehicles available for patrols. By comparison, the Town of Berryville has seven patrolmen, including the Chief, one administrative assistant and two school crossing guards. Three vehicles are available to the Police Chief's office, which is located at 23 East Main Street.

With the major portion of the projected growth to occur within the Berryville Plan Area, it would be advisable to anticipate the need for one to three additional officers in order to respond to calls for assistance and the increased demand for services. These additional officers should be programmed to come on-line with future growth, and would require an additional vehicle.

In the future, there may be some benefit to both the County and Town to co-locate police enforcement activities to provide increased opportunities for cooperation, and mutual exchange of information and data sources. There is not a clear cut need or demand for such a facility at present, however; over the next 10 to 20 years, the nature and cost of police enforcement services may warrant a more cost efficient approach.

## **5. SOCIAL SERVICES**

Social service requirements are largely dependent upon the economic and demographic features of the population of a given area. It can be anticipated that the most dramatic increases in population will take place among the cohorts under the age of 19 and over the age of 65. These age groups generally speaking, are the most demanding for social services related to abuse, housing, day care and welfare. Social services must also address a wide range of incomes to include affordable housing, community day care, and housing for the homeless. The projected population growth for the Berryville Plan Area will create increased demands for services related to child abuse and neglect, youth/child welfare, adult abuse, aging, day care, and housing for the homeless.

### Child Abuse and Neglect

Projected growth in the study area will result in an additional population of approximately 4,500 persons based upon the estimated number of dwelling units within the area. Approximately thirty percent (1,350 persons) will be under the age of 19. The National Study for the Incidence of Severity of Child Abuse estimates the national annual incidence rate for abuse/neglect to be one percent. Based upon this standard, approximately 15 children will be abused/neglected in the Berryville Plan Area. This level of activity would generate the need for one additional full time social worker with some associated support facilities, and the use of one vehicle. Typically, such support facilities would be located in a community center and/or a public center with other community service organizations.

### Youth/Child Welfare

The National Institute for Mental Health estimates that one- percent of children and adolescents in the nation are chronically emotionally disturbed. Frequently these children require intensive social work services and/or out-of-home placement. Using the national figure of one percent, the projected population for the Berryville Plan Area and Clarke County would result in approximately 19 emotionally disturbed children. Based on a normal caseload of twenty-five per social worker, the estimated demand would indicate one additional social worker with access to transportation (perhaps shared with other similar services) and support staff.

Despite best efforts to serve troubled youths in their own homes, it should be noted that it frequently becomes necessary to provide group homes or other supervised living arrangements. It would be prudent to anticipate that one such facility for twelve or fifteen youths will be necessary to serve the future demand. A residential facility or group home for twelve to fifteen youths should have approximately 6,000 square feet of habitable table space and preferably be located within a residential area to reduce the stigma of living in a "home." A second preferred location is frequently found in fringe areas between residential and recreational areas.

### Aging

The elderly population will continue to grow at a more rapid rate than the population in general. This will result in an increased demand for certain services, especially among those who are the most frail and most in need of assistance. Using existing population data, it is estimated that slightly over five percent (5.2%) of the population of the Berryville Plan Area and Clarke County will qualify as elderly by the year 2010. This will represent a total elderly population of approximately 950 persons. In order to address the elderly population expected in the Study Area, the following facilities will be needed:

- Elderly housing facility with a minimum of ten apartments.
- Senior citizen center with 1,500 to 3,000 square feet of available space.
- Adult day care center with a minimum of 1,500 square feet.

These facilities may be located jointly or dispersed throughout the area. However, it is important that the housing facility for older adults be located within walking distance to shopping and services. Critical facilities, which need to be easily accessible, include grocery stores and drug stores, while banks, post office, church, beauty shop and medical facilities are also important. There should be easy access to a pedestrian system and public transportation if available.

### Day Care

Given the projected level of growth in the County, it is estimated that by the year 2010 there will be approximately 1140 children (6% of the total population) under the age of five. Given the fact that in surrounding jurisdictions, as many as 65 percent of women with children are employed, and assuming that a similar situation will be reflected within the study area, it is clear that there will be an increasing demand for community day care. In addition, commercial development will create further demand for day care on or near the work site. It is recommended that provisions be made for one-day care center for each 400,000 square feet of commercial and light industrial development. With over 1.2 million square feet of commercial development projected and considering the projected population, there should be provisions made for at least three community day care centers. These centers should be located near the center of the residential population area with some consideration to the proximity and access to employment centers.

### Housing the Homeless

The issue of caring for homeless individuals and families will continue to gain importance. While there are no accepted standards for estimating the demand for shelter facilities, contact with local social service workers frequently provide the best estimate of demand. It appears that the Berryville Plan Area has been fortunate in not experiencing the problem to any recognizable degree. However, it should be anticipated that some need for services and possibly shelter may become apparent in the future. It would be prudent to monitor the demand for such services in

the future.

Summary of Social Services

The following expansions in Social Services have been identified to meet the needs in the study area:

- Two additional social workers for child abuse and youth welfare to meet the growing population (plus one vehicle).
- One group home facility for troubled youths.
- Elderly housing with a minimum of ten units available.
- Senior citizen center/adult day care with 3,000 to 5,000 square feet available.
- Three child care facilities.

Estimated Capital Costs

The following table outlines the capital costs associated with providing the facilities and equipment related to social service provisions.

<u>Description</u>	<u>Number</u>	<u>Size (Sq. Ft)</u>	<u>Capital Cost</u>
Juvenile Residential Facility	1	6,000	\$ 600,000
Elderly Housing Apartments	10	12,500	\$1,250,000
Senior Center/Adult Day Care	1	5,000	\$ 500,000
Child Care Facility	3	9,000	\$ 900,000
Vehicles to Support Social Svcs	1	N/A	\$ 12,000
<b>TOTAL</b>			<b>\$3,362,000</b>

**6. PARKS AND RECREATION**

The projected park needs for the Berryville Plan Area are based upon the anticipated population of 7,500 for the Town and 19,000 for the County, and a hierarchy of park facilities including neighborhood community, district and special use parks. The acreage associated with each park-type is identified in the following chart and represents an "ideal" situation:

<u>Park Type</u>	<u>Acreage Per 1000 Population</u>	
Neighborhood Parks	Active	1.0
	Passive	<u>1.0</u>
	Subtotal	2.0
Community Parks	Active	1.5
	Passive	<u>1.5</u>
	Subtotal	3.0
District Parks	Active	3.5
	Passive	<u>3.5</u>
	Subtotal	7.0
Special Use Park	Active	0.9
	Passive	<u>0.9</u>
	Subtotal	1.8
<b>TOTAL PARK NEEDS</b>	<b>13.8</b>	

Obviously, it is beyond the capabilities of most communities to provide open space and recreational facilities according to these standards. Frequently, a single facility may serve dual

purposes and therefore reduce the overall acreage need.

Active park facilities are generally considered to include playing fields (baseball, softball, and soccer), court facilities such as tennis and basketball, and play structures. The existing Clarke County Park can meet a major portion of the projected demand, which is a 64-acre park near Berryville. This facility includes a County-owned junior olympic size swimming pool which is operated by the Department of Parks and Recreation, an enlarged play structure area (approximately 125-feet x 125-feet), four shelters each with volleyball courts, two small playground areas, two volleyball courts which are under construction, horseshoe pits, two little league baseball fields, two softball fields (one of which has lights), three soccer fields, a caboose (activity room), and a one and one-half mile running course with exercise stations. In addition there is the Rose Hill Park in the Town of Berryville, which provides approximately 3.5 acres of open space and includes three tennis courts and a basketball court.

The Johnson-Williams Middle School provides most of the active recreation area for both the middle school and the high school students. These facilities include a football field and track (with lights), two baseball fields, and three tennis courts. The Clarke County High School provides one additional baseball field and one softball field.

It is anticipated that a 12,000 square foot recreation facility will be completed in the summer of 1992 and will include an indoor gymnasium with multi-purpose capabilities. Based on requests received by the Parks and Recreation Department, there is a considerable demand for additional baseball facilities and bicycle paths connecting existing and planned subdivisions to the Clarke County Park.

Based upon the projected population for the Berryville Plan Area and the standards cited earlier, the following park space needs can be identified.

Neighborhood:	2.0 acres/1000 population x 4.5 = 9.0 acres
Community:	3.0 acres/1000 population x 4.5 = 13.5 acres
District:	7.0 acres/1000 population x 4.5 = 31.5 acres
Special Use:	1.8 acres/1000 population x 4.5 = <u>8.1 acres</u>
Total	62.1 acres

While the Plan Area appears to be well prepared for future open space demands, it should be noted that as individual subdivisions occur, it would be advisable to incorporate on-site recreation facilities such as tot lots or picnic areas. These facilities typically are provided with a minimum dimension of 50 feet and located no less than 100 feet from the nearest dwelling unit. There is no specific standard for the number of dwelling units per tot lot. However, a frequently cited minimum of one tot lot per 500 persons (Fairfax County Park Authority) provides a reasonable guideline for planning purposes. This standard represents a reasonable guideline, which is flexible depending upon the unit type and population per household.

Similarly, as planned improvements to the Clarke County Park are installed, it should be anticipated that users will be attracted to the park from a large area. As this occurs, it may be advisable to disperse some of the organized play fields and facilities to scattered sites. This would facilitate access and could be orchestrated with negotiations for future developments.

Many communities have developed bicycle and pedestrian systems, which are used as guides in considering proposed development. Frequently, new development proffers to provide such bicycle and pedestrian improvements as are related to their property in accordance with the adopted Comprehensive or Areawide Plan. Development of such a plan would be advisable for use in future negotiations for such improvements.

## **7. STORMWATER MANAGEMENT SYSTEM / SEWER & WATER SERVICES**

Two of the most critical urban services are the provision of water & sewer and stormwater management. This Plan does directly address these issues. The Town of Berryville has full responsibility for provision of water & sewer service and has developed the full range of policies and implementation programs necessary to provide such service as required from the expected level of development specified in this Plan. In conjunction with the County, the Town has taken the lead role in the preparation of the Stormwater System Master Plan for the Berryville area. This plan also includes the full range of policies and implementation programs necessary to insure that new urban development does not increase the negative impact of stormwater run-off and lessens it wherever possible.

## **8. SUMMARY OF PUBLIC FACILITY CAPITAL NEEDS**

### Education

#### Elementary Schools

1. With buildout under the current Berryville Area Plan, elementary school enrollment will increase by 641-647 students for kindergarten through fifth grade.
2. Based upon the estimated capacity of the existing elementary schools, the projected enrollment can not be accommodated in existing schools.
3. Additional space needs could be met with the expansion of one or more of the existing facilities and construction of one new elementary school.

#### Middle Schools

1. Projections based on the Berryville Area Plan indicate that there will be an additional enrollment demand for 264 to 412 students at the time of buildout.
2. The additional demand could be met by constructing a 100% expansion of the existing middle school, which would increase capacity to approximately 900 students. A second alternative would be to construct an all-new middle school to replace the Johnson-William Middle School at a cost of approximately \$13 million.

#### High Schools

1. Student enrollment for the Clarke County High School will approximately double with anticipated development.
2. The increased enrollment argues for expanding the size of the existing high school, making use of the acreage already available at the Clarke County High School/Cooley School site.

### Libraries

1. Current population projections warrant consideration of a new permanent library facility as full buildout is reached.

2. Until full buildout is approached, library service demand should be met through upgrading existing facilities, providing additional branch library facilities, or adding on to existing school facilities.

#### Fire and Rescue

1. Current service appears adequate for the short term and dependent upon local preference, may be adequate for the eventual buildout of the Berryville Area Plan.
2. Consideration should be given to providing a full-time fire and rescue service as buildout is achieved. Typical capital costs for a new fire service facility ranges from \$2 million to \$2.5 million.

#### Police/Public Safety

1. Program up to three additional offices to be phased according to development within the Study Area, and one additional vehicle.
2. Consider a co-location for the County and Town enforcement officials over the next 10 to 20 years.

#### Social Services

1. Two additional social workers for child abuse and youth welfare.
2. One group home facility for troubled youths.
3. Ten units of housing for the elderly.
4. Senior citizens center/adult day care (approximately 3000 to 5000 square feet).
5. Three child care facilities.

#### Parks and Recreation

1. In the short term, encourage (or require) the provision of tot lots or small recreation areas with future development.
2. Develop an overall bicycle and pedestrian plan to guide future improvements to such facilities.
3. In the long term, consider acquisition of a second regional park facility on the scale of the Clarke County Park.

Clarke County Public Schools, Enrollment Projections Report 1991-92.

Preliminary Study of Projected School Enrollment in the Clarke County Schools 1989-2000

The base information of square footage and cost of each school type was obtained from the Linton Hall Road Comprehensive Plan Study prepared for Prince William County by Dewberry & Davis.

The number of persons per dwelling unit is an estimate provided by RPR Economic Consultants for single family detached units and single family attached units.

## VII. TRANSPORTATION

This chapter documents the transportation planning study of the Berryville Area Roadway Network. This study evaluates the effect of proposed annexation policies on transportation for "Area B", which is part of an 880-acre area to be annexed by the Town of Berryville. The study involves a macroscopic evaluation of the major impacts of the land use policies outlined in Chapter V. These impacts are evaluated for the existing and proposed transportation system for the Berryville Area. This evaluation is qualitative by nature and not data intensive.

### Existing System

The existing roadway network of Berryville consists of one main north/south route and one main east/west route. Route 340, the north/south route, connects Berryville with Charles Town to the north and Front Royal to the south. Route 7, the east/west route, consists of a bypass around Berryville and a business route through the downtown area. Route 7 links Berryville with Winchester to the west and Leesburg to the east. Route 7 Bypass is a four lane divided highway while Route 7 Business and Route 340 are both two-lane roadways.

### 1. Development of Traffic Growth Information

#### Historical Growth

Traffic volumes in the Berryville area have been steadily increasing for the last several years. The Virginia Department of Transportation (VDOT) average daily traffic volumes for the various road sections in this area shows an average increase of approximately 6.0% per year. Thus, a 6.0% per year positive growth rate was used for this analysis.

#### Generated Traffic from Planned Land Uses

Table V-1 of Future Land Uses at the end of Chapter V, was used to determine the number of trips generated from total buildout of each planning sub-area. Similarly the number of trips was determined based on proposed land uses for tracts within the town of Berryville. These figures correspond to the planned yields for each sub-area according to the appropriate acreage and density. Trip Generation, 4th Edition, by ITE was used to calculate the trip generation projections.

#### Buildout

Although full buildout of all proposed sub-areas is not probable to occur for many years, the year 1995 was selected as the horizon year. This horizon year provides a basis for comparison of alternatives only; it is not predicted that full buildout of Area B will occur by 1995.

#### Trip Distribution

Daily trips generated from full buildout of Future Land Uses were assigned to the roadway network utilizing the following distribution percentages:

- 30% - West toward Winchester
- 30% - East toward Leesburg
- 20% - North toward Charles Town
- 20% - South toward Front Royal

These percentages were obtained by evaluating previous studies based on established and future patterns and trends. A ten to twenty percent cut through volume was assumed for background traffic diverting onto proposed segments to elude the downtown area.

#### Evaluation of Previous Work/System

The cumulative effect of normal traffic growth from total buildout is shown on Figure 1 for the existing traffic network. A review and analysis of these projected daily traffic volumes for the existing roadway network indicates that the system could accommodate the increased traffic, but at a lower level of service. Although, from a technical position, no major problems became apparent as result of this analysis, the increase of traffic in the downtown area will be much greater than the community is used to seeing. The largest traffic volume will occur on Route 340, just south of the interchange with Route 7; this high volume is largely the result of the highway commercial activities adjacent to Route 340. Table 1 shows an evaluation of the Level of Service (LOS) of key intersections based on expected growth.

Removing or lessening the impact of traffic growth to the downtown area is a main concern of the community. Reduction of truck traffic is also an important factor. Since there is only one north/south route, truck traffic from local industries and through movements travel through the downtown area to reach their destination. These truck movements may create additional operational problems as the volume of traffic in the area increases.

## 2. RECOMMENDED SYSTEM

In order to lessen the amount of traffic in the downtown area, several alternative networks were evaluated. The existing roadway system was utilized to evaluate the various alternatives. Figure 1 identifies the major streets in the existing roadway system. These major links were utilized to compare average daily volumes for each of the alternatives studied.

In most cases the exact geographical location of the proposed segments did not make a significant difference to the volume of traffic on the major links. The exception to this is the Soldier's Rest area. The extension of Fairfax Street or the possible addition of an interchange has significant effects on the traffic in the downtown area and on the major links. Therefore, many alternatives evolved around this area.

Two options were evaluated concerning the connection of Fairfax Street between Route 340 and Boom Road. One option would provide a through connection and the other option would not. The option that does not provide the through connection would not help relieve the downtown area traffic since traffic from Solder's Rest would be forced into the downtown area. The extension of North Church Street into the Solder's Rest development area was another alternative that was evaluated. An interchange at Boom Road/Route 7 Bypass was considered as well as a frontage road north of Route 7 Bypass. Removing the Southeast quadrant ramp and placing new ramps on the southwest quadrant of the existing interchange at Route 340/Route 7 Bypass intersection was another alternative.

Currently Main Street (Business Route 7) intersects with Route 7 at each end of the town. Initially these intersections operated as a "T" intersection with stop control. As traffic volumes increase, traffic signalization is usually considered for these types of intersections. Consistent with this approach, a traffic signal was installed at the west end of town. Continued growth may require the construction of a grade-separated interchange. Therefore, access to any proposed development should be located far enough east to permit adequate operation of ramps for a possible future interchange.

The proposed system includes primary collector roads in the four quadrants of the town. These roads will serve mainly as access roads to the future development. They will also serve as an alternative to downtown for through traffic movements. The initial phase will include the completion of the connection of Fairfax Street between Route 340 and Boom Road in the northeast quadrant and the construction of Mosby Road, as platted, in the northwest quadrant. These collector roads should have two travel lanes and a right of way of 60 feet and are shown on Figure 2. Figure 2 also shows the collector roads in the southwest and southeast quadrants with two lanes of travel in 60-foot rights-of-way. Right-of-way in addition to 60 feet may be needed at specific locations to allow turning lanes at intersections and grading for steep slopes.

The southwest quadrant segment provides a direct connection without right angle turns between Route 7 Business (West Main Street) and Route 340 (South Buckmarsh Street). The final roadway alignment will be determined during a preliminary design and environmental evaluation phase in accord with the criteria listed below. It is anticipated that both intersections will be signalized. The following design and construction criteria are to be applied to this road:

- Posted speed not to exceed 35 mph
- 60 foot right of way
- Constructed as two lanes
- Cost paid by developers of unplatted land within Annexation Area B

Church Street currently serves medium and large lot single-family homes on a limited right-of-way. It is not appropriate to encourage increases in through traffic or commercial traffic. Therefore, a realignment of the southern terminus of Church Street is proposed in conjunction with the southwest collector road. A cul-de-sac should be placed at the south end of Church Street and connection road between Church Street and route 340 should be placed on the north end of sub-area 25. This connecting road should either align with the southwest collector road or the intersection of the collector road and route 340 should be placed at a safe distance from the intersection of the connection road and route 340.

The following specific location criteria are also to be applied:

- starting on the south side of Route 7 Business (West Main Street) at a point within Town limits west of the last house on the south side of Main Street, either aligning with a proposed street on the north side or with the appropriate VDOT distance from the intersection with a proposed or existing street;
- running in a southerly direction and located so as to have minimal impact on the historic house Rosemont;
- finishing on the west side of Route 340 (South Buckmarsh Street) at a point within the Annexation Area south of the last house on the west side of South Buckmarsh Street. The termination of the collector road should either align with the connecting road

between routes 340 and 616 (church street) at the north end of sub-area 25 or be off-set by at least 500 feet to the north.

The southeast quadrant segment between East Main Street and South Buckmarsh Street is an extension and realignment of Route 613 (Springsbury Road) at its north end and is approximately 125 feet south of Church Street at its intersection with Buckmarsh Street on the south end. Both the East Main and South Buckmarsh intersections will probably be signalized in the future. From East Main this road runs south along Route 613, Springsbury Road, follows Springsbury Road to the south east corner of the Berryville Graphics property, then traverses the Berryville Graphics property, the northeast corner of Sub-area 18, and the County owned business park on its way to South Buckmarsh. No connection should be made between this collector road and Josephine Street until the collector road is complete from Springsbury Road to Buckmarsh Street. At the collector road's southern terminus at Buckmarsh, Church Street should be realigned to intersect with the collector road instead of Buckmarsh Street. The following design and construction criteria are to be applied to this road:

- Posted speed not to exceed 35 mph
  - 60 foot right of way
  - Constructed as two lanes
  - Cost paid by developers of unplatted land within Annexation Area B
- The following specific location criteria are also to be applied: starting, on the south end, at Route 340 on Tax Map Parcel 14-((A))-38 (Heflin) immediately north of 14-((A))-37 (Hardesty);
- realign Church Street to continue in a southerly direction to intersect with the collector road east of its new intersection with Route 340;
  - running easterly through Sub-area 23, with a grade separated crossing of the Norfolk Southern Railroad;
  - running across parcel 14-((A))-53 (County) and curving in a northeasterly direction so as to be located immediately east of and parallel to the east boundary lines of parcels 14-((A))-52 (Milton Valley Cemetery) and 14A6-((3))-1 (Harper) and located on the strip of land which is part of parcel 14-((A))-53 (any additional right of way is to come from the parcel 14-((A))-55 (Allen) on the east side of this strip;
  - running across the northwest corner of parcel 14-((A))-55 (Allen) and southeast corner of parcel 14A6-((A))-1 (Berryville Graphics) with an "S" curve to align with Route 613 (Springsbury Road);
  - running along Route 613 (any additional right of way is to come from the parcel 14A6-((A))-1 (Berryville Graphics) on the west side of Route 613;

As additional segments are added to the network, consideration should be given to providing additional rights-of-way and/or facilities for bicycles and trails. The design for pedestrians and bicycles shall be incorporated into the design of collector and arterial roadways and intersections.

A summary of the recommended network additions is contained in Table 2. This table identifies the proposed segments, number of lanes required, minimum right-of-way and an estimate of private section funding.

### 3. CONCLUSION

The proposed land use plan and annexation policy can be accomplished with minimal change in the level of service provided additions are made to the transportation system. A recommended

two-phase program of system improvements is proposed as summarized in Table 2 and shown on Figure 3. This figure also proposes the source of funding for right of way acquisition and construction. It is expected that the private sector will be responsible for most or all of these costs, as it receives the benefit of improved access.

Approximately 5,100 additional trip ends are added to the network with the Land Use policies outlined in Chapter V. The most significant traffic volume increase occurs on North Buckmarsh (Route 340) south of the existing interchange with Route 7. The average daily traffic along this portion of Buckmarsh increases by 3,200 vehicles when compared to the previous land use plan. The other significant increases in volume occur at the south end of Town. Consequently, the following intersections have a slight degradation of Level of Service (LOS) as shown in Table 1:

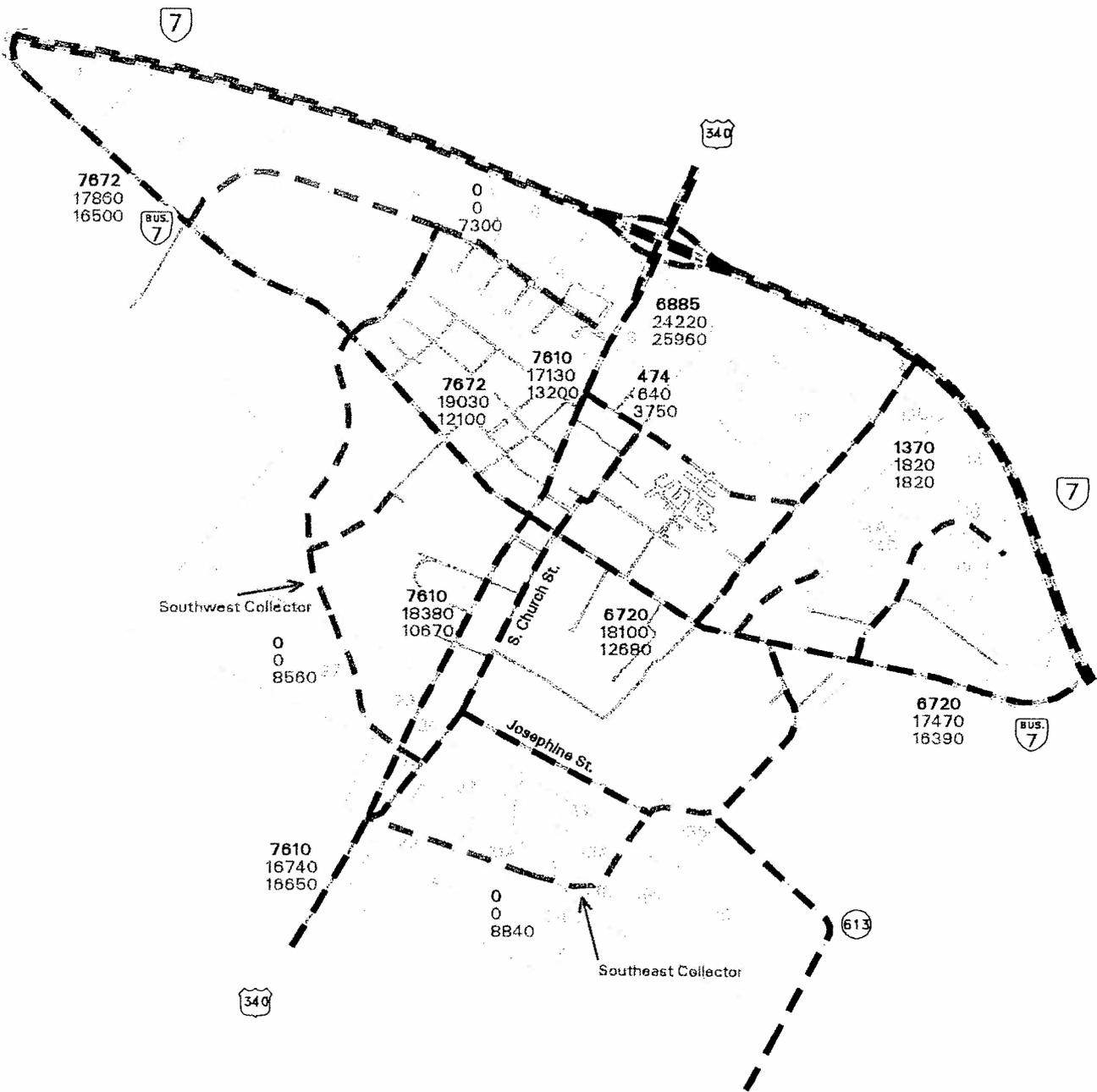
1. East Main and Eastern Collector Road
2. Buckmarsh Street and Main Street
3. South Buckmarsh Street and Western Collector Road

**EVALUATION OF KEY INTERSECTIONS  
TABLE 1**

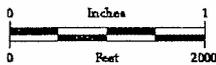
<b>YEAR</b>	<b>INTERSECTION</b>	<b>LOS</b>	<b>MAXIMUM DELAY/ VEHICLE (SEC)</b>	<b>MAXIMUM QUEUE (FT.)</b>
1990	Main /Buckmarsh (existing system)	B+	10.3	154
1995	Main /Buckmarsh (existing system)	F	194.0	605
1995	Main/Buckmarsh	D+	49.3	203
1995	W. Main/Western Loop	B+	16.6	202
1995	N.Buckmarsh/Mo sby	B+	21.9	190
1995	E. Main/Eastern Loop	B	23.9	165
1995	S. Buckmarsh/West ern Loop	B	33.5	187

**TABLE 2  
SUMMARY OF RECOMMENDED NETWORK**

<b>PROPOSED SEGMENT</b>	<b>NO. LANES</b>		<b>MINIMUM RIGHT-OF-WAY WIDTH</b>	<b>POTENTIAL PRIVATE SECTOR FUNDING RIGHT- OF-WAY</b>	<b>CONSTRUCTION</b>
	<b>PHASE I</b>	<b>PHASE II</b>			
W. Main St. to S. Buckmarsh St.	2	4	90	100%	100%
E. Main St. to S. Buckmarsh St.	2	4	90	100%	100%
W. Main St. to N. Buckmarsh St.	2	2	60	100%	100%
Battletown Dr. Extension	2	2	60	100%	100%
Fairfax St. Connection	2	2	60	100%	100%



Berryville Area Plan  
Proposed Road Network



M:\Roads\shab\prop\rdn\_01p



Berryville Corporate Area



Existing Network



Proposed Network Addition

7610

1990 Traffic Volume

16740

Projected Volume at Full Buildout,  
Without Proposed Additions

16650

Projected Volume at Full Buildout,  
With Proposed Additions

## VIII. ZONING

Implementation of the Berryville Area Plan land use policies requires adoption of zoning districts specifically created for the Berryville Area Plan as defined in the Town/County Annexation Agreement of 1988.

Nine land use designations are applied by the plan to Annexation Area B. Each of these designations is translated into zoning districts:

### LAND USE CATEGORY

### ZONING DISTRICT

#### Residential

- |   |  |
|---|--|
| 1. Low density residential<br>1-2 Dwelling Units per net acre<br>(single family detached)   | Detached Residential-1, DR-1 <u>or</u><br>Detached Residential-2, DR-2 |
| 2. Medium-low density residential<br>2-4 Dwelling Units per net acre<br>(single family detached)                                      | Detached Residential-2, DR-2 <u>or</u><br>Detached Residential-4, DR-4 |
| 3. Medium density residential for Older Persons<br>4+ Dwelling Units Per net acre(single family<br>attached & detached, multi-family) | Older Person Residential, OPR  |

#### Commercial/Economic Development

- |   |                         |
|---|-------------------------|
| 1. Highway and Visitor Commercial<br>F.A.R.= 0.30 / Net Developable Acre<br>(Motel, fast food, restaurant, service<br>station and related retail, plus<br>office and business uses) | Business/Commercial, BC |
| 2. Business/Office<br>F.A.R.= 0.30 / Net Developable Acre<br>(Business, limited assembly,<br>storage, distribution, office uses)  | Business, B             |
| 3. Light Industrial/Research<br>F.A.R.= 0.30 / Net Developable Acre<br>(Planned industrial park setting/<br>low-intensity employment uses)  | Business/Industrial, BI |

#### Conservation/Preservation/Public

- |   |                             |
|---|-----------------------------|
| 1. Environmental Conservation<br>-No urban uses permitted, other<br>uses as per overlay zoning<br>district requirements | Open Space Residential, OSR |
| 2. Historic/Cultural Preservation<br>-Performance-based densities   | Open Space Residential, OSR |
| 3. Institutional/Public<br>-Use and densities as per zoning<br>district requirements                                    | Institutional, ITL          |

By adoption of this Plan and associated ordinances, the less intense residential zoning districts shall be applied to each land use category as indicated above. Property owners may request a

rezoning to the next higher level of zoning. Favorable consideration of such requests will depend, in part, on proffers that address the negative fiscal impact of development, as well as specific sub-area considerations.

The two subdivisions approved in Area B since commencement of the Berryville Area Plan planning process shall be placed in the zoning districts consistent with the character of the subdivision. Specifically the residential portion of Battlefield Estates shall be placed in Detached Residential-2 and Apple Glen II shall be placed in Detached Residential-4.

Land in the other land use categories of commercial, economic development, conservation, preservation, or public uses shall be placed into the equivalent zoning district as indicated.

In 1988, the County adopted an interim land use plan for a portion of the Berryville Area; three zoning districts were adopted to implement these interim policies: Village Residential, Highway Tourist Commercial, and Professional Office. The new Detached Residential-2 district is the successor to Village Residential. The Business/Commercial district is the successor to Highway Tourist Commercial. And, Business is the successor to Professional Office. Each of the new replacement districts includes a broader, more permissive list of uses at somewhat higher density levels.

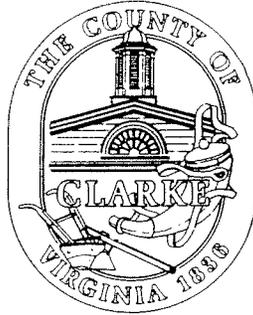
Similarly, the Town adopted new zoning regulations for Annexation Area A. With minor changes the Town residential districts are essentially the same as shown above with the following equivalencies:

<u>Town Districts</u>	<u>New Districts</u>
Estate Residential	Open Space Residential
Village Residential	Detached Residential-2
Suburban Residential	Detached Residential-4

The new business and institutional districts have no direct comparisons in the current Town Zoning Ordinance.

Currently, the County Zoning Code includes 5 single family residential districts, a multi-family residential district, and the three districts described above to implement the interim Berryville Area Plan, which are rendered superfluous by virtual of adoption of the new districts. With adoption of the new district no property in the County will fall under any these nine current districts. The County Comprehensive Plan states that the Berryville Area is the only precinct of the County suitable for such districts. As these nine current districts are redundant, are not applied in the County, and are not supposed to be applied to the rural areas of the County, they should be deleted from the County Zoning Ordinance.

# CLARKE COUNTY BOARD OF SUPERVISORS



## SUPERVISORS

RUSSELL VOTING DISTRICT  
JOHN D. HARDESTY  
Chairman  
Tel.: 955-2127

MILLWOOD VOTING DISTRICT  
JAMES E. CLARK, III  
Tel.: 837-2152

WHITE POST VOTING DISTRICT  
A. R. DUNNING, JR.  
Tel.: 837-1719

## SUPERVISORS

BERRYVILLE VOTING DISTRICT  
RALEIGH H. WATSON, JR.  
Vice Chairman  
Tel.: 955-1189

BENJAMIN B. LONGERBEAM  
Tel.: 955-1030

COUNTY ADMINISTRATOR  
DAVID L. ASH  
Tel.: 955-3269  
FAX: 955-4002

## CLARKE COUNTY ORDINANCE (Approved September 17, 1991)

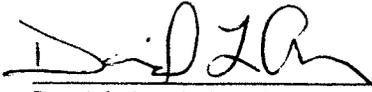
At a regular meeting of the Board of Supervisors of Clarke County, Virginia, held at the Circuit Courthouse of said county on September 17, 1991 at 11:15 a.m.

On a motion of Supervisor Dunning, the Board of Supervisors voted 4-1 (Clark-no) to amend the Clarke County Zoning District Map so as to apply the Historic Access Corridor Overlay District within Annexation Area B.

BE IT ORDAINED By the Board of Supervisors of the County of Clarke, Virginia, that the Clarke County Zoning District Map be amended to apply the Historic Access Corridor Overlay District to all or parts of land shown on Tax Maps 7, 8, 13, 14, 14A2, 14A3, and within Annexation Area B (Town/County Annexation Agreement, December 1987), Longmarsh and Battletown Magisterial Districts, specifically:

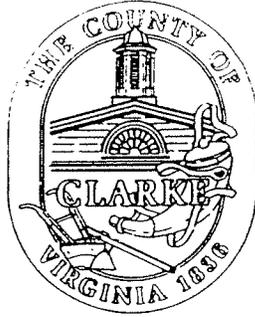
1. within 300 feet of the rights of way of:
  - a) U.S. Route 340 south of the current corporate limits of the Town of Berryville,
  - b) Virginia Route 7 Business, and
  - c) Virginia Route 7 Bypass starting from a point 3,000 feet east of the western intersection of Virginia Route 7 Bypass and Virginia Route 7 Business to the intersection of Virginia Route 7 Bypass and U.S. Route 340, and
2. within 1,000 feet of the rights of way of:
  - a) U.S. Route 340 north of the current corporate limits of the Town of Berryville
  - b) Virginia Route 7 Bypass from:
    - 1) the western intersection of Virginia Route 7 Bypass and Virginia Route 7 Business to a point 3,000 feet east of this intersection and
    - 2) the intersection of U.S. Route 340 and Virginia 7 Bypass to the eastern intersection of Virginia Route 7 Bypass and Virginia Route 7 Business.

ATTEST:

  
\_\_\_\_\_  
David L. Ash, County Administrator

RZ-91-04/PLANNING/ORDINANC

# CLARKE COUNTY BOARD OF SUPERVISORS



## SUPERVISORS

RUSSELL VOTING DISTRICT  
JOHN D. HARDESTY  
Chairman  
Tel.: 955-2127

MILLWOOD VOTING DISTRICT  
JAMES E. CLARK, III  
Tel.: 837-2152

BERRYVILLE VOTING DISTRICT  
JOHN W. SOURS, JR.  
Tel.: 955-1302

COUNTY ADMINISTRATOR  
DAVID L. ASH  
Tel.: 955-5100  
FAX: 955-4002

## SUPERVISORS

WHITE POST VOTING DISTRICT  
A. R. DUNNING, JR.  
Vice Chairman  
Tel. 837-1719

BUCKMARSH VOTING DISTRICT  
Lawrence W. White, Jr.  
Tel. 955-1257

## CLARKE COUNTY ORDINANCE

At a regular meeting of the Board of Supervisors of Clarke County, Virginia, held at the Circuit Courthouse of said County on July 20, 1993 at 11:15 a.m.

On a motion by Supervisor Sours, the Board of Supervisors (Chairman Hardesty absent) adopted the following ordinance by unanimous vote.

**BE IT ORDAINED** By the Board of Supervisors of the County of Clarke, Virginia that the Clarke County Zoning District Map be revised to indicate the comprehensive rezoning of Area B as specified in the Berryville Area Plan (adopted by the County Board of Supervisors and Berryville Town Council as amendments to the County and Town Comprehensive Plans on April 21, 1992) covering 57 parcels of land on Tax Maps 7, 14, 14A2, and 14A3, totaling approximately 682.05 acres, located adjacent to the Town of Berryville, Battletown and Long Marsh Magisterial Districts.

from the current eight zoning districts for these parcels:

1. Agricultural-Open Space-Conservation (AOC),
2. Single Family Residential (RS-2),
3. Single Family Residential (RS-4),
4. Single Family Residential (RS-5),
5. Light Industrial (IL),
6. Village Residential (VR),
7. Professional Office (PO),
8. Highway Tourist Commercial (TC);

to eight new zoning districts established in 1992:

(there is not a direct correlation between the old and new districts, see below for specific application of the new zoning districts)

1. Open Space Residential (OSR),  
uses: open space and single family residential  
density: maximum of 1 dwelling per 10 acres
2. Detached Residential-1 (DR-1),  
uses: single family residential  
density: maximum of 1 dwelling per acre
3. Detached Residential-2 (DR-2),  
uses: single family residential  
density: maximum of 2 dwellings per acre,  
minimum of 1 dwelling per acre

3. REZONING PROPOSAL:

FROM: Agricultural-Open-Space-Conservation (AOC)

TO: Business Commercial(BC) and Business (B),

Adopted Comprehensive Plan Policy:

Use: Highway & Visitor Commercial and Business/Office

Density: maximum floor area square footage not to exceed 30% of site area

That portion of Tax Map Parcel 14-((A))-105 lying south of Virginia Route 7 By-pass, approximately 12 acres, located southwest of the intersection of U.S. Route 340 and Virginia Route 7 By-pass, with the proposed Business Commercial (BC) zoning district, approximately 8 acres, located east of a line starting on the right of way of Mosby Road, 1,000 feet west of the intersection of Mosby Road and U.S. Route 340, thence in a northeasterly direction perpendicular to Mosby Road to Virginia Route 7 Bypass; and the proposed Business (B) zoning district, approximately 4 acres, located west of this line, Long Marsh Magisterial District;

4. REZONING PROPOSAL:

FROM: Agricultural-Open-Space-Conservation (AOC)

TO: Institutional (ITL)

Adopted Comprehensive Plan Policy:

Use: Institutional/Public

Density: variable depending on use

Tax Map Parcel 14A2-((A))-1, approximately 12 acres, located southeast of the intersection of U.S. Route 340 and Virginia Route 7 Bypass, Battletown Magisterial District;

5. REZONING PROPOSAL:

FROM: Village Residential (VR)

TO: Detached Residential-2 (DR-2),

Adopted Comprehensive Plan Policy:

Use: Low density residential - single family detached

Density: 1 to 2 dwellings per acre

That portion of Tax Map Parcel 14-((A))-96 zoned Village Residential by the County Board of Supervisors on November 13, 1990 (case# RZ-90-01), approximately 41.2 acres, located south and east of the intersection of U.S.Route 340 and Virginia Route 7 Bypass, Battletown Magisterial District; the proffers established as part of the 1990 rezoning shall continue as this action is part of a comprehensive implementation of a substantial revision to the the County Zoning Ordinance and Map (VA Code Section 15.1-491.2:1);

6. REZONING PROPOSAL:

FROM: Single Family Residential (RS-5)

TO: Detached Residential-4 (DR-4),

Adopted Comprehensive Plan Policy:

Use: Low density residential - single family detached

Density: 1 to 2 dwellings per acre

Tax Map Parcels 14A2-((19))-1, 2, 3, 4, 5, & 6 and that portion of 14A2-((13))-C above elevation 558, totaling approximately 22.5 acres, located south and west of the crossing of Virginia Route 615 (Boom Road) over Buck Marsh Run, Battletown Magisterial District; a subdivision of this property under the current zoning was approved in 1991 (case# S-89-05);

12. REZONING PROPOSAL:

FROM: Light Industrial (IL) and Single Family Residential (RS-5)  
TO: Open Space Residential (OSR),

Adopted Comprehensive Plan Policy:

Use: Environmental Conservation

Density: maximum of 1 dwelling per 10 acres

That portion of Tax Map Parcels 14-((A))-80 & 81 below elevation 548, approximately 28.5 acres, located east of the Norfolk Southern Railroad and west of Virginia Route 7 Bypass, Battletown Magisterial District;

13. REZONING PROPOSAL:

FROM: Light Industrial (IL)  
TO: Business Industrial (BI),

Adopted Comprehensive Plan Policy:

Use: Light Industrial/Research

Density: maximum floor area square footage not to exceed 30% of site area

That portion of Tax Map Parcel 14-((A))-80 above elevation 548 and west of a line that is a northeasterly extension of the east boundary of Tax Map Parcel 14A3-((A))-26, approximately 8 acres, located east of the Norfolk Southern Railroad, 1500 feet southwest of Virginia Route 7 Bypass, and 1100 feet north of Virginia Route 7 Business (Main Street), Battletown Magisterial District;

14. REZONING PROPOSAL:

FROM: Light Industrial (IL) and Single Family Residential (RS-5)  
TO: Detached Residential-2 (DR-2),

Adopted Comprehensive Plan Policy:

Use: Medium-low density residential - single family detached

Density: 2 to 4 dwellings per acre

That portion of Tax Map Parcel 14-((A))-80 above elevation 548, east of a line that is a northeasterly extension of the east boundary of Tax Map Parcel 14A3-((A))-26, west of a line that starts as a northerly extension of the boundary between Tax Map Parcels 14A3-((1))-(F)-3 & 4, to a line that is parallel to and 300 feet east of the east boundary of Tax Map Parcel 14A3-((A))-26 and following this parallel line to elevation 548, approximately 12 acres, located 600 feet east of the Norfolk Southern Railroad, 500 feet west of Route 671 (Battletown Drive), 1500 feet southwest of Virginia Route 7 Bypass, and 700 feet north of Virginia Route 7 Business (Main Street), Battletown Magisterial District;

15. REZONING PROPOSAL:

FROM: Single Family Residential (RS-5)  
TO: Open Space Residential (OSR),

Adopted Comprehensive Plan Policy:

Use: Historic/Cultural Preservation

Density: maximum of 1 dwelling per 10 acres

Those portions of Tax Map Parcels 14-((A))-80 & 81 above elevation 568, west of a line that is a northeasterly extension of the boundary between Tax Map Parcels 14A3-((2))-(E)-17 & 18 and north of a line that is a western extension of the north boundary of Tax Map Parcels 14A3-((2))-(E)-1, 1A, 15 thru 22, approximately 13 acres, located 800 feet southwest of Virginia Route 7 Bypass, and 200 feet north of Virginia Route 671 (Battletown Drive), Battletown Magisterial District;

21. REZONING PROPOSAL:

FROM: Light Industrial (IL)  
TO: Business Industrial (BI),

Adopted Comprehensive Plan Policy:

Use: Light Industrial/Research

Density: maximum floor area square footage not to exceed 30% of site area  
Tax Map Parcels 14-((A))-53 & 53A and 14-((6))-6 & 7, totaling  
approximately 71.8 acres, located south of Josephine Street and east of  
the Norfolk Southern Railroad, Battletown Magisterial District;

22. REZONING PROPOSAL:

FROM: Single Family Residential (RS-4)  
TO: Detached Residential-2 (DR-2),

Adopted Comprehensive Plan Policy:

Use: Medium-low density residential - single family detached

Density: 2 to 4 dwellings per acre

Tax Map Parcels 14-((A))-39, 40, 41, 42, 42B, 43, 44, 50, 51, and that  
portion of Tax Map Parcel 14-((A))-38 located north of that portion of  
Craig Run running from the south property line of Tax Map Parcel  
14-((A))-39 to the Norfolk Western Railroad, totaling approximately 33.9  
acres, located between Virginia Route 616 (Church Street) and the Norfolk  
Southern Railroad, Battletown Magisterial District;

23. REZONING PROPOSAL:

FROM: Single Family Residential (RS-4)  
TO: Detached Residential-1 (DR-1),

Adopted Comprehensive Plan Policy:

Use: Low density residential - single family detached

Density: 1 to 2 dwellings per acre

that portion of Tax Map Parcel 14-((A))-38 located south of that portion  
of Craig Run running from the south property line of Tax Map Parcel  
14-((A))-39 to the Norfolk Western Railroad, totaling approximately 15.9  
acres, located between Virginia Route 616 (Church Street) and the Norfolk  
Southern Railroad, Battletown Magisterial District;

24. REZONING PROPOSAL:

FROM: Single Family Residential (RS-5)  
TO: Detached Residential-4 (DR-4),

Adopted Comprehensive Plan Policy:

Use: Medium density residential - single family detached & attached

Density: 4 to 6 dwellings per acre

Tax Map Parcels 14-((A))-45, 46, and 47, totaling approximately 7.4  
acres, located between U.S. Route 340 and Virginia Route 616 (Church  
Street), Battletown Magisterial District;

25. REZONING PROPOSAL:

FROM: Agricultural-Open Space-Conservation (AOC)

TO: Detached Residential-2 (DR-2),

Adopted Comprehensive Plan Policy:

Use: Medium-low density residential - single family detached

Density: 2 to 4 dwellings per acre

That portion of Tax Map Parcel 14-((A))-11A located north of that portion of Craig Run running southeasterly from a point on the south corporate limits of the Town of Berryville 800 feet west of the southeast corner of Tax Map Parcel 14A4-A-72, approximately 11 acres, located on the west side of U.S. Route 340 and south of the corporate limits of the Town of Berryville, Long Marsh Magisterial District;

26. REZONING PROPOSAL:

FROM: Agricultural-Open Space-Conservation (AOC)

TO: Detached Residential-1 (DR-1),

Adopted Comprehensive Plan Policy:

Use: Low density residential - single family detached

Density: 1 to 2 dwellings per acre

That portion of Tax Map Parcel 14-((A))-11A located south of that portion of Craig Run running southeasterly from a point on the south corporate limits of the Town of Berryville 800 feet west of the southeast corner of Tax Map Parcel 14A4-A-72 and located east of a line that is a southwesterly extension of the current and former west corporate limits of the Town of Berryville, and also that portion of Tax Map Parcel 14-((A))-11 located north of Tax Map Parcel 14-((A))-16 and east of a line parallel to and 360 feet west of U. S. Route 340, totaling approximately 64 acres, all located on the west side of U.S. Route 340 and south of the corporate limits of the Town of Berryville, Long Marsh Magisterial District.

27. REZONING PROPOSAL:

FROM: Agricultural-Open Space-Conservation (AOC)

TO: Detached Residential-4 (DR-4),

Adopted Comprehensive Plan Policy:

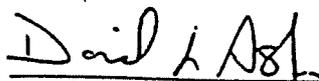
Use: Single Family Residential

Density: maximum of 4 dwellings per acre, minimum of 1 dwelling per acre  
Tax Map Parcel 14-((A))-8, .25 acres, located on the north side of Virginia Route 7 Business (Main Street), northwest of the Town of Berryville corporate limits, Long Marsh Magisterial District.

The official zoning map for the County of Clarke will be changed to reflect rezoning decisions of the Board.

THE MAPS OF THE NEW ZONING DISTRICTS MAY BE FOUND IN  
THE PLANNING DEPARTMENT FILE BRZ-93-01

ATTEST:

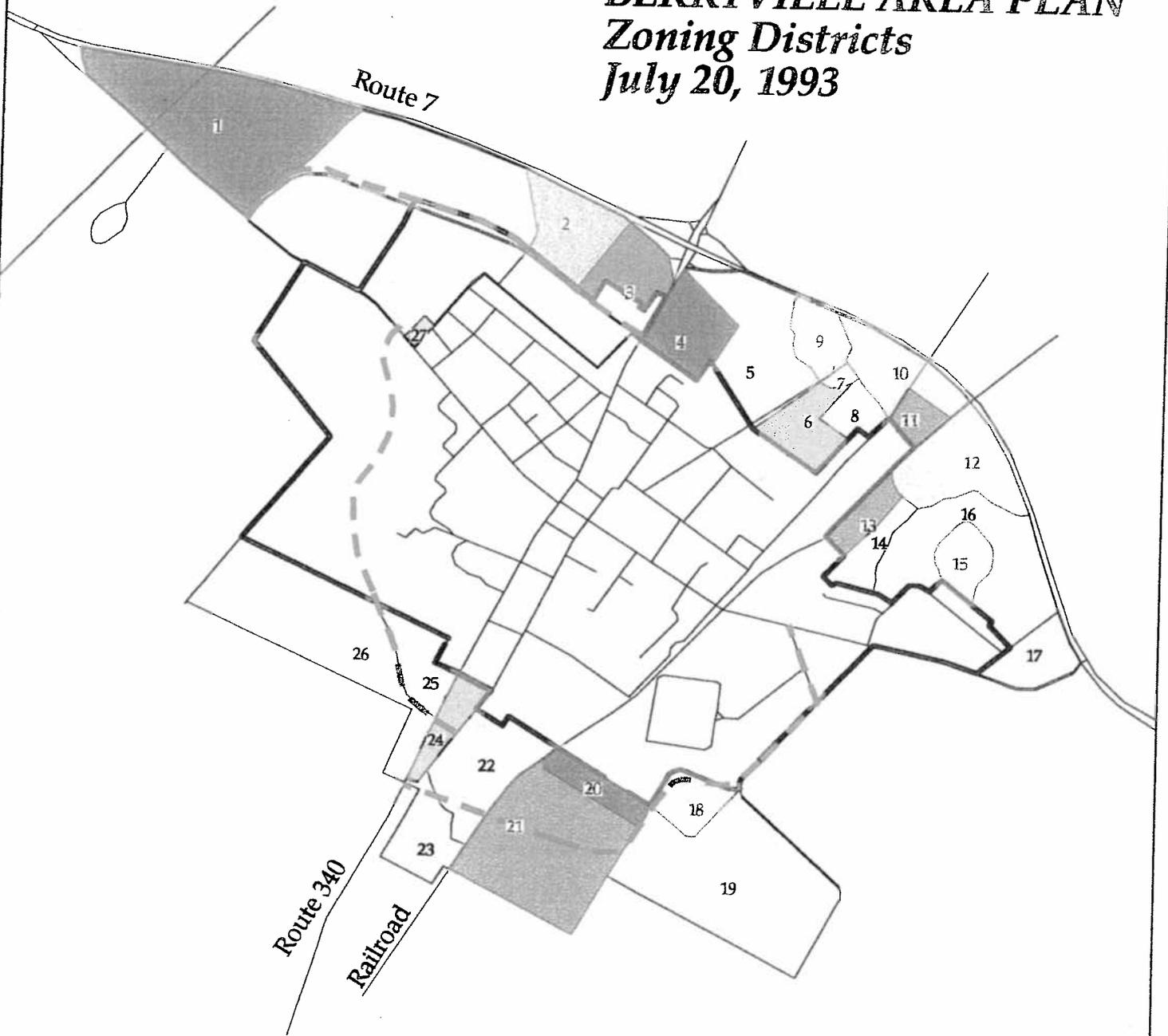


David L. Ash, County Administrator

# BERRYVILLE AREA PLAN

## Zoning Districts

### July 20, 1993



Clarke County GIS  
 June 4, 1997  
 /d1/arcdata/aab/zoningold\_cmp



- |  |                               |  |                                     |
|--|-------------------------------|--|-------------------------------------|
|  | Open Space Residential (OSR)  |  | Berryville Town Limits as of 1/1/96 |
|  | Detached Residential-1 (DR-1) |  | Proposed Roads                      |
|  | Detached Residential-2 (DR-2) |  | Roads                               |
|  | Detached Residential-4 (DR-4) |  |                                     |
|  | Business Commercial (BC)      |  |                                     |
|  | Business (B)                  |  |                                     |
|  | Business Industrial (BI)      |  |                                     |
|  | Institutional (ITL)           |  |                                     |

BOARD OF SUPERVISORS

Adjourned Meeting  
December 4, 1995

At an adjourned meeting of the Board of Supervisors of Clarke County, Virginia, held in the Board of Supervisors' Meeting Room of the Circuit Courthouse on Monday, December 4, 1995 at 7:00 p.m.

**PRESENT:**

John D. Hardesty, A. R. Dunning, Jr., James E. Clark, III, Lawrence W. White, Jr. and John W. Sours. Robert Mitchell, legal counsel, was also present for the meeting.

**CALL TO ORDER:**

Chairman Hardesty called the meeting to order at 7:00 p.m. in the Board of Supervisors' Meeting Room of the Circuit Courthouse.

**ADOPTION OF AGENDA:**

On motion of Supervisor Clark, the agenda for the meeting was unanimously approved as presented.

**KETOCTIN LAND COMPANY (SCOTT SMALLEY, AGENT) REQUESTS:**

1. The amendment of that portion of the Berryville Area Plan pertaining to Sub-Areas 6 and 7, located north and west of the Food Lion grocery store, so as to allow "Housing for Older Persons" in the areas designated for Business/Office and Highway & Visitor Commercial Uses.
2. The amendment of the Clarke County Zoning District Map so as to rezone:
  - a) Battlefield Estates Subdivision Sections 4, 5, 7, 8 and 9a, containing approximately 91.2 acres from Detached Residential-2 (DR-2) to Detached Residential-4 (DR-4) with a limit on the total number of dwelling units of 290 for the entire Battlefield Estates Subdivision,
  - b) A portion of Battlefield Estates Subdivision, Section 96 and lot 251B so as to change approximately 3.0 acres along Route 1035 (Mosby Road) from Business (B) Zoning District to Detached Residential-4 (DR-4) Zoning District and change approximately 5.5 acres along the north end of proposed Meade Court from Detached Residential-4 (DR-4) to Business (B) Zoning District with no change in the total number of dwelling units of 290 for the entire Battlefield Estates Subdivision.
3. The amendment of the Clarke County Zoning Ordinance, Sections 3-A-9 & 10, and the Town of Berryville Zoning Ordinance, Sections 605 & 606, so as to add the use "Housing for Older Persons" as a permitted use in the Business (B) Zoning District and the Business Commercial (BC) Zoning District and to add the term "Housing for Older Persons" to the list of terms defined in the Clarke County Zoning Ordinance, Section 9, Definitions, and the Town of Berryville Zoning Ordinance, Section 102, Specific Terms. (BRZ-95-02) CJ

Charles Johnston, Planning Administrator, briefly reviewed the above matter and remarked that this is a continuation of a public hearing held in the General District Courtroom on November 21, 1995

Supervisor Clark opined that he felt there is a need for a 15 foot opaque buffer between permitted commercial uses and the proposed residential uses. He suggested that such a buffer around the developed senior citizens housing be required in the Zoning Ordinance

Mr. Echols expressed concern that a buffer around the senior citizen housing could create dangerous situations for the citizens

After a lengthy discussion, Supervisor Clark moved to amend that portion of the Berryville Area Plan pertaining to Sub-Areas 6 and 7, located north and west of the Food Lion grocery store, so as to allow "Housing for Older Persons" in the areas designated for Business/Office and Highway & Visitor Commercial Uses. The motion was approved by unanimous vote

Supervisor Clark moved for approval of the amendment of the Clarke County Zoning District Map so as to rezone Battlefield Estates Subdivision Sections 4, 5, 7, 8, and 9a, containing approximately 91.2 acres from Detached Residential-2 (DR-2) to Detached Residential-4 (DR-4) with a limit on the total number of single family dwelling units of 290, together with proffer #1 as submitted in correspondence bearing date November 20, 1995. The motion was approved by unanimous vote. The approved proffer will read as follows.

#### **PROFFER NO. 1**

**Conditional rezoning to DR-4 of any acreage in Battlefield Estates.**

- A. The total number of dwelling units shall not exceed 290. The cash payment proffer submitted with the August, 1992 rezoning application from DR-2 to DR-4 shall apply to a maximum of 40 resubdivided lots in any section, street or cul de sac in excess of the existing DR-2 approved 250 subdivided lots in Battlefield Estates, with a credit to said maximum of 40 for any cash proffer previously paid on any lots pursuant to the August, 1992 rezoning application.**

**Ketocin Land Company hereby proffers that the development of the subject property shall be in strict accordance with the conditions set forth in this submission.**

Supervisor Clark moved for approval of the amendment of the Clarke County Zoning District Map so as to rezone a portion of Battlefield Estates Subdivision, Section 96 and lot 251B so as to change approximately 3.0 acres along Route 1035 (Mosby Road) from Business (B) Zoning District to Detached Residential-4 (DR-4) Zoning District and change approximately 5.5 acres along the north end of proposed Meade Court from Detached Residential-r (DR-4) to Business (B) Zoning District with no change in the total number of single family dwelling units of 290 together with proffer one as described above and Proffer three as described below. The motion was approved by unanimous vote.

#### **PROFFER NO. 3**

**Proffers for Acreage along common boundary between acres zoned Business (B) and Residential DR-4 in Battlefield Estates.**

- A. There shall be a 50 foot landscaped buffer strip, with 25 feet on the**

residential acreage and 25 feet on the Business acreage.

- B. The landscape buffer shall consist of two rows of staggered evergreens at least 5 feet in height that provides an opaque visual buffer.

Ketocin Land Company hereby proffers that the development of the subject property shall be in strict accordance with the conditions set forth in this submission.

On motion of Supervisor Clark the Board unanimously approved the amendment of the Clarke County Zoning Ordinance, Sections 605 and 606, so as to add the use "Housing for Older Persons" as a permitted use in the Business (B) Zoning District and the Business Commercial (BC) Zoning District and to add the term "Housing for Older Persons" to the list of terms defined in the Clarke County Zoning Ordinance, Section 9, Definitions, and the Town of Berryville Zoning Ordinance, Section 102, Specific Terms, together with proffer 2 and 3 as submitted by the applicant. Proffer No. 2 will read as follows:

#### PROFFER NO. 2

**Conditional Rezoning of area of Battlefield Estates zoned Business (B) and Business-Commercial (BC) (Text amendment of B and BC Zoning Districts).**

- A. The permitted use of Housing for Older Persons shall be limited to no more than 60 units of independent living apartments on no more than 3 acres. The 3 acres shall be located substantially in that area as shown as 3.000 acres proffered site on the attached sketch.
- B. For any acreage that is lost in the Business-Commercial (BC) zoning district to this 3 acre site for a 60 unit structure for housing for Older Persons the applicant consents to and will not object to the County and/or the Town on its own motion rezoning an equal amount of acreage from the Business (B) zoning district to the Business-Commercial (BC) zoning district.
- C. The owner shall pay the usual and customary real estate tax based on the usual and customary real estate tax assessment for the 3.000 proffered site for Housing for Older Persons as located in Paragraph A above and agrees not to seek any exemption from the local Real Property Tax assessed and due and payable under Chapter 32 of Title 58.1 (Sec. 58.1-3200, et seq.) nor seek exemption from taxation by classification or designation pursuant to Chapter 36 of Title 58.1 (Sec. 58.1-3600 et seq.).

Ketocin Land Company hereby proffers that the development of the subject property shall be in strict accordance with the conditions set forth in this submission.

The applicant's proffers are approved pursuant to Section 8-C of the Zoning Ordinance, and shall attach to the property with the additional provision that prior to approval of a site plan for the development of a Housing for Older persons project, the owner of the property shall prepare and record in the Clarke County land records a declaration of restrictive covenants setting forth the proffers in Proffers No. 2 and 3, the form of the declaration of restrictive covenants to be approved by the county in advance of recordation.

It was the consensus of the Board that the options presented by Planning Staff to reduce the potential friction between the current list of permitted business and commercial uses and the

proposed residential use will be considered at the December 1995 regular Board meeting

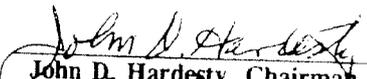
**AWARD OF BID FOR SIDEWALK ACCESSIBILITY**

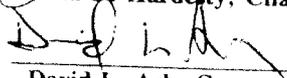
The bids submitted for sidewalk accessibility were reviewed

Supervisor White moved for acceptance of the low bid which is C.A. Webb & Sons at a price of \$65,511. The motion was approved by unanimous vote.

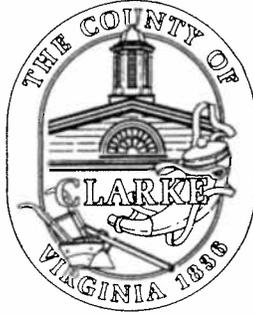
Periodic reviews of the project are to be made with the supervision of the County Administrator and the Maintenance Director.

**ATTEST:**

  
\_\_\_\_\_  
John D. Hardesty, Chairman

  
\_\_\_\_\_  
David L. Ash, County Adm.

CLARKE COUNTY BOARD OF SUPERVISORS



**SUPERVISORS**

WHITE POST VOTING DISTRICT  
A.R. DUNNING, JR.  
Chairman  
(540) 837-1719

MILLWOOD VOTING DISTRICT  
GARY KONKEL  
(540) 837-1780

RUSSELL VOTING DISTRICT  
JACK LILLIS  
(540) 955-2091

COUNTY ADMINISTRATOR  
DAVID L. ASH  
(540) 955-5100  
FAX: (540) 955-4002

**SUPERVISORS**

BERRYVILLE VOTING DISTRICT  
JOHN W. SOURS, JR.  
Vice Chairman  
(540) 955-1302

BUCKMARSH VOTING DISTRICT  
PHILIP SHENK  
(540) 955-3973

**ORDINANCE**  
**(Approved February 18, 1997)**

**At a joint meeting of the Board of Supervisors of Clarke County, and the Berryville Town Council, held at the Circuit Courthouse on February 18, 1997, at 7:30 pm..**

**On motion by Supervisor Konkel, the Board of Supervisors approved the following ordinance by a unanimous vote.**

**Whereas, the Berryville Area Plan establishes the land use and transportation policies for development in Annexation Area B;**

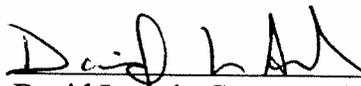
**Whereas, the Board of Supervisors wishes to promote opportunities for economic development;**

**Whereas, the subject sub-areas are located adjacent to a primary highway (U.S. Route 340), the Norfolk Southern Railroad, the Southwest Collector Road, and the County Industrial Park;**

**Whereas, modifications to the adopted transportation policies will help achieve the planned road network;**

**Now Therefore Be It Ordained, the Clarke County Board of Supervisors approve the amendment of the Berryville Area Plan so as to amend: a) the Transportation Policies for the Southwest & Southeast Collector Roads, and b) the Land Use Policies for the following sub-areas: 22, 23A and 23B located between Route 340 (South Buckmarsh Street) and the Norfolk Southern Railroad at the intersection of Routes 340 and 616.**

**ATTEST**

  
David L. Ash, County Administrator

## V. PLANNING AREA ANALYSIS

### SUB-AREA 22

Sub-area 22 contains approximately 33.4 {20} acres, and is located between the Norfolk Southern Railroad and South Church Street, immediately south of the residential lots fronting on Josephine Street. ~~Craig Run, a major drainage is located on~~ {A property line between the vacant land to the south and the six houses within this sub-area establishes} its southwestern boundary. The current zoning is RS-4 {pre-Berryville Area Plan zoning}, accommodating half acre lots.

The tract is gently to moderately sloping with a physiographic aspect conducive to solar siting possibilities. Several areas of the planning unit have steep topography. The land is generally {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 existing Poplimento, McGary, Timberville and Pagebrook soils pose limitations for urban development and are rated SEVERE by SCS. The area has scattered rock outcroppings. The closest water and sewer is available in the Josephine 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.

~~Transportation planning should seek to minimize private driveway connections to South Church Street. Any public street access to South Church Street should be located several hundred feet from the existing intersection with Route 340 South.~~

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 110 {35} single family detached dwelling 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. Given the southern solar orientation of the property, every effort should be made to site housing to take maximum advantage of solar aspect. 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. ~~Site design should also address screening and buffering along South Church Street and the drainage swale, which defines the sub-area's western boundary, in order to minimize any visual intrusion from South Church Street and Route 340 as well.~~

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. Therefore, the Detached Residential-4, DR-4 zoning district (four units per net developable acre) should only be considered for sub-area 22 at which time superior development proposals are submitted which address phasing, transportation issues, storm water management, quality site design and other applicable site design issues. If such site development guidelines are not addressed, the zoning district to be applied to sub-area 22 should be Detached Residential-2, DR-2, (two units per net developable acre).

### **SUB-AREA 23 ||COMBINATION OF SUB-AREAS 23A & 23B||**

Sub-area 23, containing approximately ~~18.5~~ {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 which front on Route 340 South. The south and west border is delineated by the Annexation Area B boundary which follows the sub-area's current RS-4 zoning.

The area is virtually devoid of tree cover and is relatively flat. The *{central portion}* majority of the site is taken up in seasonally wet lowlands which embrace the drainage channel through the property. The lowlands area should not be developed, but rather, should be preserved *{be graded}* to better accommodate drainage from the north. A storm water management facility in this area is recommended in conjunction with any future development of sub-area 23. ~~Given these environmental limitations, clustering development is encouraged.~~

The area's Nicholson, Pagebrook, Duffield, Poplimento, and McGary soils have poor suitability ratings for most urban development activities. At present, there is no public water and sewer immediately available to the sub-area.

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) ~~preservation~~ *{use}* of the ~~southerly flood-prone property and the inclusion of~~ *{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 Route 613. Sub-area 23 is divided into two segments: ~~23A with 9~~ {12} acres north of the collector road linking US Route 340 and Route 613 and ~~23B with 10~~ {20} acres south of this collector road. ~~Public street access to South Church Street should not be allowed within several hundred feet of the existing intersection with Route 340 South.~~

~~Public access to South Church Street should not be allowed with access directed to the proposed collector road linking US Route 340 and Route 613. No access should be permitted to Route 340.~~ 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. A connecting road between route 340 and church street should be placed at the north end of sub-area 25}* be realigned to intersect with the collector road approximately 275 feet east of the intersection of the collector road and Route 340. 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. Finally, provision for pedestrian movements with sidewalks and paths should be included in the development of the sub-area.

The Low Density Residential *{Business/Office}* land use designation is applied to sub-area 23. *{The property is uniquely suited for Business/Office 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 which is designated for Light Industrial/ Research uses. The Business/Office 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 which establishes design requirements for non-single family development. In addition, over two-thirds of the sub-area lies in a critical environmental area, which addresses the lowlands and flood-prone area of the sub-area. The ecological characteristics of the sub-area profoundly limit its development capacity for urban land uses. The development capacity of the land should be estimated at 1-2 units per net developable acre.

Clustering should be a means of preserving the environmentally sensitive areas. The open space systems resulting from clustering can protect the flood plains and sensitive natural zones. Site design should address screening and buffering along South Church Street and the sub-area's western border, which parallels Route 340, in order to minimize any visual intrusion from South Church Street and Route 340.

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. Therefore, the Detached Residential-2, DR-2, zoning district (allowing 2 dwelling units per net acre) should only be considered for sub-area 23A at which time superior development proposals are submitted which address phasing, transportation issues, storm water management, quality site design and other applicable site design issues. Approximately 14 single family detached dwelling units could be accommodated on the property under this zoning district. If such site development guidelines are not addressed, the zoning districts to be applied to sub-area 23A should be the Detached Residential, DR-1, zoning district (allowing 1 dwelling unit per net acre):

*{The Business/Office 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. The Business/Office use policy is established to provide for the location of non-retail business activities, such as contractor's yards, limited assembly and distribution uses, and offices. 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, so that they serve as transitional uses between residential uses to the north and west and higher intensity Light Industrial/Research uses to the east. This strategy is in keeping with the Town and County's firm commitment to the preservation of its existing residential neighborhoods and the semirural lifestyle of the outlying community, while ensuring the economic vitality and stability of the County and the Town.}*

*Other relevant planning issues for sub-area 23 include provision of quality landscaping, screening and buffering to alleviate potential concerns with respect to the planned residential uses to the north and west. The design and scale of such businesses and offices 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-B zoning district for this sub-area states that Development intensity should not exceed a 0.3 floor area ratio (FAR), based on the net developable area within the sub-area. Sub-Area 6 has an approximate development capacity of approximately 300,000 square feet of leasable area. } Finally, the Historic Access Corridor Overlay District is to be applied to portions of this sub-area within 300 feet of US Route 340 {and the collector road between Routes 340 and 613}. 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 superior 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-B 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. }*

~~The Low Density Residential land use designation is applied to sub-area 23B in combination with the historic access corridor design requirements for non-single family residential development. In addition, the definitional requirements of the critical environmental areas also apply to the sub-area. The requirements address the easterly lowlands and flood-prone areas, which constitute over half of the sub-area. The ecological characteristics of the sub-area profoundly limit its development capacity for urban land uses. The development capacity of the land should be estimated at a density of 1-2 units per net developable acre.~~

~~Clustering is encouraged as a means of preserving the environmentally sensitive areas. The open space systems resulting from clustering can protect the flood plains and sensitive natural zones. Housing should meet setback requirements of 100' from the existing railroad, with a combination of landscaped and fenced screening being required. Site design should also address screening and buffering along the sub-area's western border, which parallels Router 340, in order to minimize any visual intrusion from Route 340.~~

~~Transportation planning provides for the collector road connecting US Route 340 and Route 613 through this sub-area. This collector road should provide the prime source of access for this sub-area. Inclusion of this collector on an Official Map is important to insure its provision in any development~~

~~scheme. Finally, provision for pedestrian movements within the sub-area should be provided with sidewalks and pedestrian paths.~~

~~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. Therefore, the Detached Residential-2, DR-2, zoning district (allowing 2 dwelling units per net acre) should only be considered for sub-area 23B at which time superior development proposals are submitted which address phasing, transportation issues, storm water facilities, quality site design, and other applicable site design issues. Approximately 16 single family detached dwelling units could be accommodated on the property under this zoning district. If such site development guidelines are not addressed, the zoning districts to be applied to sub-area 23B should be the Detached Residential-1, DR-1, zoning district, which allows 1 dwelling unit per net acre.~~

~~Finally, the Historic Access Corridor Overlay District has been applied to the portion of the sub-area within 300 feet of US Route 340 to establish design guidelines for non-single family residential development.~~

## VII. TRANSPORTATION

This chapter documents the transportation planning study of the Berryville Area Roadway Network. This study evaluates the effect of proposed annexation policies on transportation for "Area B", which is part of an 880 acre area to be annexed by the Town of Berryville. The study involves a macroscopic evaluation of the major impacts of the land use policies outlined in Chapter V. These impacts are evaluated for the existing and proposed transportation system for the Berryville Area. This evaluation is qualitative by nature and not data intensive.

### Existing System

The existing roadway network of Berryville consists of one main north/south route and one main east/west route. Route 340, the north/south route, connects Berryville with Charles Town to the north and Front Royal to the south. Route 7, the east/west route, consists of a bypass around Berryville and a business route through the downtown area. Route 7 links Berryville with Winchester to the west and Leesburg to the east. Route 7 Bypass is a four lane divided highway while Route 7 Business and Route 340 are both two lane roadways.

### 1. Development of Traffic Growth Information

#### Historical Growth

Traffic volumes in the Berryville area have been steadily increasing for the last several years. The Virginia Department of Transportation (VDOT) average daily traffic volumes for the various road sections in this area show an average increase of approximately 6.0% per year. Thus, a 6.0% per year positive growth rate was used for this analysis.

#### Generated Traffic from Planned Land Uses

Table V-1 of Future Land Uses at the end of Chapter V, was used to determine the number of trips generated from total buildout of each planning sub-area. Similarly the number of trips was determined based on proposed land uses for tracts within the town of Berryville. These figures correspond to the planned yields for each sub-area according to the appropriate acreage and density. Trip Generation, 4th Edition, by ITE was used to calculate the trip generation projections.

#### Buildout

Although full buildout of all proposed sub-areas is not probable to occur for many years, the year 1995 was selected as the horizon year. This horizon year provides a basis for comparison of alternatives only; it is not predicted that full buildout of Area B will occur by 1995.

#### Trip Distribution

Daily trips generated from full buildout of Future Land Uses were assigned to the roadway network utilizing the following distribution percentages:

- 30% - West toward Winchester
- 30% - East toward Leesburg
- 20% - North toward Charles Town
- 20% - South toward Front Royal.

These percentages were obtained by evaluating previous studies based on established and future patterns and trends. A ten to twenty percent cut through volume was assumed for background traffic diverting onto proposed segments to elude the downtown area.

## Evaluation of Previous Work/System

The cumulative effect of normal traffic growth from total buildout is shown on Figure 1 for the existing traffic network. A review and analysis of these projected daily traffic volumes for the existing roadway network indicates that the system could accommodate the increased traffic, but at a lower level of service. Although, from a technical position, no major problems became apparent as result of this analysis, the increase of traffic in the downtown area will be much greater than the community is used to seeing. The largest traffic volume will occur on Route 340, just south of the interchange with Route 7; this high volume is largely the result of the highway commercial activities adjacent to Route 340. Table 1 shows an evaluation of the Level of Service (LOS) of key intersections based on expected growth.

Removing or lessening the impact of traffic growth to the downtown area is a main concern of the community. Reduction of truck traffic is also an important factor. Since there is only one north/south route, truck traffic from local industries and through movements travel through the downtown area to reach their destination. These truck movements may create additional operational problems as the volume of traffic in the area increases.

## 2. RECOMMENDED SYSTEM

In order to lessen the amount of traffic in the downtown area, several alternative networks were evaluated. The existing roadway system was utilized to evaluate the various alternatives. Figure 1 identifies the major streets in the existing roadway system. These major links were utilized to compare average daily volumes for each of the alternatives studied.

In most cases the exact geographical location of the proposed segments did not make a significant difference to the volume of traffic on the major links. The exception to this is the Soldier's Rest area. The extension of Fairfax Street or the possible addition of an interchange have significant effects on the traffic in the downtown area and on the major links. Therefore, many alternatives evolved around this area.

Two options were evaluated concerning the connection of Fairfax Street between Route 340 and Boom Road. One option would provide a through connection and the other option would not. The option that does not provide the through connection would not help relieve the downtown area traffic since traffic from Solder's Rest would be forced into the downtown area. The extension of North Church Street into the Solder's Rest development area was another alternative that was evaluated. An interchange at Boom Road/Route 7 Bypass was considered as well as a frontage road north of Route 7 Bypass. Removing the Southeast quadrant ramp and placing new ramps on the southwest quadrant of the existing interchange at Route 340/Route 7 Bypass intersection was another alternative.

Currently Main Street (Business Route 7) intersects with Route 7 at each end of the town. Initially these intersections operated as a "T" intersection with stop control. As traffic volumes increase, traffic signalization is usually considered for these types of intersections. Consistent with this approach, a traffic signal was installed at the west end of town. Continued growth may require the construction of a grade separated interchange. Therefore, access to any proposed development should be located far enough east to permit adequate operation of ramps for a possible future interchange.

The proposed system is suggested in two phases. The first phase, which is based on a five to ten year horizon, will include the primary collector roads in the four quadrants of the town. These roads will serve mainly as access roads to the future development. They will also serve as a small scale bypass

*{an alternative}* to the downtown area for through *{traffic}* movements. The initial phase will include the completion of the connection of Fairfax Street between Route 340 and Boom Road in the northeast quadrant and the construction of Mosby Road, as platted, in the northwest quadrant. These collector roads should have two travel lanes and a right of way of 60 feet *{and are shown on}*: Figure 2 identifies the Phase I recommendation. Figure *{2 also}* 3 shows Phase II, in which the collector roads in the southwest and southeast quadrants are upgraded to minor arterials with *{two}* four lanes of travel in *{60}* 90 foot rights-of-way. *{Right-of-way in addition to 60 feet may be needed at specific locations to allow turning lanes at intersections and grading for steep slopes.}*

The southwest quadrant segment between West Main Street and South Buckmarsh Street aligns with the platted street Jackson Drive at its intersection with West Main and at South Buckmarsh, the intersection is approximately 1100 feet north of the intersection of South Buckmarsh and Church Streets. *{provides a direct connection without right angle turns between Route 7 Business (West Main Street) and Route 340 (South Buckmarsh Street).}* The final roadway alignment will be determined during a preliminary design and environmental evaluation phase *{in accord with the criteria listed below}*. It is anticipated that both intersections will be signalized. The following design and construction criteria are to be applied to this road:

- Posted speed not to exceed 35 mph
- 90 *{60}* foot right of way
- Constructed as two lanes, before adjacent sub-areas or unplatted land is 50% built out, widened to four lanes before full build out of adjacent sub-areas or unplatted land
- Cost paid by developers of unplatted land *{within Annexation Area B}*

Church street currently serves medium and large lot single family homes on a limited right-of-way. It is not appropriate to encourage increases in through traffic or commercial traffic. Therefore, a realignment of the southern terminus of church street is proposed in conjunction with the southwest collector road. A cul-de-sac should be placed at the south end of church street and connection road between church street and route 340 should be placed on the north end of sub-area 25. This connecting road should either align with the southwest collector road or the intersection of the collector road and route 340 should be placed at a safe distance from the intersection of the connection road and route 340.

The following specific location criteria are also to be applied:

- *{starting on the south side of Route 7 Business (West Main Street) at a point within Town limits west of the last house on the south side of Main Street, either aligning with a proposed street on the north side or with the appropriate VDOT distance from the intersection with a proposed or existing street;}*
- ~~starting at the intersection of Jackson Drive (platted unrecorded right of way in Battletown Estates Subdivision) and Route 7 Business (west of town);~~
- running in a southerly direction and located so as to have minimal impact on the historic house Rosemont;
- *{finishing on the west side of Route 340 (South Buckmarsh Street) at a point within the Annexation Area south of the last house on the west side of South Buckmarsh Street, and at least 900 feet north of Route 616, (Church Street). The termination of the collector road should either align with the connecting road between routes 340 and 616 (church street) at the north end of sub-area 25 or be off-set by at least 500 feet to the north.}*
- ~~running on the boundary line between subareas 26 and 27;~~
- ~~intersecting with Route 340;~~
- ~~running on the boundary line between subareas 24 and 25;~~

~~terminating at its intersection with Church Street.~~

The southeast quadrant segment between East Main Street and South Buckmarsh Street aligns with Battletown Drive at its intersection with East Main Street *{is an extension and realignment of Route 613 (Springsbury Road) at its north end}* and is approximately 800 *{125}* feet south of Church Street at its intersection with Buckmarsh Street *{on the south end}*. The East Main intersection creates a 4 leg intersection, rather than the 3 leg intersection which would be created if it were not aligned with Battletown Drive. A 4 leg intersection is preferred, since this intersection, as well as the *{Both the East Main and}* South Buckmarsh intersections will probably be signalized in the future. From East Main this road runs south to *{along}* Route 613, Springsbury Road, follows Springsbury Road to the south *{east corner}* end of the Berryville Graphics property, then traverses *{the Berryville Graphics property, the northeast corner of Sub-area 18, and}* the County owned business park on its way to South Buckmarsh. *{No connection should be made between this collector road and Josephine Street until the collector road is complete from Springsbury Road to Buckmarsh Street. At the collector road's southern terminus at Buckmarsh, Church Street should be realigned to intersect with the collector road instead of Buckmarsh Street.}* The following design and construction criteria are to be applied to this road:

- Posted speed not to exceed 35 mph
  - 90 *{60}* foot right of way
  - Constructed as two lanes, before adjacent sub-areas or unplatted land is 50% built out, widened to four lanes before full build-out of adjacent sub-areas or unplatted land
  - Cost paid by developers of unplatted land *{within Annexation Area B}*
- The following specific location criteria are also to be applied: starting, on the south end, at Route 340 and the property line between parcels 14-~~((A))-35 (Taylor)~~ and 36 (Hardesty) *{on Tax Map Parcel 14-~~((A))-38 (Heflin)~~ immediately north of 14-~~((A))-37 (Hardesty)}~~*;
- *realign Church Street to continue in a southerly direction to intersect with the collector road east of its new intersection with Route 340*;
  - running easterly along the boundary line between *{through}* Sub-area 23 A and 23B, with a grade separated crossing of the Norfolk Southern Railroad;
  - running across parcel 14-~~((A))-53 (County)~~ and curving in a northeasterly direction so as to be located immediately east of and parallel to the east boundary lines of parcels 14-~~((A))-52 (Milton Valley Cemetery)~~ and 14A6-~~((3))-1 (Harper)~~ and located on the strip of land which is part of parcel 14-~~((A))-53 (any additional right of way is to come from the parcel 14-~~((A))-55 (Allen) on the east side of this strip;~~~~
  - running across the northwest corner of parcel 14-~~((A))-55 (Allen)~~ and southeast corner of parcel 14A6-~~((A))-1 (Berryville Graphics)~~ with an "S" curve to align with Route 613 (Springsbury Road);
  - running along Route 613 (any additional right of way is to come from the parcel 14A6-~~((A))-1 (Berryville Graphics)~~ on the west side of Route 613;
  - ~~curving between parcels 14A6-~~((4))-21 (Wisecarver)~~ and 14-~~((A))-71 (Barb)~~ and running along the northwest boundary line of parcel 14-~~((A))-69 (Williams);~~~~
  - ~~intersecting with Route 7 Business at Battletown Drive through parcels 14A6-~~((A))-12 & 13 (VFW).~~~~

As additional segments are added to the network, consideration should be given to providing additional rights-of-way and/or facilities for bicycles and trails. The design for pedestrians and bicycles shall be incorporated into the design of collector and arterial roadways and intersections.

A summary of the recommended network additions for both Phase I and Phase II is contained in Table 2. This table identifies the proposed segments, number of lanes required, minimum right-of-way and an estimate of private section funding.

### 3. CONCLUSION

The proposed land use plan and annexation policy can be accomplished with minimal change in the level of service provided additions are made to the transportation system. A recommended two phase program of system improvements is proposed as summarized in Table 2 and shown on Figure 3. This figure also proposes the source of funding for right of way acquisition and construction. It is expected that the private sector will be responsible for most or all of these costs, as it receives the benefit of improved access.

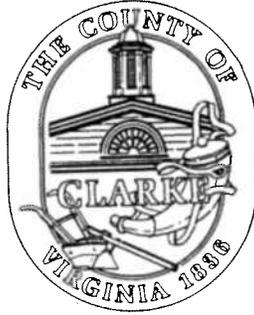
Approximately 5,100 additional trip ends are added to the network with the Land Use policies outlined in Chapter V. The most significant traffic volume increase occurs on North Buckmarsh (Route 340) south of the existing interchange with Route 7. The average daily traffic along this portion of Buckmarsh increases by 3,200 vehicles when compared to the previous land use plan. The other significant increases in volume occur at the south end of Town. Consequently, the following intersections have a slight degradation of Level of Service (LOS) as shown in Table 1:

1. East Main and Eastern ~~Arterial~~ *{Collector}* Road
2. Buckmarsh Street and Main Street
3. South Buckmarsh Street and Western ~~Arterial~~ *{Collector}* Road

---

**Text to be deleted is shown with a strike through**  
**Text to be added is shown *{Italic in brackets}***

# CLARKE COUNTY BOARD OF SUPERVISORS



## SUPERVISORS

WHITE POST VOTING DISTRICT  
A.R. DUNNING, JR.  
Chairman  
(540) 837-1719

MILLWOOD VOTING DISTRICT  
GARY KONKEL  
(540) 837-1780

RUSSELL VOTING DISTRICT  
JACK LILLIS  
(540) 955-2091

COUNTY ADMINISTRATOR  
DAVID L. ASH  
(540) 955-5100  
FAX: (540) 955-4002

## SUPERVISORS

BERRYVILLE VOTING DISTRICT  
JOHN W. SOURS, JR.  
Vice Chairman  
(540) 955-1302

BUCKMARSH VOTING DISTRICT  
PHILIP SHENK  
(540) 955-3973

## ORDINANCE (Approved February 18, 1997)

At a meeting of the Clarke County Board of Supervisors, held at the Circuit Courthouse on February 18, 1997, at 7:30 pm..

On motion by Supervisor Konkel, the Board of Supervisors approved the following ordinance by a unanimous vote.

Whereas, the Berryville Area Plan, Chapter III of the Clarke County Comprehensive Plan, designates the subject property for Business/Office uses;

Whereas, the subject property is located adjacent to a primary highway (US Route 340), the Norfolk Southern Railroad, the Southwest Collector Road, and the County Industrial Park;

Whereas, the Board of Supervisors wishes to promote opportunities for economic development;

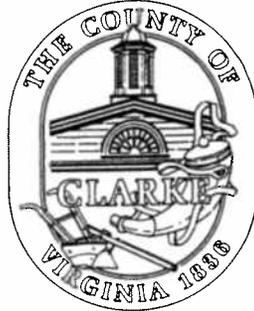
Now Therefore Be It Ordained, the Clarke County Board of Supervisors approve:

- a. the rezoning from Detached Residential-1 (DR-1) and Detached Residential-2 (DR-2) to Business (B) and
  - b. the application of the Access Corridor Overlay Zoning District to a corridor 300 feet from the centerline of the proposed collector road between Routes 340 and 613 (South Buckmarsh Street & Springsbury Road),
- all on the property identified as Tax Map Parcel 14-((A))-38 containing approximately 32 acres located between Norfolk Southern Railroad and Routes 340/616 (South Buckmarsh & South Church Streets), Battletown Magisterial District.

ATTEST

  
\_\_\_\_\_  
David L. Ash, County Administrator

# CLARKE COUNTY BOARD OF SUPERVISORS



## SUPERVISORS

WHITE POST VOTING DISTRICT  
A.R. DUNNING, JR.  
Chairman  
(540) 837-1719

MILLWOOD VOTING DISTRICT  
GARY KONKEL  
(540) 837-1780

RUSSELL VOTING DISTRICT  
JACK LILLIS  
(540) 955-2091

## SUPERVISORS

BERRYVILLE VOTING DISTRICT  
JOHN W. SOURS, JR.  
Vice Chairman  
(540) 955-1302

BUCKMARSH VOTING DISTRICT  
PHILIP SHENK  
(540) 955-3973

COUNTY ADMINISTRATOR  
DAVID L. ASH  
(540) 955-5100  
FAX: (540) 955-4002

## ORDINANCE (Approved April 15, 1997)

At a meeting of the Clarke County Board of Supervisors, held at the Circuit Courthouse on April 15, 1997, at 7:30 pm..

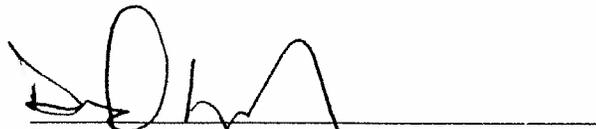
On motion by Supervisor Shenk, the Board of Supervisors approved the following ordinance by a unanimous vote.

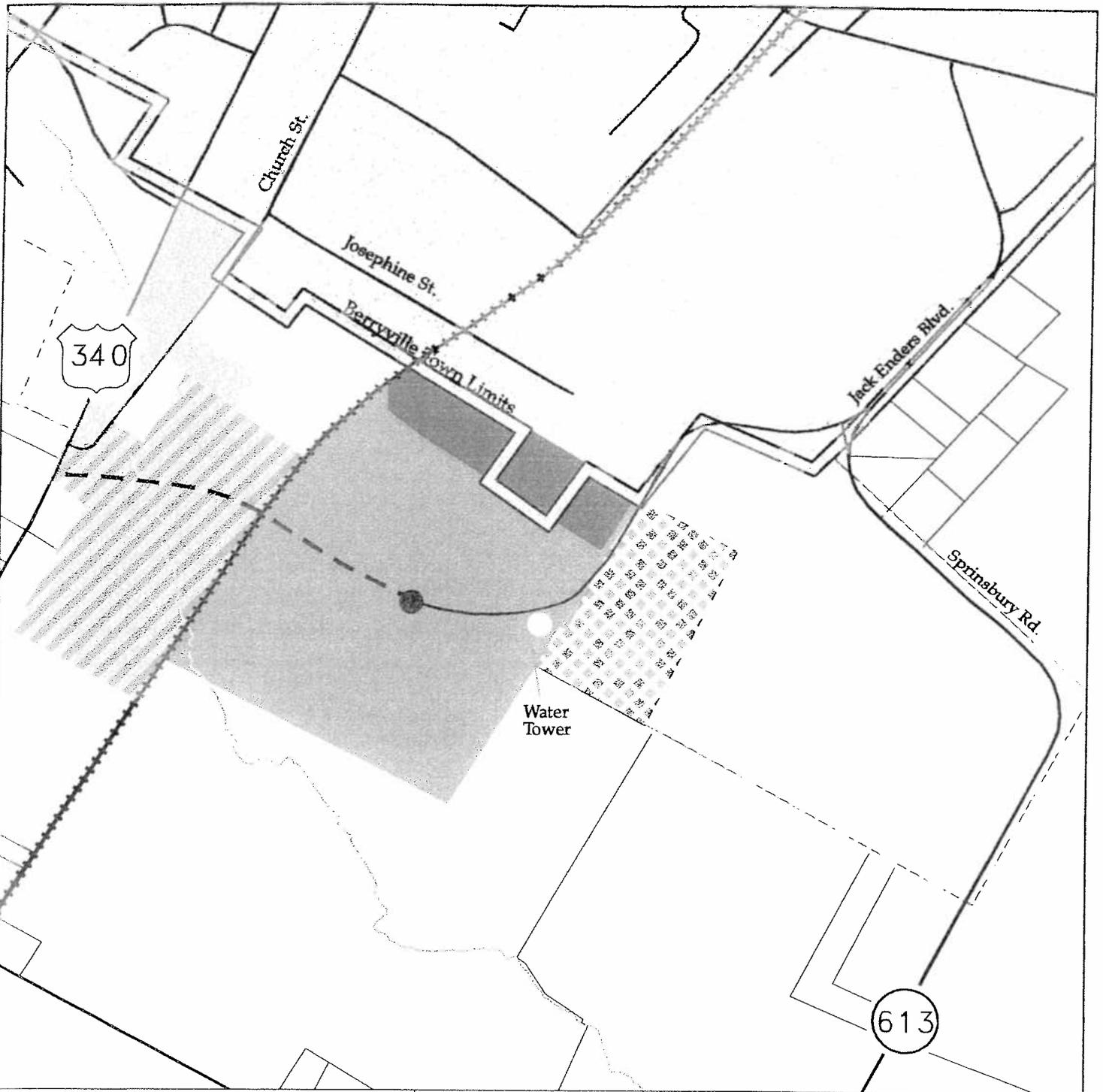
Whereas, the Berryville Area Plan, Chapter III of the Clarke County Comprehensive Plan, designates the subject property for Detached Residential - 2 (DR-2);

Whereas, the subject property is located east of Route 616 (South Church Street) approximately 750 feet north of the intersection of Routes 616 and 340,

Now Therefore Be It Ordained, the Clarke County Board of Supervisors approve the amendment of the County Zoning Map so as to rezone from Detached Residential - 2 (DR-2), to Detached Residential - 4 DR-4 the property identified as tax map parcel 14 - ((A)) - 44, 43, 42 (part), and 42 B located east of Route 616 (South Church Street) approximately 750 feet north of the intersection of Routes 616 and 340, Berryville Annexation Area B, Battletown Magisterial District.

ATTEST

  
David L. Ash, County Administrator



### Berryville Area Plan Zoning Changes



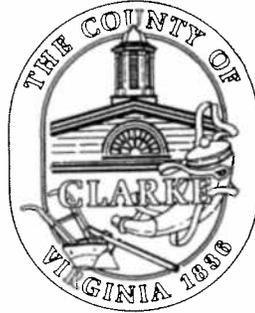
Clarke County GIS  
May 15, 2001

\\d1\arcdata\nad83\zonechg2\_cmp



- Institutional (ITL)
- Detached Residential (DR-1)
- Detached Residential (DR-2)
- Detached Residential (DR-4)
- Business (B)
- Business Park (BP)
- Open Space Residential (OSR)
- Proposed Zoning Change - 32 acres  
Business (B) to Business Park (BP)
- Proposed Zoning Change - 16 acres  
Detached Residential (DR-1) to  
Business Park (BP)
- Roads
- Railroad
- Perennial Stream
- Intermittent Stream

CLARKE COUNTY BOARD OF SUPERVISORS



SUPERVISORS

WHITE POST VOTING DISTRICT  
A.R. DUNNING, JR.  
Chairman  
(540) 837-1719

MILLWOOD VOTING DISTRICT  
GARY KONKEL  
(540) 837-1780

RUSSELL VOTING DISTRICT  
JACK LILLIS  
(540) 955-2091

COUNTY ADMINISTRATOR  
DAVID L. ASH  
(540) 955-5100  
FAX: (540) 955-4002

SUPERVISORS

BERRYVILLE VOTING DISTRICT  
JOHN W. SOURS, JR.  
Vice Chairman  
(540) 955-1302

BUCKMARSH VOTING DISTRICT  
PHILIP SHENK  
(540) 955-3973

**ORDINANCE**  
**(Approved May 13, 1997)**

At a meeting of the Clarke County Board of Supervisors, held at the Circuit Courthouse on May 13, 1997, at 7:30 pm..

On motion by Supervisor Shenk, the Board of Supervisors approved the following ordinance by a Unanimous vote.

Whereas, senior citizens will be the fasting segment of the population for the next several decades;

Whereas, the Berryville Area Plan was amended in 1995 so as to allow senior citizen housing and related services in sub-areas 6 and 7 of the Plan;

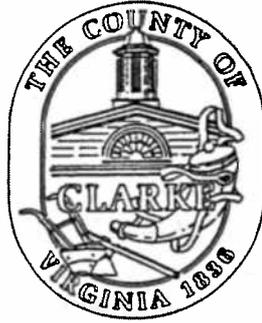
Whereas, the area of the proposed rezoning includes the proposed site of Mary Hardesty House, a residential development specifically limited to residents over the age of 62.

Now therefore be it resolved, that the Board of Supervisors approve the amendment of the Zoning District Map so as to rezone from "Business" and "Business Commercial" to "Older Person Residential and Service" an approximate 4 acre portion of the property identified as Tax Map Parcel 14-((5))-251B, located immediately west of the Food Lion grocery store and north of Mosby Road, Long Marsh Magisterial District.

ATTEST

  
David L. Ash, County Administrator

# CLARKE COUNTY BOARD OF SUPERVISORS



## SUPERVISORS

ITE POST VOTING DISTRICT  
A.R. DUNNING, JR.  
Chairman  
(540) 837-1718

LLWOOD VOTING DISTRICT  
JOHN STAELIN  
(540) 837-1903

USSELL VOTING DISTRICT  
BARBARA BYRD  
(540) 955-1215

COUNTY ADMINISTRATOR  
DAVID L. ASH  
(540) 955-5100  
FAX: (540) 955-4002  
www.co.clarke.va.us

## SUPERVISORS

BERRYVILLE VOTING DISTRICT  
J. MICHAEL HOBERT  
Vice Chairman  
(540) 955-4720

BUCKMARSH VOTING DISTRICT  
PHILIP SHENK  
Vice Chairman  
(540) 955-3973

## ORDINANCE

(Approved 5/15/01)

At a meeting of the Clarke County Board of Supervisors, held at the Circuit Courthouse on May, 15, at \_\_\_\_\_.

On motion by Supervisor Staelin, the Board of Supervisors approved the following ordinance by a Unanimous vote.

Whereas, the Berryville Area Plan establishes the land use policies of Clarke County and the Town of Berryville for the Berryville Annexation Area;

Whereas, the Clarke County Board of Supervisors seeks to broaden the tax base of the county;

Whereas, the Clarke County Board of Supervisors seeks to maintain and protect the county's environment and quality of life;

Whereas, the Board of Supervisors has recently completed construction of an extension of Jack Enders Boulevard, using money from the Virginia Industrial Access Program;

Whereas, sub-area 19C of the Berryville Area Plan has direct access onto this road and the new sewer main placed beneath the road;

Whereas, the Board of Supervisors established the Business Park (BP) Zoning District in 1999 to provide for the type and scale of business and light industrial uses that would be achieve to two objectives stated above;

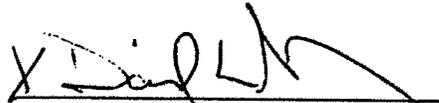
Whereas, adding used merchandise (antique) stores in existing structures and auction houses (both within 1000 feet of a state designated primary highway) to the list of permitted uses in the BP Zoning District would be consistent with the purpose and intent of the Berryville Area Plan and BP zoning district; and

Whereas, the Business (B) Zoning District allows uses that will not significantly broaden the tax base of the County and uses that may have a negative impact on the environment and quality of life in the county without special remediation efforts;

Now therefore be it ordained that, the following documents be amended:

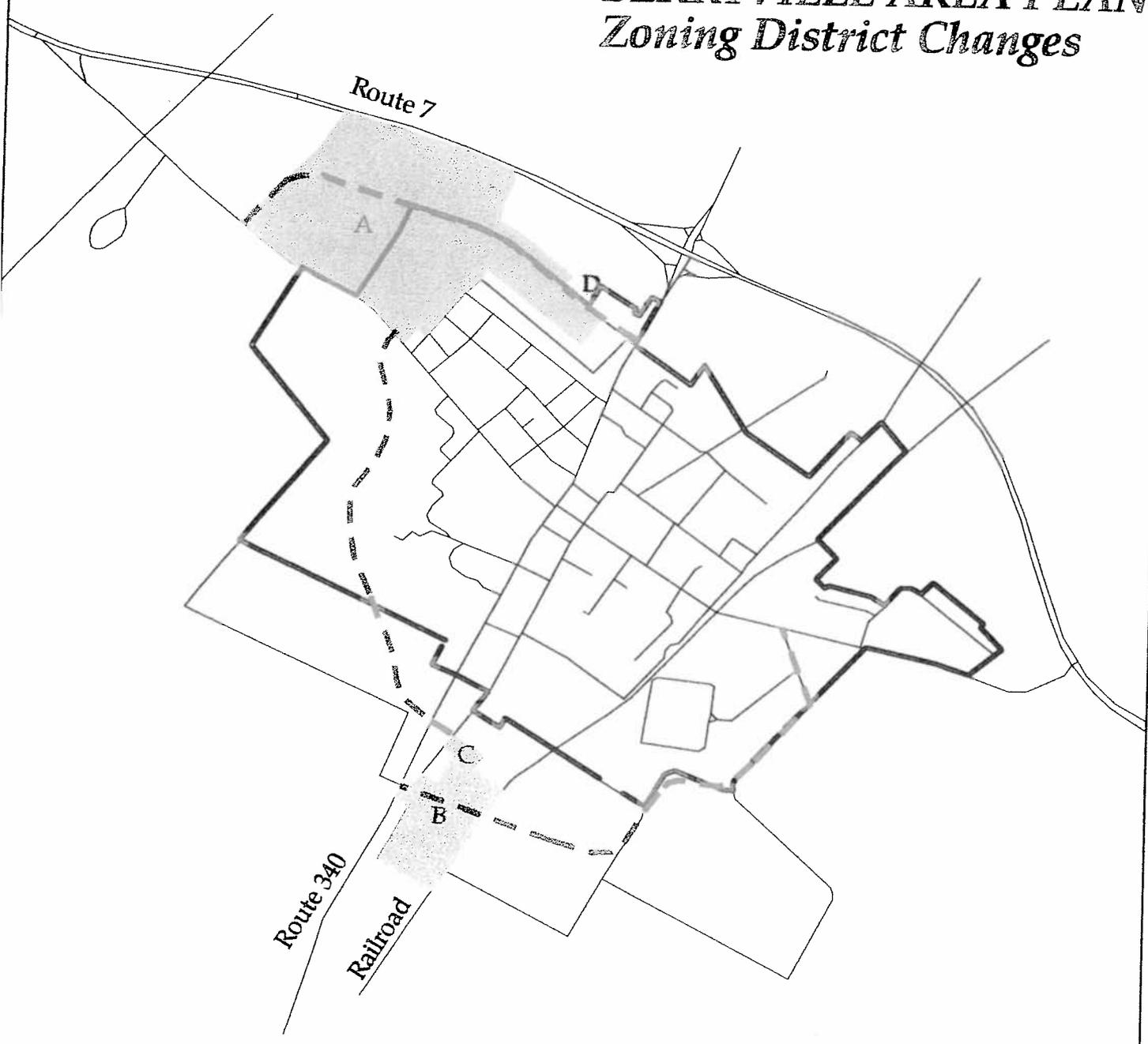
1. the Berryville Area Plan:
  - a. sub-area 18, to change access policies;
  - d. sub-area 19C to change the land use designation from Low Density Residential to Light Industrial/Research; and
  - e. sub-area 23 to change the land use designation from Business/Office to Light Industrial/Research;\
2. the Clarke County Zoning Ordinance, Section 3-A-11-a, Permitted Uses in the Business Park (BP) Zoning District so as to allow "Used Merchandise Store" [Antique Store] (NAICS Code 4533) in an existing structure within 1000 feet of a state designated primary highway and "General Merchandise Auction Houses" (NAICS Code 453998) within 1000 feet of a state designated primary highway.
3. the County Zoning Map:
  - a. the approximate 13 acre western portion of Tax Map Parcel 14-A-56 (sub-area 19C) be rezoned from Detached Residential-1 (DR-1) to Business Park (BP), located in the 300 block of Jack Enders Boulevard, east of Milton Valley Cemetery and the County Business Park. *The perimeter of this area starts at a point at the northwest corner of Tax Map 14-A-56 and the right of way for Jack Enders Boulevard, thence southeast along the property line between Tax Map Parcels 14-A-55 & 56 for 500 feet, thence southwest in a manner parallel to Jack Enders Boulevard to a point on the property line between Tax Map Parcels 14-A-56 & 20 located 560 feet southeast of the common corner of Tax Map Parcels 14-A-20, 53, 53a, & 56 thence northwest along the property line between Tax Map Parcels 14-A-56 & 20 to the common corner of Tax Map Parcels 14-A-20, 56, 53, & 53a, thence northeast along the northwest property line of 14-A-56 to the starting point.*
  - b. the 32 acres of Tax Map Parcels 14-A-38, 38A, and 38B (sub-area 23) be rezoned from Business (B) to Business Park (BP), located in the 500 block of South Buckmarsh Street, east of the intersection of South Church and South Buckmarsh Streets and west of the County Business Park and the Norfolk Southern Railroad.

Attest:

  
David Ash, County Administrator

# BERRYVILLE AREA PLAN

## Zoning District Changes



Clarke County GIS  
 June 4, 1997  
 /d1/arcdata/aab/zonechg\_cmp



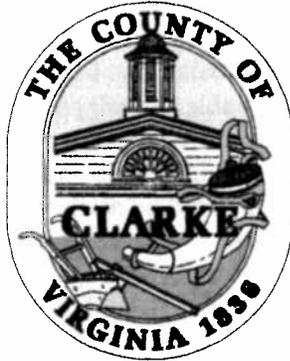
- |   |  |   |   |
|---|--|---|---|
|  | A. Detached Residential-4 (DR-4)<br>with a maximum of 290 dwelling units<br>August 27 & December 4, 1995 |  | Berryville Town<br>Limits as of<br>1/1/96 |
|  | B. Business (B)<br>February 18, 1997   |  | Proposed Roads                            |
|  | C. Detached Residential-4 (DR-4)<br>April 15, 1997   |  | Roads                                     |
|  | D. Older Persons Residential (OPR)<br>May 13, 1997   |   |   |

# Clarke County Board of Supervisors

Supervisors  
Millwood Voting District  
John Staelin  
Chair  
(540) 837-1903

Berryville Voting District  
J. Michael Hobert  
Vice Chair  
(540) 955-4720

Buckmarsh Voting District  
David Weiss  
(540) 955-2151



[www.clarkecounty.gov](http://www.clarkecounty.gov)

Supervisors  
White Post Voting District  
A.R. Dunning  
(540) 837-1719

Russell Voting District  
Barbara Byrd  
(540) 955-1215

County Administrator  
David L. Ash  
(540) 955-5175  
FAX: (540) 955-5180

## ORDINANCE 09-02ORD

At a regular meeting of the Board of Supervisors of Clarke County, Virginia, held at the Town/County Government Center of said County on 2009 September 15 at 6:30 p.m. On motion by Supervisor Byrd, the Board of Supervisors (Staelin-aye, Hobert-aye, Byrd-aye, Dunning-aye, Weiss-aye) approved the amendment to the Berryville Area Plan.

**WHEREAS**, the Berryville Area Plan is established to protect the health, safety, and welfare of the community;

**WHEREAS**, an amendment was made to the Berryville Area Plan on December 4<sup>th</sup> of 1995 to enable the development of Mary Hardesty House which was located in sub-areas 6 and 7; and

**WHEREAS**, this amendment became redundant by the 1997 Berryville Area Plan amendment, which established Sub-area 6A, specifically for Housing for Older Person uses and which encompassed Mary Hardesty House and Heritage Day Care;

**NOW THEREFORE BE IT ORDAINED**, that the Berryville Area Plan: Chapter V, be amended so as to delete the paragraphs in each sub-area section with the following first sentence: Housing for the elderly is a land-use designation to be applied to the sub-areas 6 and 7.

Approved 2009 September 15

ATTEST:  
TA-09-05

A handwritten signature in black ink, appearing to read "D. L. Ash", is written over a horizontal line.

David L. Ash, County Administrator

BERRYVILLE AREA PLAN  
TEXT AMENDMENT

Text to added showed *in bold Italics*

Text to be deleted showed ~~struck through~~

---

**SUB-AREA 6**

Sub-Area 6 contains approximately 24 acres and is situated between sub-area 4 on the west and sub-area 7 to the east. The boundary on the west lies on the east side of a relatively steep ridge. As discussed previously, the ridge is the location of the eastern most residential cul-de-sac in the approved subdivision covering sub-area 4. An approximate 200 foot strip of land has been allocated to sub-area 4, east of the cul-de-sac, to provide a consistent land use pattern on both sides of this platted cul-de-sac. The eastern boundary lies approximately 1000 feet west of Route 340 so as to allow a reasonable depth of development for sub-area 7 off of Route 340. To the north is Route 7 Bypass. On the south is Mosby Road, the platted collector street referenced earlier. The sub-area is not developed, has two separate owners, contains part of a producing apple orchard, and is zoned is primarily Professional Office, with some Highway Tourist Commercial and Agricultural/Open Space/Conservation in the northeast corner.

The westerly bordering ridge limits the visibility of Sub-area 6 from Sub-area 4 and Route 7 Bypass, while major views into the area are obtained from Route 340, Sub-Area 7 and the residential neighborhood to the south. Thus, the need to maintain consideration of the visual values of future development (via buffering, setbacks and landscaping) would apply to any development. It is unlikely that appropriately scaled development will adversely impact the maintenance of the desired scenic views from the Bypass. Future land development, however, must be particularly sympathetic to existing and future residences.

Sub-Area 6 has moderately sloping relief, with sensitive drainage areas that must be considered in determining the nature and placement of future land uses. The need for stormwater management relief in this area dictates that development be carefully planned, with clustering of physical structures and thoughtful scaling and siting of uses relative to future uses proposed for Sub-Areas 4 and 7. The sub-area's Poplimento and Timberville soils are generally unsuitable for urban development activities. The Timberville soils are common to the sensitive drainage areas of the property. The sub-area is not immediately served by public water and sewer. However, these utilities, which serve existing development to the south, are within close proximity to the property.

Access into Sub-Area 6 must be coordinated with any proposed future development patterns in the adjoining sub-areas. Any street connection to Route 340 through Sub-Area 7 must be conditioned on the protection of capacity and functioning of the Route 7 Bypass/Route 340 highway interchange. Similarly, the volume and nature of the traffic generated by development of this sub-area that would travel west, past sub-areas 3 and 4, must take into consideration the residential character of these sub-areas.

The Business/Office land use designation is applied to Sub-Area 6 to establish the framework for a low intensity business park that should be planned in conjunction with Sub-Area 7. The Business/Office use policy is established to provide for the location of non-retail business activities, such as contractor's yards, limited assembly and distribution uses, and offices. It is intended that such uses provide for employment opportunities as well as serve the needs of County residents. Such activities shall be developed in a low intensity manner, such that they serve as transitional uses between residential uses to the south and west and higher intensity Highway and Visitor Commercial uses to the east. This strategy is in keeping with the Town and County's firm commitment to the preservation of its existing residential neighborhoods and the semirural lifestyle of the outlying community, while ensuring the economic vitality and stability of the County and the Town. In addition, the locational characteristics of the Business/Office uses solidifies the goals of the Town and County of expanding the tax base while preventing the spread of economic development into rural portions of the County and providing for such development in the area of the County where urban services are available.

~~Housing for the elderly is a land use designation to be applied to sub-areas 6 and 7. Such use for elderly housing should have a positive fiscal impact. Such use located in sub-areas 6 and 7 will be in close proximity to the existing grocery store in sub-areas 7, a use which generally should be located close to housing for the elderly. Such elderly housing use will provide a tax base to support the Town and County and the residents should have sufficient disposable earnings, not subject to leakage, to support existing businesses, including businesses in the retail core of the Town. Such use further will not have a negative fiscal impact on the capital budget, nor a negative impact on future capital improvements, particularly the school component thereof.~~

Other relevant planning issues for Sub-area 6, include provision of quality landscaping, screening and buffering to alleviate potential concerns from the planned residential uses to the south and west. Proper site planning and design measures should focus on buffering development within the sub-area from east-bound traffic on Route 7 while maintaining and preserving the scenic vistas along the Route 7 Bypass. The design and scale of such businesses and offices should have a residential character and respect the architectural themes in the Berryville Area. A consistent 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 7 Bypass. Site planning should also include extensive landscaping which should screen the views of the buildings from the Route 7 Bypass and interchange as well.

The proposed Business-B zoning district for this sub-area states that Development intensity should not exceed a 0.3 floor area ratio (FAR), based on the net developable area within the sub-area. Sub-Area 6 has an approximate development capacity of approximately 240,000 square feet of leasable area. This zoning district is a successor to the Professional Office zoning district currently applied to most of this sub-area. It is substantially the same as this district with an expanded list of allowed uses and higher density limits.

Site Plan approvals and other future land use decisions in Sub-Area 6 should take into consideration whether 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 6 shall be coordinated with the development of the balance of the planning precinct. Incremental and compact growth is encouraged with higher intensity development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Therefore, site plans for development in the applicable Business-B zoning district, should only be approved upon the submittal of superior development proposals which address phasing, transportation issues, stormwater management, quality site design, and other applicable site design issues previously addressed above.

## **SUB-AREA 7**

Sub-Area 7, containing approximately 22 acres, is situated in the southwest quadrant of the Route 7 Bypass/Route 340 highway interchange, being bordered on the north and east by these roads. The southern boundary abuts Mosby Road, the platted collector street, and the Town's corporate limits which includes existing residential structures. The western boundary of the sub-area is approximately 1000 feet west of Route 340 and lies perpendicular to Mosby Road. This physical planning unit currently contains a warehouse structure and an office, with the majority of the area being undeveloped open space. Two separate property ownerships comprise this area, which is currently zoned Highway Tourist Commercial, Professional Office, and Agricultural/Open Space/Conservation.

This area has gentle to moderate relief, with the same drainage concerns applying as noted in the previous narrative. The Stormwater Management Plan will address hydrologic characteristics and recommendations for conservation practices. The northern portion of the sub-area has dense natural ground cover, characterized by irregular woodlands; the southern portion is in grass. Public water and sewer facilities are available to the sub-area from existing mains on Route 340.

Land development must be sensitive to existing soils conditions and geophysical limitations posed by the existence of bedrock in the area. The Poplimento and Timberville soils, which pose severe geotechnical limitations for urban development activities, must be given special consideration in any future development proposal for the site.

Future access to Sub-Area 7 must be carefully planned in order not to adversely impact the intended function of the interchange and level of service of Route 340. Any traffic improvements into this area must maintain proper separation from the eastbound-to-southbound Bypass ramp onto Route 340. Transportation impact analysis must address requirements for additional right-of-way, turning lanes, and signalization on Route 340. Specifically, signalization of the Route 340/Mosby Road intersection shall be installed by private developers at such time as the Virginia Department of Transportation determines that traffic volumes warrant. Both individually owned tracts within Sub-Area 7 must have coordinated internal street improvements, designed to serve the ultimate traffic demands from master planned land uses. In addition, transportation plans should provide for internal pedestrian movements via sidewalks and paths.

Sub-Areas 6 and 7 have excellent internal visibility between them; thus, suggesting that mutually compatible land uses be programmed for the sub-areas. Also, the preservation of at least a portion of the existing woodlands should be considered in determining the development potentials of the property. This thickly wooded area adds to the scenic value of the sub-area and serves to diminish runoff and erosion within the watershed.

The nature of the planned development of the sub-area and its location at the Route 7 Bypass/Route 340 interchange, in addition to requiring transportation planning and improvements, also requires that the design and scale of businesses and offices be subject to design review. This is necessary if the character of the Town is to be preserved and enhanced. Future land uses must be in accord the historic access corridor design guidelines established for the adjacent arterial streets, with setbacks compatible in scale with the programmed uses for this physical planning unit.

The land use designation for Sub-Area 7 is Highway and Visitor Commercial. The Highway and Visitor Commercial land uses are established to provide locations within the Berryville Area for highway oriented business and commercial activities such as retail uses dependent on automobile access, restaurants, motels, and offices. The locational characteristics of the Highway and Visitor Commercial

uses solidify the goals of the Town and County of expanding the tax base while preventing the spread of economic development into rural portions of the County and providing for such development in the area of the County where urban services are available.

The Highway and Visitor Commercial Land use policy is designed to encourage business and commercial employment uses in a master planned setting, with an emphasis on low density, well landscaped development. This strategy is in keeping with the Town and County's firm commitment to the preservation of its existing residential neighborhoods and the semirural lifestyle of the outlying community, while ensuring the economic vitality and stability of the County and the Town. Private developers should coordinate their work to establish a master site plan for the overall planning precinct (Sub-Area 4, 5, 6 and 7) as a condition of any specific land use approval. A consistent design theme should be established for all proposed buildings within the Highway and Visitor Commercial complex. Given the locational and topographic characteristics of this sub-area, this property should be developed in a campus setting, emphasizing low intensity building coverage, quality landscaping and buffering as well as the preservation of the extensive natural drainageways which impact the site. Site planning and design should address stormwater management and preserve the existing natural swales and ridges.

~~Housing for the elderly is a land use designation to be applied to sub-areas 6 and 7. Such use for elderly housing should have a positive fiscal impact. Such use located in sub-areas 6 and 7 will be in close proximity to the existing grocery store in sub-areas 7, a use which generally should be located close to housing for the elderly. Such elderly housing use will provide a tax base to support the Town and County and the residents should have sufficient disposable earnings, not subject to leakage, to support existing businesses, including businesses in the retail core of the Town. Such use further will not have a negative fiscal impact on the capital budget, nor a negative impact on future capital improvements, particularly the school component thereof.~~

Development intensity in the Business Commercial Zoning District proposed for this sub-area should not exceed a 0.3 floor area ratio (FAR), based on the net developable area within the sub-area. The sub-area has an estimated development capacity of 210,000 square feet of leasable area. However, only with extensive private sector land planning, will the ultimate attainment of this land holding capacity be achieved, due to the location of the sub-area and the surrounding land uses. This zoning district is a successor to the Highway Tourist Commercial zoning district currently applied to most of this sub-area. It is substantially the same as this district with an expanded list of allowed uses and higher density limits.

The type and scale of commercial uses should relate to the architectural styling, massing, and materials described in the guidelines for the Historic Access Corridor while serving the prevailing marketplace needs. Development should be phased in as the infrastructure, transportation, water and sewer facilities allow. The planning of public streets, serving the sub-area, should address both on-site and off-site improvements as a condition of approval. The same condition should also apply to the provision of water and sewer service.

Site development in Sub-Area 7 should be coordinated with the development of the general planning precinct. Incremental and compact growth is encouraged with higher intensity development on selected tracts where superior site design and public improvements are incorporated into site development schemes. Therefore, site plan approval should be based on submittal of superior development proposals that address phasing, transportation issues, quality site design and other applicable site design issues previously addressed in the Sub-Area 7 narrative. Site Plan approval and other future land use decisions in Sub-Area 7 should be subject to the stipulation that 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.