

COMPREHENSIVE PLAN



2007 UPDATE

Town of Woodstock, Virginia

Comprehensive Plan 2007 Update

The Town of Woodstock wishes to express appreciation to those members of the public, Planning Commission, and Town Council who have dedicated countless hours to the preparation of this Comprehensive Plan update.

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INTRODUCTION

Everybody plans. People make financial plans, travel plans, and work plans that reflect personal goals and objectives. Plans help them to organize their time and work towards their goals in a logical fashion. By planning they are able to understand where they are now and what they must do, both now and in the future, to achieve their goals. They can then put together a plan of action that will enable them to accomplish these tasks.

Planning saves time, effort and money.

Planning makes sense for the town as well as for individuals and households; however, town planning involves many more factors than personal planning and is intended to serve the best interests of a population. Planning is an organized way of finding out what the town's needs are, and then setting goals and objectives for future development of the town designed to meet those needs. Planning is a way of aspiring for effective and efficient change to make the town a better place to live.

The comprehensive plan shows the current positive and negative aspects of the town. It offers guides to spending public money for improving community life and indicates where each type of private development should occur in order to protect and enhance local character and quality of life. By planning, the town continues to associate its economy, housing base, the local environment, and its historic qualities with the remediation of annoying and pressing problems such as traffic congestion, low water pressure and limited employment opportunities.

The Town of Woodstock Comprehensive Plan presents a vision of what kind of community the town would like to be in the future and identifies the steps required to move toward that vision. The plan provides information about the town's current conditions, long-term goals and objectives, and recommended implementation strategies. It addresses a wide range of issues, including land use, housing, transportation, infrastructure, the preservation of historic and natural resources, and economic development. As a long-term guide for the community, the comprehensive plan also

helps town leaders make decisions about the location, scale, and quality of new development; the improvement of neighborhoods and commercial areas; the revitalization of downtown and surrounding historic areas; the extension and upgrade of roads and utilities; and the future of the town's parks and public spaces.

Legal Basis For a Comprehensive Plan In Virginia

The comprehensive plan is important because it is both comprehensive and it is long term. It is so essential that the Commonwealth of Virginia requires, in Section 15.2-2223 of the State Code, that every community prepare and adopt a comprehensive plan to guide its future growth and development. This plan must be kept up-to-date; state law requires the planning commission to review the plan at least once every five years. The requirements for and the procedures by which a Virginia municipality prepares and updates a comprehensive plan are contained in Article 4 of Title 15.2 of the Code of Virginia.

Once a comprehensive plan is adopted by the local governing body, it has the following legal status:

“...it shall control the general or approximate location, character, and extent of each feature shown on the plan. Thereafter no... (improvement), whether publicly or privately owned, shall be established, constructed, or authorized, unless and until...submitted to and approved by the local commission as being substantially in accord with the adopted comprehensive plan or part thereof.” (Code of Virginia)

Thus, the plan helps to coordinate most town activities by examining them all together at one time - a comprehensive approach. In this way, transportation is coordinated with decisions on new development, which in turn can be accommodated by planned improvements to water and sewer service. At the same time, valued historic and natural resources are known and considered. Adopting and publishing a plan makes known the town's desires to others, allowing all to know the town's development policies. A long-

term view is necessary, so that short-term solutions to respond to a crisis do not preclude the town from reaching its long-term goals. The plan is the general guideline for community development and, once adopted, the local commission has the authority to approve or disapprove proposals for development based on conformance of the proposal with the plan.

History of Local Planning Efforts

The first comprehensive plan for the Town of Woodstock was adopted in 1970s. In 1998, the Woodstock Town Council directed the Planning Commission and Town Staff to undertake an update of the original version of the plan. The Lord Fairfax Planning District Commission was retained by the town to provide technical assistance with town staff providing the text updates. The resultant comprehensive plan was adopted in 2000.

In 2005, at the request of the Woodstock Town Council, a review of the comprehensive plan was undertaken and an update of the sections pertaining to Land Use, Transportation and Community Facilities was authorized. The Town's Director of Planning serving as staff advisor to the Planning Commission and Town Council, directed the update of the comprehensive plan. This update is the culmination of the joint efforts of those town residents who became involved in the process, Planning Commission, Woodstock Town Council, the Town Manager, and the Assistant Town Manager/Planner. Technical assistance for the update was secured from Stowe Engineering and the Northern Shenandoah Valley Regional Commission.

The Plan as a Guide

It is important to realize that while the plan is important, it is only a guide. It is not a regulating document. It is not the law. Rather, it is a policy document used by the Planning Commission and Town Council to guide decisions about such issues as rezoning proposals, the location of new roads, investments in water and sewer improvements, and the development of parks. The plan is implemented by the town

through the Zoning and Subdivision ordinances, the Town Code, the Capital Improvements Program, and the annual budget.

HISTORY
A History of Woodstock
by
Dr. Joseph Clower

AS A PIONEER VILLAGE

The Town of Woodstock was established as a political entity by an act of the Virginia General Assembly in March, 1761. This action was sponsored by George Washington, who at that time was a member of the Virginia House of Burgesses representing Frederick County. (the Woodstock area was then a part of Frederick County, and remained so until 1772.)

That action of the General Assembly gave Jacob Miller full credit for initiating the idea. The Assembly action reads in part as follows:

... "whereas it hath been represented to this present General Assembly that Jacob Miller of the County of Frederick, hath laid off twelve hundred acres into streets and lots, ninety six of which are divided into lots of half an acre each, and the residue into streets and lots be it therefore enacted . . . that the land so laid out by the said Jacob Miller . . . shall be . . . established a town, and shall be called and known by the name of Woodstock."

Miller was obviously a very enterprising man. He and his family came to America from Germany in 1749, and settled temporarily in Pennsylvania. By 1752 he had succeeded in obtaining from Lord Fairfax a land grant of 400 acres in the area that would eventually be included in the town limits of Woodstock. It is reasonable to assume that he and his family moved here from Pennsylvania about that time.

Within the next few years, by purchase of adjacent parcels of land, he became the proprietor of 800 more acres. On this 1,200 acre plot he then proceeded to lay out the plan of a town on an elaborate and systematic scale. This was the town plan to which reference was made in the action of the Virginia General Assembly in 1761.

The question is often asked: Why was "Woodstock" chosen as the name for this new town? The town was settled largely by Germans, yet "Woodstock" is an English place name. The answer may lie in the fact that it was George Washington who introduced the resolution in the Virginia Assembly establishing Woodstock as a legal corporation. Jacob Miller may have left the choice of a name to Washington's discretion. If so, what might have influenced Washington? Consider this: Washington's ancestral home was Sulgrave Manor, located about 25 miles from Woodstock, England. Since Winchester was Washington's political base in 1761, and since Winchester is also an English place name, Washington may have been moved by sentiment to call his newest corporate neighbor by the same name as his English ancestral neighbor. All this is pure

conjecture, of course. Notwithstanding, this official nomenclature, Jacob Miller's town, continued for many years to be known as Millerstown, or on the tongues of the German residents, as Muellerstadt.

When Miller arrived to inspect his newly-acquired property what did he find here? For one thing he found a well-established trail running through it. Even before the first white settlers began to move into the Valley, Indians had beaten a path running the length of it. For many years it had served as a warpath for the Catawbe Indians of the South and the Delawares of the North, mortal enemies who had moved back and forth through this area in their attacks upon each other. This came to be known as the Indian Road, and was the main artery of travel through this part of the Valley. With many engineering adjustments throughout the years, US Route 11 has followed this old Indian Road, later called the Great Wagon Road, and Jacob Miller apparently used this old trail in laying out the main street of his new town.

There were also Indians settled here before the white settlers arrived. Archaeologists have found evidences of Indian settlements scattered throughout this area. In the early days, relations between the local Indians and the white settlers were friendly.

The French and Indian War changed all that. This war between England and France erupted in 1754, and continued until 1763. In America that conflict revolved around the struggle for control of Canada and the American colonies. In that struggle the French enlisted the help of the Indians, whom they used in raiding parties against the so-called "English settlers". Hence the name "French and Indian War".

The white settlers here in this part of the Valley began to sense that trouble was brewing when the local Indians began to move out of this area; to move northwest across the Alleghenies, doubtless induced by attractive offers of one sort or another from the French. From that point on until the late 1760's white settlers here were in constant danger from Indian raids. Many atrocities are recorded as taking place during that period.

This is part of what Miller found when he arrived to take possession of his newly-acquired property. What else did he find here?

Miller also found that white settlers had preceded him. We don't know precisely when the first pioneers arrived in this particular locality, but we do know that settlement of the northern end of the Valley began during the third decade of the 18th century. Miller arrived here approximately twenty years later. The Act of the Virginia Assembly establishing the town as a legal entity implies a small settlement here in 1761, noting that "several persons are now living there." There is no available map of the settlement that stood here before Miller arrived, but it is most unlikely that he found a row of cabins neatly situated along a village street. It is more realistic to assume that the community which he found here consisted of a scattered collection of log buildings.

It has been a long-standing local tradition that when Miller arrived he found a log church standing more or less in the center of this small community, and that when he drew his plan of the town he left this church sticking out half-way into main street. It is thought that the church faced west at the head of what is now called East Court Street.

That seems like an odd arrangement. Why didn't Miller lay off the main street a few feet to the west and thus line up the front of the church with the property line on the east side of the street? Miller doubtless had a good reason for this odd arrangement. He was no doubt influenced partly by the fact that the ground around the church must have included a cluster of graves. It is a known fact that a sizable graveyard did develop in proximity to the church. Miller himself may have seen the beginning of that. A traveler many years later, in 1848 observed in his Journal that the village church stood in the center of the street, and that "around it were many grassy mounds, showing where the rude forefathers of the village sleep".

In the plat of his new town Miller not only left the church in the center of the main street; he may have intended to create a symbolic focal point at the center of the village. Main Street (which Miller called King Street) was, and now is, straight and wide, and a traveler standing blocks away at either end of town would be able to see the church, and as he approached it he would discover that he must, in deference to it, change his course slightly. In Miller's day the Courthouse and Jail did not occupy the corner lots, and even today those buildings sit a considerable distance from the street, so that there would have been, and still is for that matter, ample room for traffic to move in a semicircle around a building standing in the center of the street.

During the year following the Virginia Assembly's action incorporating the town, Miller held a big land sale at which time many of the lots that he had carefully plotted on his land were purchased. Unfortunately Miller did not live long enough to enjoy all his dreams of municipal growth. He died in 1766, just four years after his big land sale, but this sale had held promise of an encouraging future; he had sold over forty lots on that occasion. After his death his son-in law, Abraham Brewbaker, became proprietor of his grant. Brewbaker was supported in this responsibility by a self-perpetuating board of trustees who had been appointed by the Virginia General Assembly in 1761 to serve as an official governing body for the new town.

(Incidentally, this form of local government continued until 1795, at which time the town was authorized to elect trustees annually. Woodstock was governed in this way until 1872, when the form of councilmanic government now in effect was adopted.)

The history of Jacob Miller's town cannot be determined with any accuracy. Unfortunately, the Town Trustees appointed in 1761 left no record of their deliberations. In fact, no record of Trustee deliberations can be found for the entire period of Trustee management. Moreover, there was no local newspaper prior to 1817.

Miller's plat of the town described in the 1761 Act of the Virginia Assembly is available. That established the first official boundary of the town, but it does not indicate where existing buildings were situated. Also available is the record of purchases in the 1762 land sale. This provides a better clue to the size of the town. Apparently the price of a lot with no building upon it was 20 shillings. Since some of the lots sold for much more it can be assumed that a building had already been erected there. Based upon these prices the size of the town in 1762 must have been a small village of not more than a dozen dwellings. Most, if not all, of these earliest houses were built of logs. Chimneys were constructed of bricks or stone, more often of the latter. Realistically speaking, Jacob Miller's town was an unpretentious pioneer village.

AS THE COUNTY SEAT

Two things happened in 1772, six years after Jacob Miller's death, that had significant impact upon the town: Woodstock became the county seat of Dunmore county (the name was changed in 1777 to Shenandoah County), and Peter Muhlenberg arrived in Woodstock to begin a pastoral ministry.

John Peter Gabriel Muhlenberg was a Lutheran clergyman from Pennsylvania who came to Woodstock in 1772 to serve as pastor of Lutheran congregations in this area. Because Virginia was still a British colony, and the Anglican church was the only denomination officially recognized, Muhlenberg discovered that he could render a more effective leadership if he had Episcopal ordination, so he went to London and was ordained a priest in the Anglican church. Upon his return to Woodstock, he served both Lutherans and Episcopalians in this area until he entered military service in 1776.

Muhlenberg had an extensive parish. In addition to his congregation in Woodstock, he served congregations in Strasburg, Edinburg, Mt. Jackson, Fort Valley and even one in Page county. In Woodstock he conducted services in the Village church "in the center of town". Muhlenberg and his family lived in a house that stood on the corner where a bank is now located.

Muhlenberg came to Woodstock as a pastor; he left four years later as the commander of a military regiment. In those four short years he became the chief spokesman of local Revolutionary discontent, and the acknowledged leader of local patriotic efforts.

One of the earliest "declarations of independence" to appear in the colonies in those stirring pre-Revolutionary days was initiated at a meeting held in Woodstock on June 16, 1774, over which Muhlenberg presided, and the bold Resolutions that issued from that group were largely influenced by Muhlenberg.

Every school child has heard the story of that Sunday morning church service in Woodstock in January of 1776, when pastor Muhlenberg threw off his clerical vestments

and stood before the congregation in the uniform of a continental soldier, while his drummer boy mustered volunteers at the church door.

In Woodstock today there are four tangible memorials to this "fighting parson of the American Revolution." In 1878 the town fathers named a street after him. In more recent years they adopted as the official seal of the Town a representation of Pastor Muhlenberg standing in his pulpit dressed in a regimental uniform beneath his clerical gown. Other memorials are Muhlenberg Plaza on West Court Street and the bust of "the General" on Court Square.

Muhlenberg's influence had been greatly enhanced by the fact that Woodstock became the county seat the same year that he arrived in town. From that point on what happened in Woodstock affected a wider area than Jacob Miller's twelve hundred acres.

The naming of Woodstock as the county seat immediately necessitated two public buildings - a courthouse and a jail. The first courthouse was located in the one hundred block of what is now North Church Street. (Jacob Miller had named this street Duke William Street). This first courthouse was a temporary adaptation of a residence, known for many years afterwards as "the old Fadely building". It stood on Lot 172. It was razed in the 1880's to make way for a more modern residence.

By 1774 the county had erected a more permanent courthouse on the rear of what is now called "the courthouse yard". This building served as the courthouse until 1795 when the stone portion of the "old courthouse" was erected in front of the 1774 building. That first "permanent" courthouse is no longer standing.

The stone courthouse was enlarged in 1871 by the addition of what may now be called the middle section of the present building. It was designed as a courtroom, and served as the only courtroom for the county until the new courthouse was built. In 1886 the back section of the present building was added for a Clerk's Office. Although the county now has a new and more spacious courthouse, the old courthouse is still used for court business. It is the oldest courthouse in current use west of the Blue Ridge.

Various dates are given for the erection of a jail on "the Jail Lot," ranging from 1774 to 1793. The building that was eventually erected on this site, and that was enlarged through the years, was torn down in 1906 to make way for a more substantial and attractive building that continued to serve until the present jail was built in the early 1970's.

In 1774 Abraham Brewbaker deeded the lots on the south side of East Court Street between Main and Church streets to the vestry men of Beckford parish to be used for a church building and a graveyard. The Episcopalians did not erect a church building on their property until 1882, but prior to that a sizable graveyard had developed on the Main Street corner.

The origin of that graveyard must have dated back to pioneer days. It was no doubt an extension of the "many grassy mound" around the village church described by the visitor in 1848. It is obvious that this Episcopal graveyard was the oldest burial site within the corporate limits of the town. Even after the village church was torn down in the mid-19th century, and the graves immediately around it were either removed or covered over, the corner lot remained a burial site until the early 1880's when the Episcopalians sold that corner portion of their property to help finance the building of their church. By that time, judging from numerous references in the local newspaper to the neglected condition of that burial site, the corner graveyard had become a disgrace to the community.

These are word pictures of what the center of town looked like during the closing decades of the 18th century. Remnants of the past were the village church still standing in the middle of the street, the Muhlenberg house nearby and the graveyard. However, the handsome stone courthouse and the brick jail were visible reminders that Jacob Miller's little pioneer village was now the county seat.

Other changes in the appearance of the town as it grew in size and importance were not systematically documented. The principal source of information for these early years are isolated references in old copies of the local newspaper. Sometimes the editor rejoices over noted improvements, sometimes he laments neglected areas, and occasionally, but not often enough, he injects a choice scrap of local history into a news item.

An example of the latter is the local paper's report on the demolition of the Shockey Flats in 1935. This old building that once stood on the site now occupied by the Municipal Building was a remnant of the late 18th century. The paper reported that it "was certainly erected between 150 and 200 years ago by George Fravel, and was known then as Fravel's Stage Tavern. All stages going up and down the Valley stopped at this hostelry. Later it was Reamer's Tavern, and after that it was owned and operated by Charles Welsh for many years."

Another newspaper report on the demise of the old building noted that under the management of Jacob Reamer the tavern "was the stopping place for many historic figures such as President Andrew Jackson and President Millard A. Fillmore. During the "Bloody Days" of 1861-1865 the fiery Southern politician, Henry Clay, was reported to have been a guest at the tavern."

In the late 18th and early 19th centuries Woodstock provided a scheduled rest stop for stage coaches on the great wagon road that ran through the town. Fravel's Stage Tavern was probably the first, but others followed. In 1820 Mrs. Ann Turnbull ran an ad in the local newspaper announcing that she had taken possession of "that noted tavern stand known by the name of the Woodstock Coffee House and Hotel formerly occupied by Mr. Gray." In 1852 Frederick Sheffer bought property on Main Street that is designated in the deed as "the Buck Tavern property." This reference implies that a

Tavern had already been established on that site some years before. Another hotel, built in the early 1830's and known as the Gibbs Hotel, was located across the street from "the Buck Tavern property."

This brief survey of taverns in this small Valley town implies considerable commercial activity in Woodstock in these early stage coach days. While the town did not keep pace commercially with Winchester and Harrisonburg, its merchants and artisans did manage to provide general necessities and services for itself and its rural neighbors.

According to Martin's Gazetteer of Virginia for the year 1835 Woodstock had one printing office, five mercantile stores, two taverns, three tanyards, four saddlers, two hatters, five boot and shoe factories, five house joiners and carpenters, three wheelwrights and chair makers, four tailors, two smith shops a tinnier, two saddletree makers, two saddletree palters, two bricklayers and masons, two plasterers, an earthenware factory, a stoneware factory, a watchmaker and a wagonmaker. The first brickyard in Woodstock was started by David D. Hoshour in 1835, apparently too late to be listed in Martin's Gazetteer.

The commercial importance of Woodstock was appreciably enhanced by the coming of the railroad. The first railroad in Shenandoah county south of Strasburg was the Orange, Alexandria and Manassas Gap railroad. By 1856 trains were running as far as Woodstock, and by 1859 the line was completed to Mt. Jackson. The war interrupted work, and Mt. Jackson remained the end of the line until about 1868.

A striking change in the appearance of the town in the 19th century was the removal of the Village Church from the middle of Main Street. The church was torn down about 1850, but no record has been found to indicate when it ceased to be used for religious purposes. However, by the late 18th and early 19th centuries various denominational groups had begun to worship in their own buildings.

The Lutherans and the Episcopalians may have been the last to discontinue services in the Village church, due to Peter Muhlenberg's prior association with them in that building. By 1803 the Lutherans had laid the cornerstone of a building, but this was not completed until 1822. This building stood on the present Lutheran property, but faced on church Street. The Episcopalians did not erect their own church until 1882.

If local church historians are correct, members of the German Reformed congregation (now the United Church of Christ) were worshipping in their own building in the early 1770's. This was a simple log building located on the present site of the "Old Reformed Cemetery" in the 300 block of South Church Street.

The first house of worship for the Methodist congregation was a log building erected about 1808 on the same location as the present Methodist Church. The Presbyterians had purchased the eastern portion of the Episcopal property on Court Street

and had erected their own house of worship there in 1833. That building was burned during the civil War, but rebuilt on its present location.

In addition to the Episcopal church already mentioned, the town acquired three more church buildings during the late 19th century: Mt. Zion A.M.E. Church in 1870, located on the corner of Church and Locust Streets; the Christian (Disciples of Christ) Church in 1880, located at that time on High Street just off Commerce Street; and the Roman Catholic Church in 1888, located on the corner of North Main and Foundry streets.

Cultural and civic activities in Woodstock during the 19th century kept pace with commercial and religious activities. Two significant events occurred in 1817; (1) the Woodstock Academy was chartered by the Virginia General Assembly, and (2) Williams and Bogan founded the Woodstock Herald, now known and published as the Shenandoah Valley-Herald.

The Woodstock Academy must not be confused with Massanutten Academy that was not established until 1899. The Woodstock Academy was located on what is now East Court Street (once called Market Street) on property now belonging to the Presbyterian Church. This was the first school in the community for young men, providing a formal education in the English language. It rendered a notable service for many years. In 1847, a similar school for young ladies, called the Woodstock Female Seminary, was established. In 1870 a new public school system was established by the state of Virginia, and local schools were incorporated into that system.

The Civil War left no serious visible scars on the town. No major battles were fought in the immediate vicinity, although skirmishes and large troop movements were not uncommon. Various homes were used from time to time as headquarters for staff officers on both sides of the conflict, and as occasional emergency hospitals. A few buildings were destroyed. The scars left by the war were mostly personal.

Those who had business with the Court, and shoppers from the outlying areas, enlivened day-to-day activities on the streets of this county seat, but during the closing decades of the 18th century, and well into the 19th, the town itself did not grow much in size.

The first census of this area was taken by Alexander Hite in 1783, but it recorded the population of the county as a whole and not by districts or townships. Two years later another census was taken, but this, too, did not include a statistical breakdown of population figures for the town. In 1820 the local newspaper took an unofficial census of the town and reported a population of 740. Another unofficial census taken thirty years later reported a town population of 900.

Environmental conditions in the town did not improve much either during this period. Even as late as 1878 an irate citizen wrote a letter to the editor of the local

newspaper complaining that the town fathers were "penny-wise and pound-foolish" in their continued neglect of needed improvements. He ventured the opinion that a stranger who saw the town in the daytime would not dare to venture out after dark. He reported that "Woodstock is spoken of as the most ragged, dirty and uninviting county seat in the Valley."

This critic must not have been very wrong, judging from repeated references in the local newspaper, and even in Minutes of the Town Council. For example, in a meeting of the Council held in January 1883 the committee on Health was reminded that something needed to be done about the offensive smells along the street caused by privies and hog pens. Apparently many privies and hog pens were so placed that offensive matter was discharged into open drainage ditches. At one meeting of the Council, the Committee on Health presented a bill for expenses incurred "in cleaning out ditches, liming gutters, and disinfecting foul and impure places."

In 1899 it became necessary to pass an ordinance forbidding the burning of wastepaper or other matter, or building a fire of any kind, on the streets after three o'clock in the afternoon. The Council also ordered the Town Sergeant "to see to it that no slops were emptied on the streets, but only in the rear of the buildings."

While pedestrian traffic on the streets of the town could be unpleasant, and even hazardous at times, in daylight hours, pedestrians were well-advised not to venture forth in the dark. That precarious condition had been frequently discussed, and finally, in January 1880, the Council authorized the purchase and installation of "24 lanterns" to be placed on poles throughout the town "where they shall be most needed". Once this was done, the Council employed a lamplighter to take care of these lamps. He was paid one and a half cents per night for every lamp he serviced. He was instructed "to light all the street lamps every night and keep them lighted from dark until 10:30 except when the moon is shining and providing sufficient light to enable people to walk the streets with comfort and ease."

Today the environmental conditions described here seem primitive indeed, and they were. But Woodstock was not the only town in the 19th century that suffered such "growing pains". Living conditions in Woodstock, as in all advancing communities, were gradually changing as the 19th century drew to a close. Then, with the installation of the town water system in 1901, and the introduction of town electricity in 1904, Woodstock entered the twentieth century.

TODAY

Since the turn of the century, Woodstock has grown and rebuilt slowly while protecting the historical and attractive character of the town. The population grew slowly, with older people moving to the Town for its scenic beauty and tranquillity. Industrial development occurred and with it good paying jobs. Commercial establishments moved in providing Woodstock with a strong retail base. The town began to emerge as one of the

largest population centers of the County and also became the service, retail, and government center.

Today the population approaches 3,500 with approximately 1,500 homes, many sales and manufacturing establishments, four schools and a hospital. The town is surrounded by the rich fertile land of the Shenandoah Valley, beautiful mountains and the Shenandoah River. Woodstock maintains its role as the center of commerce, government, and health care in Shenandoah County.

Plat of Woodstock Virginia

(57) John Sevier
Purchased this
lot for £ 20 from
Abraham Brubaker

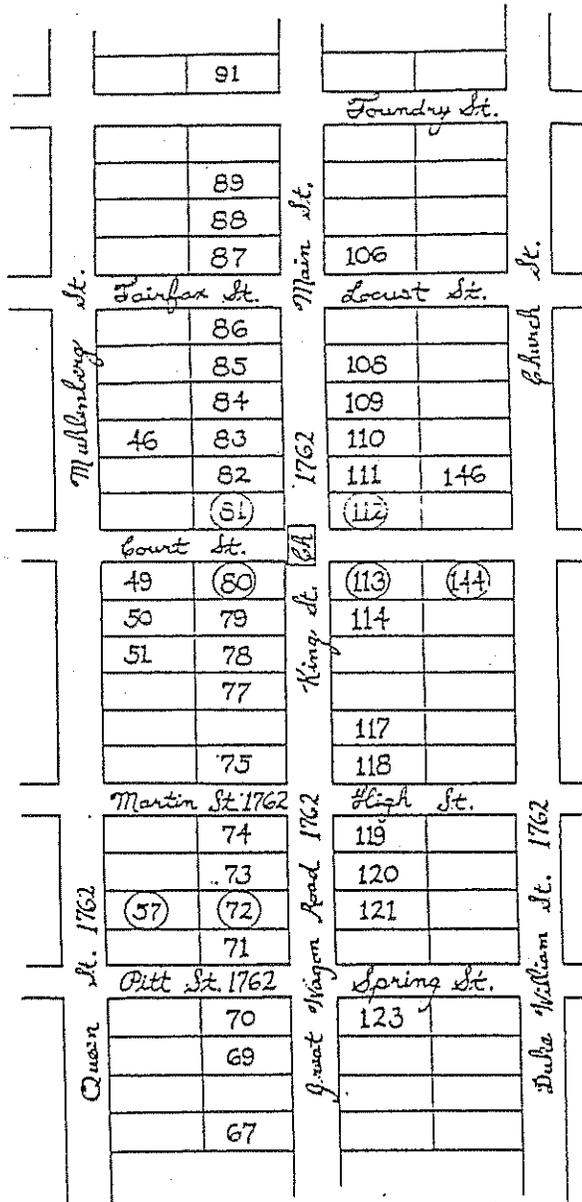
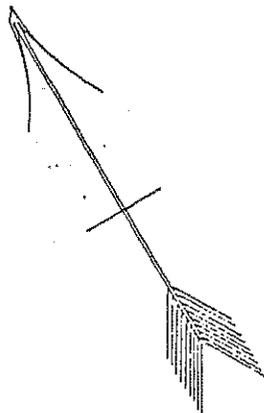
(72) Home of Jacob
Miller 1762-1776

(31) (82) A. Brubaker
and Barbara his wife
April 20, 1774 for 5
shillings, deed 2
lots for county court
house and jail

(113) (144) A. Brubaker
and wife April 20, 1774
for 5 shillings, deed
these 2 lots for
Church and Graveyard

(112) Peter Muhlenberg
and wife Hannah, Nov 8,
1783 sell this lot
to Mathias Zehring
for £ 135

Each lot is 6 rods
wide 135 rods deep
contains $\frac{1}{2}$ acre



April 26, 1762? Jacob Miller
and Barbara his wife
sold 44 lots and allot
in Newtown of Woodstock
Frederick County, Va.

Below are named some
of purchasers and number
of lot and price paid

- 44 John Bonawit 20s
- 49 Adam Yeager 20s
- 50 Peter Humble 20s
- 51 Peter Humble 20s
- 67 Jesse Broughton £20
- 69 Charles Rody 20s
- 70 Friedrich Ronger 20s
- 71 Peter Ronger £20
- 73 Joseph Pilch 20s
- 74 Joseph Pilch £6
- 75 Jacob Byers 20s
- 77 Joseph Pugh 20s
- 78 Thomas Langdon 20
- 79 Cornelius Ruddell £20
- 82 John Funk 20
- 83 Conrad Brinker £1
- 84 Moses Striker 20
- 85 Peter Hoffman 20
- 86 John Jones £4.5
- 87 George Apoly 20
- 88 William Menger 20
- 89 Burr Harrison 20
- 91 Aaron Gassenberg £2
- 106 John Jacob Neath £6
- 108 John Tackitt 20
- 109 Barned Reedy 20
- 110 Jacob Pershinger 20
- 111 John Hartow £14
- 114 John Bonawit 20
- 117 John Jones £6
- 118 Thomas Langdon £6
- 119 George Bolnd 20
- 120 Adam Yeager 20
- 121 George Whit 20
- 123 William Menger 20
- 146 John Harrow £6

ENVIRONMENT

BACKGROUND

Woodstock's location along the North Fork of the Shenandoah River between the Blue Ridge and Allegheny mountain ranges makes the natural environment one of the Town's most important assets. These natural features add to the visual beauty of the area as well as provide unique opportunities for exposure to the natural environment within the town limits.

It is essential to study Woodstock's unique environmental assets in order to understand how they will affect various types of land uses. Citizen concern for the protection of the environment is evidenced by the involvement of local interest groups in various environmental issues and future growth must protect the area's sensitive features.

A discussion of the sensitive environmental characteristics in the Woodstock area follows. These environmental characteristics include steep slopes, soil types, sinkholes, the floodplain, and vegetation. We also take a look at our local climate and our water quality.

CLIMATE

We enjoy a moderate climate with seasonal variations in temperature and precipitation. The average monthly temperature varies from 32.0 degrees in January, to 74.7 degrees in July. The rainfall is generally ample, and most rain falls in the summer and spring. The average annual precipitation is 35.21 inches annually. The average annual snowfall is 26.9 inches, with most snow falling during the months of January, February and March. See figure below.

Climatological Normals (1961-90)

WOODSTOCK_2_NE , VA (449263)

Percent Missing: 0.36

	MinTemp (F)	MaxTemp (F)	AvgTemp (F)	AvgPrcp (in)	AvgSnow (in)
Jan	21.0	43.1	32.0	2.38	8.7
Feb	23.5	46.7	35.1	2.30	8.5
Mar	31.7	57.5	44.6	2.75	4.0
Apr	40.2	67.6	53.9	2.70	0.5
May	49.4	76.7	63.1	3.42	0.0
Jun	57.4	84.3	70.9	3.25	0.0
Jul	61.9	87.6	74.7	3.68	0.0
Aug	60.5	86.5	73.5	3.16	0.0
Sep	53.9	80.2	67.0	3.25	0.0
Oct	42.1	69.5	55.8	3.15	0.1
Nov	34.3	58.1	46.2	2.77	1.1
Dec	25.7	46.9	36.3	2.40	4.0
Ann	41.8	67.1	54.4	35.21	26.9

Source: Microsoft Internet Explorer

SENSITIVE ENVIRONMENTAL FEATURES

SINKHOLES AND GROUNDWATER

David A. Hubbard, Jr. of the Division of Mineral Resources has done extensive research on sinkholes and has developed an informational brochure entitled *Sinkholes*. The following is an excerpt from that brochure:

In Virginia the formation and modification of sinkholes is a natural process in areas underlain by limestone and other soluble rock. The location and rate at which sinkholes form can be affected by man's activities. Sinkholes are basin-like or funnel-shaped depressions in the land surface. Where sinkholes and caves have formed by the dissolution of soluble rock, such as limestone, dolomite, and gypsum, surface water is uncommon and streams may sink into the ground. This type of topography, formed by dissolution, is referred to as karst terrain. In karst terrain, sinkholes are input points where surface water enters the groundwater system. Although the formation of sinkholes is a natural process in karst terrains, man-made modifications to the hydrology of these areas commonly results in the acceleration of this process. Disposal of stormwater in sinkholes or shallow dry wells can induce subsidence (gradual sinking or an instantaneous collapse). Adjacent to the drainage input additional sinkholes may form. Sinkhole flooding can develop from a number of conditions, but two man-made conditions are the most common causes in Virginia: the plugging of natural sinkhole drains by sediment and the overwhelming of natural sinkhole drains by increases in runoff due to artificial surfaces.

Inadequate erosion control during construction can result in the plugging of natural sinkhole drains by sediment-laden runoff. The accompanying restriction of subsurface drainage causes an increase in ponding or flooding. Increased runoff from roads, parking lots, and structures is the most significant cause of sinkhole flooding. Much of the precipitation that would have percolated through a vegetated soil cover is introduced rapidly into surface and subsurface drainage networks.

WATER QUALITY

Woodstock is committed to providing the town with a safe and dependable water supply of drinking water. Our water is surface water obtained from the North Fork of the Shenandoah River. The Safe Drinking Water Act applies to all public water systems regulated by the state department of health. The goal of the Environmental Protection Agency is that by the year 2005, 50 percent of the population served by the public water systems with source Water Protection programs in place under both the Wellhead Protection and Watershed Protection programs.

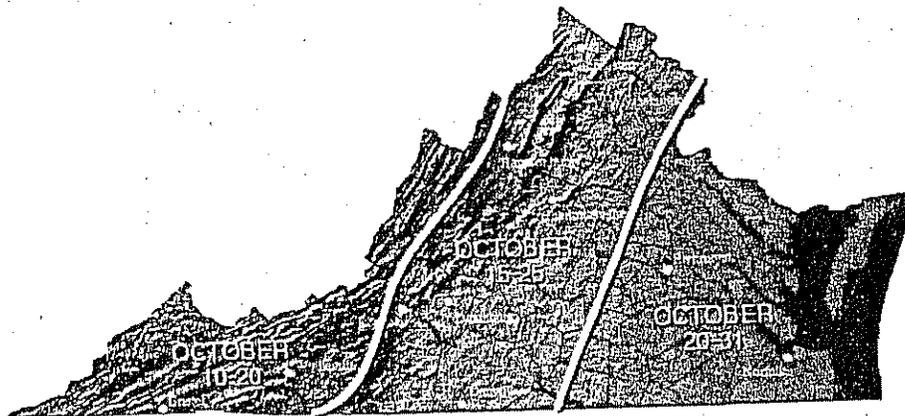
The pollution of groundwater resources is an ever present problem in karst areas. Sinkholes have long been used as dumps for waste materials. The dumping of solid wastes such as dead animals, garbage, and refuse, into sinkholes is a major hazard to groundwater resources. It is also prohibited by existing State law. Liquid wastes dumped into sinkholes can enter the groundwater system undiluted through the underground drainage routes or conduits. An excellent principle is to never put anything in a sinkhole that you would not want in your drinking water.

Ordinances designed to protect the groundwater supply through strict enforcement of materials allowed to fill and drain into sinkholes should be encouraged. The Town of Woodstock currently has a policy in its Drainage Manual that stormwater may not be diverted into a sinkhole unless the pollutants have been removed. Control over development in and around sinkholes should be exercised.

VEGETATION

Trees, shrubs and ground cover are considered significant environmental features because they protect the environment by retaining rainwater, controlling erosion, cleansing the land of pollutants, and providing wildlife habitats and visual relief in more urbanized areas.

We are fortunate to have many broad leaf deciduous trees in our surroundings, making Woodstock in autumn a spectacular place to be. The peak of fall color for Woodstock is typically October 15-25th. See figure below.



Typical Dates
of
Peak Fall
Foliage Colors
in Virginia

Existing trees in Woodstock are primarily hardwoods, with scattered evergreens. Landscaping plans are being developed for the downtown area and trees have been planted along the major corridors leading to the downtown area, (Route 11 and Route 42). In order to retain the green spaces, each of the Town's zoning districts requires a certain percentage of the lot to remain open (without parking lots, streets, or buildings).

The existing zoning ordinance requires landscaping plans to be submitted as part of site plans and special use permits.

State legislation permits localities to adopt ordinances providing for the planting and replacement of trees during the development process. Site plan controls for new developments should encourage preservation of existing vegetation. Because trees hold the soil to prevent erosion, filter pollutants, provide visual relief in developing areas, add value to properties, and provide homes for birds and other creatures, the Town of Woodstock should consider adopting an ordinance requiring the planting and replacement of trees during the development process.

FLOODPLAIN AND WATERSHEDS

The 100 year flood plain in the Woodstock areas as defined by the Federal Emergency Management Administration is illustrated in Map 2-1. It has been determined by FEMA that the shaded areas have one chance in a hundred of being flooded in any year; an average of once every hundred years. Hundred year floods cannot be relied to occur on a scheduled basis of once every hundred years. Some areas in the 100 year flood zone may experience flooding several years in a row; other areas may stay dry for several hundred years. The map developed by FEMA was produced in 1984. Since that time, the Town's boundary lines have been expanded to encompass approximately 250 additional acres. As development pressures increase both within and outside the existing Town boundaries, areas in the floodplain may be affected. In addition, the existing floodplain map is inadequate in that it does not indicate the elevations, widths, depths or velocities of the areas shaded as floodplain. The Town currently places the burden on developers to determine the exact location of the floodplain before developing in areas in close proximity to the shaded areas. The Town should continue to request FEMA to update the Town's floodplain map and to conduct a detailed study of the floodplains within the Town's existing boundary and those areas adjacent to the Town. This study should include engineering calculations to determine elevations, widths, depths, and velocities of the floodplain area. The land within the 100 year floodplain must be protected from excessive and unusual development in areas deemed undesirable for development due to inherent natural drainage conditions and topographical features. Characteristics typical of floodplain lands are where:

- inhabitants are most likely to incur danger to safety, health, and welfare due to flooding conditions beyond the individual property owner's or tenant's control, and
- development is more likely to measurably alter existing drainage and watercourses such that neighbors upstream and downstream are affected, and
- collective unregulated actions are more likely to endanger the public health, particularly as related to water supply and drainage.

The Town of Woodstock currently has an overlay Floodplain Conservation District, the boundaries of which are designated on the flood hazard map. The ordinance, approved by FEMA, prohibits the construction of buildings within this area, however, the

Town Council may authorize the issuance of a zoning permit if adequate building methods are used to eliminate the dangers of flooding. This ordinance should be reviewed periodically to ensure its conformance with FEMA regulations.

STEEP SLOPES

There are only a few areas of steep slopes within the town, a topo map for the Town of Woodstock is shown on Map 2-2. Steep slopes, including slopes of 15% or greater, are considered sensitive environmental features because development in these areas can cause loss of soil stability and increased erosion; increased stormwater runoff and downstream flooding; and loss of aesthetic benefits of undeveloped hillsides as attractive backdrops for development.

SOIL TYPES

The Natural Resources Conservation Service (formally the Soil Conservation Service) has identified the following soil types in and around the Woodstock corporate limits:

- Carbo-Silty Clay Loam
- Carbo-Endcav Complex (Very Rocky)
- Chilhowie Silt Clay Loam
- Edom Silty Clay Loam
- Endcav Silt Loam
- Endcav Silt Loam (Rocky)
- Frederick & Poplimento Silt Loams
- Frederick and Poplimento Gravelly Silt Loams
- Frederick and Poplimento Silt Loams (Very Rocky)
- Nomberville Loam
- Opequon Silty Clay Loam (Very Rocky)
- Rock Outcrop-Carbo Complex

Summary descriptions of these soil types are listed in the appendix 2-1. Detailed descriptions are found in the Shenandoah County Soil Survey.

Soils range in depth to bedrock from 35 to 68 inches. When erosion and sediment control plans and stormwater management plans are reviewed during the development review process, the soil type and depth are important in determining the rate of stormwater infiltration into the soil and the amount of runoff that may result from development.

APPENDIX 2-1
DESCRIPTION OF SOIL TYPES IN THE WOODSTOCK AREA

4B Blairton silt loam, 2 to 7 percent slopes. This soil is moderately deep, gently sloping and somewhat poorly drained. The seasonal high water table, the moderate depth to bedrock, and the potential for frost action are the main limitations affecting community development. The seasonal high water table and the depth to bedrock are limitations on sites for septic tank absorption fields, sewage lagoons, and sanitary landfills. The high water table is a limitation in shallow excavations and on sites for dwellings. The potential for frost action is a limitation on sites for local roads and streets.

Surface layer: 0 to 9 inches, brown silt loam; Subsoil: 9 to 31 inches, yellowish brown silty clay loam; Substratum: 31 inches, acid shale bedrock.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: Low

4C Blairton silt loam, 7 to 15 percent slopes. This soil is moderately deep, strongly sloping, and somewhat poorly drained. The seasonal high water table, the moderate depth to bedrock, the slope, and the potential for frost action are the main limitations affecting community development. The seasonal high water table and the depth to bedrock are limitations on sites for septic tank absorption fields, sewage lagoons, and sanitary landfills. The seasonal high water table and the slope limit construction and the use of this soil as a site for dwellings and local roads and streets. The potential for frost action is a limitation on sites for local roads and streets.

Surface layer: 0 to 9 inches, brown silt loam; Subsoil: 9 to 31 inches, yellowish brown silty clay loam; Substratum: 31 inches, acid shale bedrock.

Surface runoff: Rapid; Erosion potential: High; Shrink-swell potential: Low

8B Carbo-silty clay loam, 2 to 7 percent slopes. This soil is moderately deep, gently sloping, and well drained. The depth to bedrock, the slow permeability, the high shrink-swell potential, and low strength are the main limitations affecting community development. The depth to bedrock and the slow permeability are limitations on sites for septic tank absorption fields. The depth to bedrock is the dominant limitation in shallow excavations and on sites for sanitary landfills. The high shrink-swell potential generally is the main limitation on sites for dwellings. The low strength and the high shrink-swell potential are limitations on sites for local roads and streets.

Surface layer: 0 to 8 inches, yellowish brown silty clay loam; Subsoil: 8 to 18 inches, strong brown clay; 8 to 37 inches, yellowish brown clay; Substratum: 37 inches, limestone bedrock.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: High

Environment

9C Carbo-Endcav complex, 2 to 15 percent slopes, very rocky. These are moderately deep and deep, undulating to strongly rolling or sloping, well drained soils on the side slopes and the summits of hills and ridges. The depth to bedrock, the rock outcrop, the slow permeability, the high shrink-swell potential, and low strength are the main limitations affecting community development. The depth to bedrock and the slow permeability limit the use of these soils as sites for septic tank absorption fields. The depth to bedrock is the dominant limitation in shallow excavations and on sites for sanitary landfills. The high shrink-swell potential is the main limitation on sites for dwellings. The low strength and the high shrink-swell potential are limitations on sites for local roads and streets.

Surface layer: 0 to 8 inches, yellowish brown silty clay loam; Subsoil 8 to 18 inches, strong brown clay; 18 to 37 inches, yellowish brown clay; Substratum: 37 inches, limestone bedrock.

Surface runoff: Medium or rapid; Erosion potential: Medium; Shrink-swell potential: High

9D Carbo-Endcav complex, 15 to 35 percent slopes, very rocky. These are moderately deep and deep, hilly to very steep, well drained soils on the side slopes of hills and ridges. The depth to bedrock, the rock outcrop, the slope, the slow permeability, the high shrink-swell potential, and low strength are limitations affecting community development. They especially limit the use of these soils for building development, sanitary facilities, and construction materials.

Surface layer: 0 to 8 inches, yellowish brown silty clay loam; Subsoil 8 to 18 inches, strong brown clay; 18 to 37 inches, yellowish brown clay; Substratum: 37 inches, limestone bedrock.

Surface runoff: Very rapid; Erosion potential: High; Shrink-swell potential: High

11B Chilhowie silty clay loam, 2 to 7 percent slopes. This soil is moderately deep, gently sloping, and well drained. This soil is moderately deep, gently sloping, and well drained. The moderate depth to bedrock, the slow permeability, and the high shrink-swell potential in the subsoil are the major limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface layer: 0 to 6 inches, dark yellowish brown silty clay loam; Subsoil: 6 to 18 inches, strong brown clay; Substratum: 18 to 35 inches, strong brown extremely channery clay; 35 inches, calcereous shale bedrock.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: High

11C Chilhowie silty clay loam, 7 to 15 percent slopes. This soil is moderately deep, strongly sloping, and well drained. The moderate depth to bedrock, the slope, the slow

Environment

permeability, and the high shrink-swell potential in the subsoil are the major limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface layer: 0 to 6 inches, dark yellowish brown silty clay loam; Subsoil: 6 to 18 inches, strong brown clay; Substratum: 18 to 35 inches, strong brown extremely channery clay; 35 inches, calcereous shale bedrock.

Surface runoff: Rapid; Erosion potential: High; Shrink-swell potential: High

11D Chilhowie silty clay loam, 15 to 25 percent slope. This soil is moderately deep, moderately deep, and well drained. The slope, the depth to bedrock, the slow permeability, and the high shrink-swell potential in the subsoil are the major limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface layer: 0 to 6 inches, dark yellowish brown silty clay loam; Subsoil: 6 to 18 inches, strong brown clay; Substratum: 18 to 35 inches, strong brown extremely channery clay; 35 inches, calcereous shale bedrock.

Surface runoff: Very rapid; Erosion potential: High; Shrink-swell potential: High

16 B Edom silty clay loam, 2 to 7 percent slope. This soil is very deep, gently sloping, and well drained. The restricted permeability, the moderate shrink-swell potential, the clayey subsoil, and low strength limit the use of this soil for community development. The restricted permeability is a limitation on sites for septic tank absorption fields. The low strength and the moderate shrink-swell potential limit the use of this soil for roadfill, local roads and streets, and dwellings. The clayey subsoil limits the use of this soil for trench type sanitary landfills, daily cover for landfills, and shallow excavations.

Surface layer: 0 to 3 inches, dark brown silty clay loam; 3 to 7 inches, dark brown, mottled silty clay loam; Subsoil: 7 to 18 inches, yellowish red clay; 18 to 34 inches, yellowish red, mottled clay; Substratum: 34 to 65 inches, yellowish red, mottled very channery silty clay.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: Moderate

16C Edom silty clay loam, 7 to 15 percent slopes. This soil is very deep, strongly sloping, and well drained. The restricted permeability, the slope, the moderate shrink-swell potential, and the clayey subsoil limit the use of this soil for community development. The restricted permeability of the subsoil is a limitation on sites for septic tank absorption fields. The low strength and the moderate shrink-swell potential limit the use of this soil for roadfill and local roads and streets. The slope and the moderate shrink-swell potential are limitations on sites for dwellings. The clayey subsoil limits the use of this soil for trench type sanitary landfills and daily cover for landfills.

Environment

Surface layer: 0 to 3 inches, dark brown silty clay loam; 3 to 7 inches, dark brown, mottled silty clay loam; Subsoil: 7 to 18 inches, yellowish red clay; 18 to 34 inches, yellowish red, mottled clay; Substratum: 34 to 65 inches, yellowish red, mottled very channery silty clay.

Surface runoff: Rapid; Erosion potential: High; Shrink-swell potential: Moderate

17B Edcav silt loam, 2 to 7 percent slopes. This soil is deep, gently sloping, and well drained. The slow permeability, low strength, the high shrink-swell potential, and the clayey subsoil limit the use of this soil for community development. The slow permeability and the high content of clay in the subsoil are limitations on sites for septic tank absorption fields and shallow excavations. The low strength and the high shrink-swell potential limit the use of this soil for roadfill and local roads and streets. The high shrink-swell potential also is a limitation on sites for dwellings. The clayey subsoil limits the use of this soil for trench type sanitary landfills and daily cover for landfills. The depth to bedrock limits the use of this soil as a site for trench and area landfills and shallow excavations.

Surface layer: 0 to 8 inches, dark brown silt loam; Subsoil: 8 to 16 inches, yellowish brown silty clay; 16 to 22 inches, strong brown clay; 22 to 33 inches, dark brown clay; 22 to 33 inches, dark brown clay; 33 to 58 inches, yellowish brown clay.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: High

17C Edcav silt loam, 7 to 15 percent slopes. This soil is deep, strongly sloping, and well drained. The slow permeability, low strength, the high shrink-swell potential, and the clayey subsoil limit the use of this soil for community development. The slow permeability and the high content of clay in the subsoil are limitations on sites for septic tank absorption fields and shallow excavations. The low strength and the high shrink-swell potential limit the use of this soil for roadfill and local roads and streets. The high shrink-swell potential also is a limitation on sites for dwellings. The clayey subsoil limits the use of this soil for trench type sanitary landfills and daily cover for landfills. The depth to bedrock limits the use of this soil for trench and area landfills and shallow excavations.

Surface layer: 0 to 8 inches, dark brown silt loam; Subsoil: 8 to 16 inches, yellowish brown silty clay; 16 to 22 inches, strong brown clay; 22 to 33 inches, dark brown clay; 22 to 33 inches, dark brown clay; 33 to 58 inches, yellowish brown clay.

Surface runoff: Rapid; Erosion potential: High; Shrink-swell potential: High

17D Edcav silt loam, 15 to 25 percent slopes. This soil is deep, moderately steep, and well drained. The slope, the slow permeability, low strength, the high shrink-swell potential, and the clayey subsoil limit the use of this soil for community development. The slow permeability of the subsoil and the slope are limitations on sites for septic tank absorption fields and shallow excavations. The low strength, the slope, and the high shrink-swell potential limit the use of this soil for roadfill and local roads and streets. The slope and the high shrink-swell potential are limitations on sites for dwellings. The clayey subsoil limits the use of this soil for trench type sanitary landfills and daily cover for

Environment

landfills. The slope and the depth to bedrock limit the use of this soil for trench and area landfills.

Surface layer: 0 to 8 inches, dark brown silt loam; Subsoil: 8 to 16 inches, yellowish brown silty clay; 16 to 22 inches, strong brown clay; 22 to 33 inches, dark brown clay; 22 to 33 inches, dark brown clay; 33 to 58 inches, yellowish brown clay.

Surface runoff: Very rapid; Erosion potential: High; Shrink-swell potential: High

18C Edcav silt loam, 7 to 15 percent slopes, rocky. This soil is deep, well drained, and strongly sloping. The slow permeability, low strength, the high shrink-swell potential, the rock outcrop, and the clayey subsoil limit the use of this soil for community development. The slow permeability and the high content of clay in the subsoil are limitations on sites for septic tank absorption fields and shallow excavations. The low strength and the high shrink-swell potential limit the use of this soil for roadfill and local roads and streets. The high shrink-swell potential also is a limitation on sites for dwellings. The clayey subsoil limits the use of this soil for trench type sanitary landfills and daily cover for landfills. The depth to bedrock limits the use of this soil for trench and area landfills and shallow excavations.

Surface layer: 0 to 8 inches, dark brown silt loam; Subsoil: 8 to 16 inches, yellowish brown silty clay; 16 to 22 inches, strong brown clay; 22 to 33 inches, dark brown clay; 33 to 58 inches, yellowish brown clay.

Surface runoff: Rapid; Erosion potential: High; Shrink-swell potential: High

20B Frederick and Poplimento silt loams, 2 to 7 percent slopes. These are very deep, gently sloping well drained soils. The restricted permeability, low strength, the high content of clay, and the high shrink-swell potential are limitations affecting building site development and sanitary facilities.

Surface layer: 0 to 4 inches, dark brown silt loam; Subsoil: 4 to 7 inches, yellow silt loam; 7 to 16 inches, yellowish red, mottled silty clay loam; 6 to 36 inches, red, mottled clay; 36 to 47 inches, yellowish red, mottled clay; 47 to 65 inches, mottled clay.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: High

20C Frederick and Poplimento silt loams, 7 to 15 percent slopes. These are very deep, strongly sloping, well drained soils. The restricted permeability, low strength, the high content of clay, and the high shrink-swell potential and the slope are limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface layer: 0 to 4 inches, dark brown silt loam; Subsoil: 4 to 7 inches, yellow silt loam; 7 to 16 inches, yellowish red, mottled silty clay loam; 6 to 36 inches, red, mottled clay; 36 to 47 inches, yellowish red, mottled clay; 47 to 65 inches, mottled clay.

Surface runoff: Rapid; EROsion potential: High; Shrink-swell potential: High

20D Frederick and Poplimento silt loams, 15 to 25 percent slopes. These are very deep, moderately steep, well drained soils. The restricted permeability, low strength, the high content of clay, the high shrink-swell potential, and the slope are limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface layer: 0 to 4 inches, dark brown silt loam; Subsoil: 4 to 7 inches, yellow silt loam; 7 to 16 inches, yellowish red, mottled silty clay loam; 6 to 36 inches, red, mottled clay; 36 to 47 inches, yellowish red, mottled clay; 47 to 65 inches, mottled clay.

Surface runoff: Very rapid; EROsion potential: High; Shrink-swell potential: High

21B Frederick and Poplimento gravelly silt loams, 2 to 7 percent slopes. These are very deep, gently sloping, well drained soils. The restricted permeability, low strength, the high content of clay, and the high shrink-swell potential of these soils are limitations affecting building site development and sanitary facilities. The gravel-sized rock fragments in the surface layer limit the use of these soils for lawns and recreational development.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: High

21C Frederick and Poplimento gravelly silt loams. These are very deep, strongly sloping, well drained soils. The restricted permeability, low strength, the high content of clay, the high shrink-swell potential, and the slope of these soils are limitations affecting building site development and sanitary facilities. The gravel-sized rock fragments in the surface layer and the slope limit the use of these soils for lawns and recreational development.

Surface runoff: Rapid; Erosion potential: High; Shrink-swell potential: High

21D Frederick and Poplimento gravelly silt loams. These are very deep, moderately steep, well drained soils. The restricted permeability, low strength, the high content of clay, the gravel content, the high shrink-swell potential, and the slope are limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface runoff: Very rapid; Erosion potential: High; Shrink-swell potential: High

21E Frederick and Poplimento gravelly silt loams. These are very deep, steep, well drained soils. The restricted permeability, low strength, the high content of clay, the gravel content, the high shrink-swell potential, and the slope are the major limitations affecting building site development, sanitary facilities, and most recreational uses.

Surface runoff: Very rapid; Erosion potential: High; Shrink-swell potential: High

Environment

23C Frederick and Poplimento silt loams, 2 to 15 percent slopes, very rocky. These are very deep, gently sloping to strongly sloping, well drained soils. The restricted permeability, the slope, the rock outcrop, low strength, the high content of clay, and the high shrink-swell potential are limitations affecting building site development, sanitary facilities, and recreational development.

Surface layer: 0 to 4 inches, dark brown silt loam; Subsoil: 4 to 7 inches, yellow silt loam, 7 to 16 inches, yellowish red, mottled silty clay loam, 16 to 36 inches, red, mottled clay; 36 to 47 inches, yellowish red, mottled clay, 47 to 65 inches, mottled clay.

Surface runoff: Medium or rapid; Erosion potential: Medium; Shrink-swell potential: High

46A Nomberville loam, 0 to 2 percent slopes, rarely flooded. This soil is very deep, nearly level, and well drained. The flooding is the major limitation affecting community development. It especially limits the use of this soil for sanitary facilities and building site development. It also is a limitation affecting camp areas and playgrounds.

Surface layer: 0 to 13 inches, dark brown loam; Subsoil: 13 to 50 inches, dark brown silt loam; Substratum: 50 to 62 inches, dark brown gravelly loam.

Surface runoff: Slow; Erosion potential: Low; Shrink-swell potential: Low

51D Rock outcrop-Carbo complex, 2 to 25 percent slopes. This map unit consists of moderately deep, gently sloping to moderately steep, well drained Carbo soil and outcrops of limestone bedrock. The depth to bedrock, the slope, the high clay content, the high shrink-swell, low strength, slow permeability of the subsoil, and the Rock outcrop are limitations affecting community development, local roads and streets, and most recreational uses.

Surface layer: 0 to 8 inches, yellowish brown silty clay loam; Subsoil: 8 to 18 inches, strong brown clay; 18 to 37 inches, yellowish brown clay; Substratum: 37 inches, limestone bedrock.

Surface runoff: Medium to very rapid; Erosion potential: Medium; Shrink-swell potential: High

56B Trappist silt loam, 2 to 7 percent slopes. This soil is moderately deep, gently sloping, and well drained. The restricted permeability, the moderate shrink-swell potential, the depth to bedrock, and the clayey subsoil are the major limitations affecting community development, especially sanitary facilities and building development, especially sanitary facilities and building sites. Low strength is a limitation on sites for local roads and streets. The restricted permeability, the depth to bedrock, and the slope limit most recreational uses.

Environment

Surface layer: 0 to 8 inches, yellowish brown silt loam; Subsoil: 8 to 15 inches, strong brown silty clay loam; 15 to 37 inches, strong brown clay. Substratum: 37 to 40 inches, weathered shale; 40 inches, shale bedrock.

Surface runoff: Medium; Erosion potential: Medium; Shrink-swell potential: Moderate

58 Udorthents - Urban Land Complex. This map unit consists of areas of Urban land and shallow to very deep soils that have been disturbed by excavation. The components occur as areas so intermingled that it was not practical to map them separately. The Udorthents consist of material that has been graded, cut, filled, or otherwise disturbed during urban development and highway construction. The Urban land consists of asphalt, concrete, or other impervious surfaces. Examples are highways, shopping centers, and industrial parks. The properties and characteristics of the Udorthents are so variable that onsite investigation generally is needed to determine the suitability of the unit for most uses.

GOAL, OBJECTIVES AND POLICIES

GOAL:

To preserve and enhance natural resources to the extent practical, consistent with the character of a Town which is growing.

OBJECTIVES:

- Preserve vegetation and sensitive environmental features through the regulation of the development process.
- Enhance the Town's aesthetic character through preservation of natural features through landscaping and tree planting in new developments.
- Preserve and use natural drainage ways wherever possible for stormwater management and nonpoint pollution control.

POLICIES:

These guidelines promote land development throughout the Town in keeping the Town's overall environmental, "to preserve and enhance natural resources to the extent practical, consistent with the character of a Town which is growing."

- Construction in an area immediately surrounding sinkholes should be regulated.
- Slopes greater than 25% should be preserved in their natural state to the maximum extent possible, allowing only appropriate uses such as passive recreation and necessary public facilities.

Environment

- Existing topography and tree cover should be used as key site planning elements in determining road layout, location and buffering of different land uses, stormwater management systems, and utility lines.
- The Town should minimize the loss of existing tree cover and promote the addition of new trees and shrubs during the development process in order to realize the air, noise and water quality benefits.
- The Town should protect residential areas from industrial and other noise.
- Continue to prohibit construction in the floodplain unless the Town Council deems that the building is so engineered to eliminate the dangers of flooding.
- Existing stream water quality should be maintained by encouraging the use of best management practices for stormwater management and nonpoint pollution control and by preserving natural drainage ways.

IMPLEMENTATION PROGRAM

- Adopt appropriate performance standards for development in sensitive environmental areas.
- Develop an ordinance defining the circumstances under which construction may or may not occur in and immediately surrounding sinkholes.
- Development proposed on slopes of 15% to 25% should be subject to appropriate performance standards, including grading and stormwater management requirements and vegetation protection to minimize environmental disruption.
- Adopt appropriate performance standards for areas with slopes greater than 25% in proposed developments.
- Continue to require landscaping plans as part of site plan and special use permit review. Consider adoption of an ordinance which would provide for the maintenance of the natural vegetative cover and prevent excessive erosion.
- Develop a list of recommended landscaping trees and shrubs for improving existing and new development areas.
- Continue to support the Town's erosion and sediment control and stormwater management programs.

ANNUAL REVIEW CRITERIA

In order to evaluate the effectiveness of town land use regulations in promoting environmentally sound development, annually:

- Review floodplain ordinance to ensure its conformance to FEMA regulations.

Environment

- Review erosion and sediment control ordinance to ensure its conformance to state regulations.
- Review Town's stormwater management system.
- Assess the effectiveness of the implementation/action program in achieving goals and objectives.

POPULATION

The Comprehensive Plan is designed to be a guide for development and must measure community needs. Decisions concerning these needs are dependent on the number and characteristics of the people to be served. Therefore, a study of population is essential to the planning process.

This chapter will discuss the past trends and present characteristics of the population of Woodstock. These will be related to the population trends and characteristics of Shenandoah County and the area surrounding the Town. The population of Woodstock will be projected to the year 2030. Because population projections are necessarily based on assumptions about the factors affecting population, they are subject to significant discrepancies with what actually comes to pass. They are developed as carefully as possible and serve as useful planning tools, but must not be mistaken as population targets.

NOTE: Most of the following data is based on the 1990 Census and will change as the 2000 Census results are acquired.

HISTORICAL TRENDS TO PRESENT POPULATION

Table A shows the decennial populations of Woodstock and Shenandoah County since 1940. Figure A displays Woodstock's population from 1940 to 1990.

The fluctuations in the Town and County growth rates in the ten-year periods since 1940 reflects the sensitivity that the region has had to fluctuations in the national economy, and to the steadily declining household size from (3.33 in 1960 to 2.63 in 1990) the nation has experienced this century.

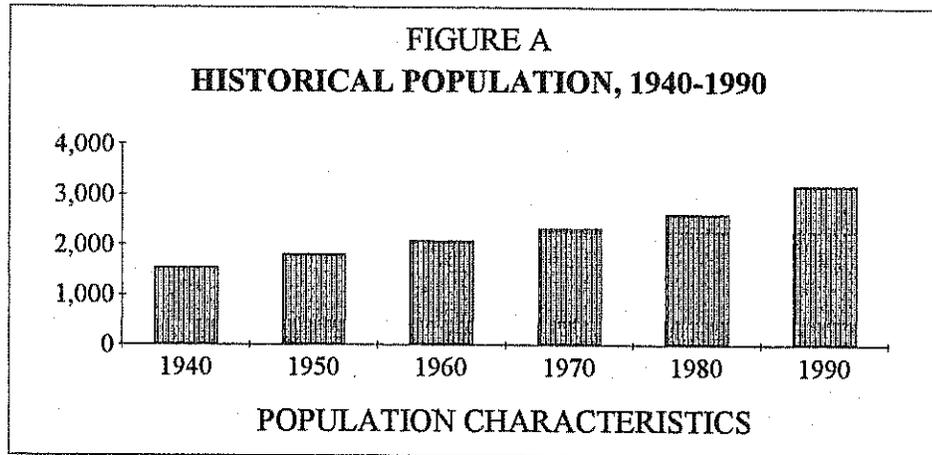
POPULATION GROWTH

TABLE A
HISTORICAL RATES OF GROWTH
WOODSTOCK AND SHENANDOAH COUNTY

Year	Woodstock	% Change	Shenandoah Co	% Change	Town's % of County Pop.
1940	1,546		20,898		7.4
1950	1,816	17.5	21,169	1.3	8.6
1960	2,083	14.7	21,825	3.1	9.5
1970	2,338	12.2	22,852	4.7	10.2
1980	2,627	12.4	27,559	20.6	9.5
1990	3,182	21.1	31,636	14.8	10.1

Sources: Shenandoah County Comprehensive Plan 1990, Nov., 1973

POPULATION CHARACTERISTICS



Woodstock is relatively densely populated within its corporate limits. The 1990 population count of 3,182 is distributed on 2,035 acres, resulting in a density of 1.56 persons per acre. For the County, a population of 31,636 persons is distributed on 324,480 acres, resulting in a .097 persons per acre density. In other words, Woodstock's population density is 16 times that of the County as a whole.

The distribution of the population by age group for 1980 and 1990 is shown below in Table B. The age group 65 plus had the greatest percentage increase. This group consisted of 25.4% of the Town's population in 1980, but by 1990 it represented 29.8% of the population. Several age groups had percentage decreases. The age group 55 to 64 had the greatest decrease in percentage share, from 12.9% in 1980 to 9.7% in 1990. The age group 5 to 14 also experienced a decrease in percentage share from 12.0% in 1980 to 9.3% in 1990.

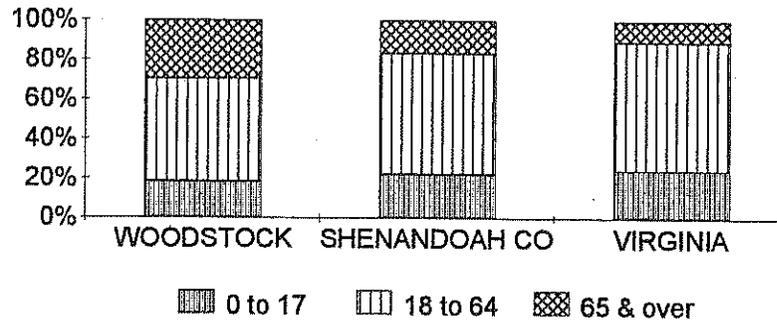
**TABLE B
 AGE AND SEX DISTRIBUTION, 1980 % 1990**

Age Group	1980				1990			
	Male	Female	Total	%	Male	Female	Total	%
0-4	72	52	124	4.7	106	83	189	5.9
5-14	172	142	314	12.0	147	148	295	9.3
15-24	181	177	358	13.6	209	194	403	12.6
25-34	162	155	317	12.1	197	209	406	12.8
35-44	107	125	232	8.8	151	180	331	10.4
45-54	127	148	275	10.5	138	164	302	9.5
55-64	151	188	339	12.9	134	175	309	9.7
65+	<u>233</u>	<u>435</u>	<u>668</u>	<u>25.4</u>	<u>324</u>	<u>623</u>	<u>947</u>	<u>29.8</u>
TOTALS	1,205	1,422	2,627	100.0	1,406	1,776	3,182	100.0

Sources: U.S. Census of Population, 1980.
Summary Tape File 1A, Bureau of Census, June 1991

Figure B displays comparative age categories for Woodstock, Shenandoah County, and Virginia. Nearly 30 percent of Woodstock's population in 1990 was 65 years or older. In comparison, Shenandoah County's elderly population was 16.7 percent and Virginia's was only 10.6 percent.

FIGURE B
COMPARATIVE AGE CATEGORIES: 1990



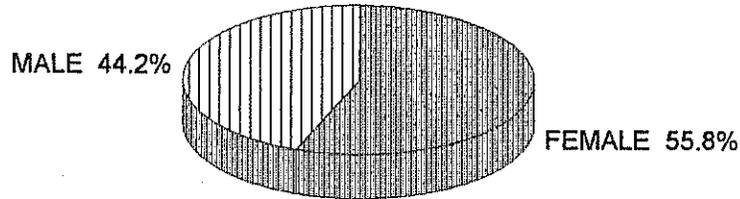
The median age of Woodstock, Shenandoah County, and Virginia residents increased between 1980 and 1990. Woodstock's median age was higher than Shenandoah County's in 1980 and 1990, as shown in Table C. In 1980, Woodstock's median age was 43.6 which increased slightly to 43.9 in 1990. Shenandoah County's median age was 37.4 and Virginia's was 32.6 in 1990.

TABLE C
MEDIAN AGE, 1980 AND 1990
WOODSTOCK, SHENANDOAH COUNTY AND STATE OF VIRGINIA

	Woodstock	Shenandoah County	Virginia
1980	43.6	34	29.8
1990	43.9	37.4	32.6

Source: U.S. Census of Population, 1980.
Summary Tape File 1A, Bureau of Census, June 1991

**FIGURE C
MALE/FEMALE COMPOSITION**



As mentioned in the section on trends, the average household size for the Town has followed the national and state trends of a slow, steady decline. This means that for any given increase in population, there will have to be an even greater increase in the number of dwelling units, since there will be more individual households. Table D compares Woodstock, the County, and the State for 1980 and 1990.

**TABLE D
HOUSEHOLD SIZE, 1980 AND 1990
WOODSTOCK, SHENANDOAH COUNTY, STATE OF VIRGINIA**

	Woodstock	Shenandoah Co.	Virginia
1980	2.36	2.72	2.77
1990	2.21	2.5	2.61

Source: U.S. Census of Population, 1980.
Summary Tape Files 1A, U.S. Census Bureau, June 1991.

Woodstock also follows the pattern of Shenandoah County with regard to the racial composition of its population. Compared to Virginia as a whole, there is a very small percentage of non-whites in the Town, and an even smaller percentage in the County. This is a long-standing trend for most of the rural portions of the Shenandoah Valley.

**TABLE E
RACIAL COMPOSITION, 1980 AND 1990
WOODSTOCK, SHENANDOAH COUNTY, STATE OF VIRGINIA**

		Woodstock	Shenandoah Co.	Virginia
1980	% white	95.1	98.3	79.2
	% non-white	4.9	1.7	20.8
1990	% white	96.2	98.2	77.4
	% non-white	3.8	1.7	22.6

Source: U.S. Census of Population, 1980.

In 1990, 63.7 percent of Woodstock's residents 25 years and older had at least a high school degree. As shown in Table F, the percent of Woodstock's residents with at least a high school degree was slightly below Shenandoah County's 65.2 percent and well

below Virginia's 75.2 percent. Of the Woodstock residents 25 years and older, 15.8 percent had at least a bachelor's degree. This was higher than Shenandoah County's 11.2 percent, but below Virginia's 24.5 percent.

TABLE F
EDUCATIONAL ATTAINMENT, 1990
WOODSTOCK, SHENANDOAH COUNTY, STATE OF VIRGINIA

	Woodstock	Shenandoah County	Virginia
% high school graduate or higher	63.7	65.2	75.2
% bachelor's degree or higher	15.8	11.2	24.5

Source: Summary Tape Files 3A, U.S. Census Bureau, 1993

BIRTH RATES AND DEATH RATES 1960-1990

Birth rates in Shenandoah County were consistently lower than the State average throughout the period of 1960-1990, and death rates were consistently higher. This can be attributed to an aging population in Shenandoah County and in Woodstock. The factors of a low birth rate and high death rate provide a very low natural increase in the population (if any). Consequently, in-migration will play a significant role in Woodstock's future population.

TABLE G
BIRTH RATES AND DEATH RATES FOR
SHENANDOAH COUNTY AND VIRGINIA
1960-1990

	Shenandoah Co.	Virginia	Shenandoah Co. as % of State
1960 Birth Rate	19.5	24.4	80%
Death Rate	12.1	9.2	131%
1970 Birth Rate	16.5	18.6	89%
Death Rate	12.3	7.9	156%
1980 Birth Rate	13.4	14.7	91%
Death Rate	11.4	7.9	144%
1990 Birth Rate	12.2	16	76%
Death Rate	10.9	7.8	139%

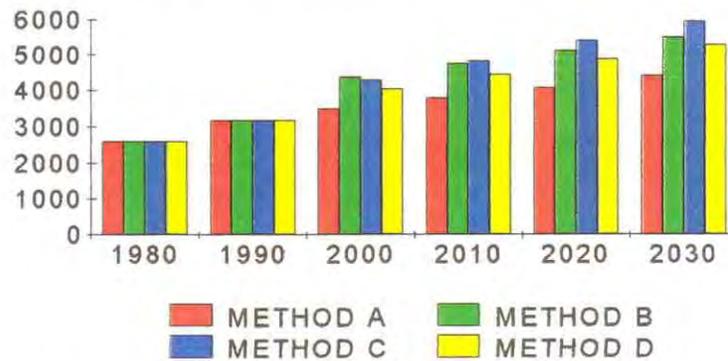
POPULATION PROJECTIONS

The future population is an indicator of the Town's growth potential. The size, kind, and number of community facilities that should be available, as well as the potential for industrial, commercial, and residential expansion, are related to future population estimates. Population projections are based on an analysis of past trends and present development. With a relatively small population base, unforeseeable events could greatly alter the projections. The establishment or closing down of a large industry in or near Woodstock is an example of such an unexpected event.

Population forecasts here are based on the assumption that stable economic and political conditions will exist, that no natural or man-made disasters will occur, and that the present social structure will remain basically unchanged. The estimates are also based on the Town's current corporate boundaries.

Shenandoah County's Comprehensive Plan calls for growth in the county to occur at existing population centers, so Woodstock might well capture a higher percentage of the county's growth than it has in the past. Figure D below, shows a range of population projections to the year 2030. These figures are also shown in tabular form in Table H, with notes on the projections methods used.

**FIGURE D
 POPULATION PROJECTIONS**



METHOD A	2627	3182	3500	3800	4100	4410
METHOD B	2627	3182	4375	4750	5125	5513
METHOD C	2627	3182	4292	4847	5402	5957
METHOD D	2627	3182	4056	4466	4876	5293

**TABLE H
POPULATION PROJECTIONS - WOODSTOCK**

	Census Totals		Projections			
	1980	1990	2000	2010	2020	2030
Method A @10%	2,627	3,182	3,500	3,800	4,100	4,410
Method B @ 12.5%	2,627	3,182	4,375	4,750	5,125	5,513
Method C	2,627	3,182	4,292	4,847	5,402	5,957
Method D	2,627	3,182	4,056	4,466	4,876	5,293

Method A assumes Woodstock will maintain approximately 10% of Shenandoah County's population.*

Method B assumes Woodstock will maintain approximately 12.5% of Shenandoah County's population.*

Method C uses trend-line analysis (form of linear regression) to project future trends from past and present data. Due to previous ranges between years, the results depend heavily upon the figure entered for 1990.

Method D is the average of Methods A, B, and C.

- * The preliminary County population projections released in October 1992 by the Virginia Employment Commission were used for 2000 and 2010. The growth rates used in the population projections released in January 1990 by the Virginia Employment Commission and Richmond Regional Planning District Commission were applied to the October 1992 preliminary population projections and computed for the years 2020 and 2030.

HOUSING

Since the housing needs of the Town's residents can be expected to change and because the provision of housing is affected by the actions of the Town government, it is necessary for Woodstock to have a plan for meeting the expected housing needs of its citizens.

The objective of this housing section is to identify the housing needs of the current and prospective population and recommend strategies to meet those needs, ensuring a choice of housing types and locations.

The analysis begins with a look at the most recent census data on Woodstock's housing stock and its adequacy, moves to current estimates of the housing stock, then considers projections of households, housing stock losses, and the resulting dwelling needs. This analysis is followed by a discussion of strategies for meeting the needs identified.

Some of the material in this section is taken from the Housing Market Analysis: Shenandoah County, as updated, which may be consulted for more information concerning the County's housing market as a whole.

NOTE: Most of the following data is based on the 1990 Census and will change as the 2000 Census results are acquired.

HOUSING CHARACTERISTICS

Woodstock had a total of 1,477 housing units as of April 1, 1990, with 1,352 occupied units and 125 vacant units, for a vacancy rate of 8.5 percent. The housing stock consists primarily of single-family, detached homes, which represented 66 percent of the total housing stock in 1990. Between 1980 and 1990, single family units increased by 11 percent, while multi-family units (all structures with 2 or more dwelling units) increased by 97 percent. The major change occurring in the housing market is a shift from owner occupied homes to renter homes. In 1980, owner occupied units represented 57.7% of the total units. By 1990, only 49.6 percent of the total units were owner occupied.

Maintaining this level of home-ownership is likely to be a challenging goal for the Town since housing costs continue to increase and household size continues to decrease. Strategies for dealing with this challenge are addressed at the end of this chapter.

Woodstock's 1980 and 1990 housing stock is profiled in Table A.

Adequacy of the housing stock is measured only indirectly by the Census Bureau. The two most common indicators of a substandard unit are overcrowding (defined as 1.01 or more persons per room) and a lack of complete plumbing facilities for exclusive use of the household.

There were 14 occupied units with more than 1.01 persons per room in 1980 and 1990. In 1990, sixteen occupied units (1.1%) lacked complete plumbing facilities for the exclusive use of the occupants. This could mean that the unit did not have complete plumbing facilities (lacked a flush toilet, sink, or so forth) and/or the occupants had to share the plumbing facilities with occupants of other housing units. No units were considered both overcrowded and lacking complete plumbing facilities for exclusive use. In total, 2.2 percent of the occupied housing units and 2.0 percent of all housing units (including vacant units) were considered substandard.

TABLE A
WOODSTOCK HOUSING STOCK - 1980 & 1990

	<u>1980</u>	<u>1990</u>
Total Year Round	1,114	1,477
Vacant	80	125
For Sale Only	19	18
For Rent	23	34
Held for Occasional Use	5	10
Other Vacant 33	63	
Lacking complete plumbing	9	24
Occupied		
Owner Occupied	643	732
Renter Occupied	391	620
More than 1.01 persons per room	14	14
Lacking complete plumbing for exclusive use	24	16
Occupied units with 1.01+ persons per room lacking complete plumbing facilities for exclusive use	3	0
Units at Address		
Single unit	878	975
2-9 units	158	29
10 or more units	76	232
Mobile homes, trailers and other*	2	41

*Other - This category is for any living quarters as a housing unit that does not fit the previous categories. Examples that fit into this category are houseboats, railroad cars, campers, and vans.

Source: Census of Housing, Bureau of Census, 1980
Summary Tape File STF1A, Bureau of Census, 1990
Summary Tape File STF 3A, Bureau of Census, 1990

Another measure of adequacy has to do with the cost of a unit compared to household income. If the household is paying more than 25 to 30 percent of its gross income for housing, including utilities, then the unit (structurally standard or not) can be considered too costly relative to the household income. In some respects this is a measure of the adequacy of the income; however, it also indicates to what degree the market does not provide adequate housing at certain price levels.

Table B shows the 1980 and 1990 housing stock for the Town and for Shenandoah County. During the decade, Woodstock's housing stock increased from being 9.5 percent of the County's total housing stock to 9.7 percent. This increase helps to accomplish a major goal of the Shenandoah County Comprehensive Plan to guide and direct growth into the incorporated towns and other public service areas.

TABLE B
1980 and 1990 HOUSING STOCK
WOODSTOCK and SHENANDOAH COUNTY

	Woodstock	Shenandoah Co.	Woodstock as % of County
Total Housing Stock - 1990	1,477	15,160	9.7%
Total Housing Stock - 1980	1,114	11,770	9.5%

Sources: U.S. Census of Population, 1980.
Summary Tape File 1A, Bureau of Census, 1990

HOUSING PROJECTIONS

The housing market must supply enough units to meet the growth in households and, in addition, provide enough surplus units to allow for an adequate vacancy rate and for replacement of substandard or destroyed dwellings. To complete this analysis, a projection of households/occupied housing units will be calculated. Then, using an appropriate vacancy rate, the necessary vacant units will be determined. Finally, the replacement of substandard or destroyed units will be computed which will result in a total dwelling units count for the year 2000, 1020, and 2020.

Households. As discussed in the Population chapter, the average household size has been declining for many years, and this trend is projected to continue. Table C below,

shows the projections of household size and the total number of households in Woodstock. Assuming Woodstock's household size maintains its 1990 rate of 80.6% of the national average and persons living in group quarters remains 90.8% of the total population, the average household in the Town in 2000 will have 2.00 persons. A projected 27.% increase in population between 1990 and 2000 (to 4,056 persons), combined with a decline in the average household size will mean a need for a 35.4% increase in the number of households, or an additional 478 occupied units.

Beyond the year 2000, a projected 20% increase in population between 2000 and 2020 (to 4,876 persons), along with the decline in household size will mean a need for a further 35% increase in the number of households, or an additional 641 occupied units.

TABLE C
PROJECTIONS OF HOUSEHOLDS

	Actual		Projections*		
	1980	1990	2000	2010	2020
Total Population	2,627	3,182	4,056	4,466	4,876
Persons in Households	2,440	2,869	3,659	4,028	4,398
Persons per Household	2.36	2.12	2	1.89	1.78
Number of Households	1,034	1,352	1,830	2,131	2,471

* (Population projections are based on the average projections included in the Population Chapter.)

Source: 1980 Census of Housing and Population
Summary Tape 1A, U.S. Bureau of Census, 1990.
Lord Fairfax Planning District Commission

Vacancy Rates. An adequate vacancy rate should be maintained in the housing market to provide for movement of households and the creation of new households. The Virginia Housing Development Authority in its Statewide Housing Needs Analysis, 1975 identified three recommended levels of vacancy rates based on population growth rates (derived from annual percentage increases.) They follow:

- A. Areas of slow growth - less than 1% annual increase:
Owner vacancies = 1.0%
Renter vacancies = 4.0%
- B. Areas of moderate growth - between 1% and 5% annual increase:
Owner vacancies = 1.25%
Renter vacancies = 5.0%
- C. Areas of fast growth - greater than 5% annual increase
Owner vacancies = 1.75%
Renter vacancies = 7.0%

Based on the population projections in Table C, the Town's population is expected to grow at an average annual rate of 2.4 percent between 1990 and 2000. With these projections of moderate growth, the vacancy rates in B should be met.

As of 1990, of the occupied units there was a 54% - 46% split between owner and renter-occupied units. Projecting a 54%-46% split to 2000 and factoring in an average household size of 2.00 persons results in the following estimates of total owner and renter households with the required number of vacant units:

Owner	988
1.25% Vacancy	12
Renter	842
5.0% Vacancy	42
Households/Occupied Units	1,830
Vacant Units	54
Total Dwelling Units	1,884

Between 2000 and 2020, the Town's population is expected to grow at an average annual rate of only 0.9 percent. The vacancy rates for areas of slow growth would apply for this time frame. Maintaining the 54/46 owner/renter ratio, and factoring in an average household size of 1.89 persons, the following owner and renter households would be needed in 2020:

Owner	1,334
1.0% Vacancy	13
Renter	1,137
4.0% Vacancy	45
Households/Occupied Units	2,471
Vacant Units	58
Total Dwelling Units	2,529

Replacement of Dwellings. All substandard units should either be brought up to standard by rehabilitation or removed from the housing stock. Due to the high costs of new construction, it is expected that most such units would be rehabilitated. Many homeowners cannot afford to move, and therefore choose to improve their current homes. Some families purchase older but larger and perhaps substandard structures and gradually improve them, which gives them more square footage of living space than they could purchase outright in perfect condition. Other substandard units may have to be replaced.

In addition to planned replacement of substandard units, other losses can be expected to occur in the housing stock. Units are lost due to: deterioration to a point where they are unfit for habitation; natural disasters such as fire and flood; man-made changes such as conversion to non-residential uses, or to group quarters, or removal from

site. Based on previous changes, documented by the U.S. Bureau of Census Components of Inventory Change, approximately 6.4 percent of each decades beginning housing stock is lost. A total 95 such losses may be projected between 1990 and 2000. Projected losses through 2020 are shown in Table D, which summarizes Woodstock's housing projections.

TABLE D
DWELLING UNIT PROJECTIONS BY DECADE

DECADE	2000	2010	2020
Total Dwelling Units, beginning	1,477.00	1,884.00	2,194.00
Loss for Decade (6.4%)	95.00	121.00	140.00
Net Dwelling Unit Base	1,382.00	1,763.00	2,054.00
New Households and Replacement Units	502.00	431.00	475.00
Total Dwelling Units, end projection	1,884.00	2,194.00	2,529.00

Note: All other decades derived by subtracting the dwelling unit base from the dwelling unit projection.

SUMMARY

In order to meet Woodstock's projected needs of an increasing population with a smaller average household size, enabling the removal of substandard units that can't be economically rehabilitated from the housing stock, and providing an adequate vacancy rate for the housing market, an additional 502 units will be required by the year 2000. This translates into an annual average of 50 new units.

As with all projections, these projections are based on assumptions about the continuation of recent growth trends into the future, making periodic re-evaluation of the trends, and projections necessary for proper planning.

Several strategies will have to be followed in order to promote an adequate housing supply. These include having adequate acreage designated in the plan and zoning ordinance for residential growth, and procedures to ensure that adequate utilities and other public facilities are provided for planned growth areas.

Finally, an evaluation mechanism is needed that will periodically check the real world conditions against the projections, and make adjustments as necessary.

GOAL AND OBJECTIVES

GOAL: To maintain a balanced community with a wide range of housing and opportunities and services for present and future residents.

OBJECTIVES:

- Preserve the quality of the Town's existing housing stock.
- Promote a variety of housing styles and densities.

- Preserve neighborhood identity and keep the neighborhood as the Town's basic organizational unit.
- Encourage development of large parcels in a comprehensive and balanced manner.
- Protect existing residential uses from commercial intrusion.
- Promote revitalization of substandard housing.
- Provide adequate housing for all income levels and age groups, especially the elderly and first-time homeowners.

JOBS AND THE ECONOMY

In March of 1998, the Town of Woodstock retained the services of an economic research consultant to assist in the identification of the strengths and weaknesses of the Town's business climate. The study is part of a large scale planning effort to guide future economic development. Woodstock's Business Enhancement Plan analyzes the economic environment and business climate by looking at various aspects of the community. These include the physical environment, the economic and demographic conditions, and real estate and market overviews. This study, in its completion will be available for citizen review.

This chapter will examine current statistical data for the Town as a whole, then focus on the unique business nodes within the Town. Ultimately we will establish goals for the enhancement of these business nodes for the next twenty years. This chapter provides information on the employment in the Woodstock area, compares the Town with the economy of the County as a whole, and includes data showing the occupations and income levels of Woodstock's residents.

CURRENT STATISTICAL DATA

Approximately 258 businesses and industries are located in or around Woodstock. These firms are divided into several categories of products and services. When contrasted with employment figures for the entire county, Woodstock emerges as the center for government, services, and trade. Approximately 36 percent of the county government employment, 48 percent of the county's employment in services, and 36 percent of the county's employment in trade is located in or around Woodstock.

In Woodstock, the local economy consists of both the basic and support sectors. Manufacturing and the creation of goods and services to sell outside of the production area comprise the basic sector. Services, trade, construction, finance and real estate are examples of the supporting sector that concentrates on directly supplying local needs.

The largest of these categories in terms of average employment is Services, with about 30 percent of the total work force (see figure 5-1). Employment in this category includes such services and occupations as lawyers, doctors, hospitals, education, dry cleaners, and theaters. Shenandoah Memorial Hospital, Inc. is the single largest employer in this group, with a 1999 average employment of about 385. In addition, approximately 340 people are employed in the Woodstock area by the Shenandoah County School Board.

Wholesale and Retail Trade employs approximately 26 percent of the area workforce as of 1998. There are 74 businesses in this category, with a total employment of 1,040 persons. Government employees in Woodstock are numbered around 600, including County Offices, Town Government, and School Board. This constitutes about 15 percent of Woodstock's employment.

Manufacturing comprises 8 percent of the area's employment. There are 9 manufacturing firms in the Woodstock area, with a total employment of 317. The largest company is Wrangler of Vanity Fair Jeans, Inc., with a total employment of about 250.

The Town's economy is fairly diversified, with increasing emphasis on service type industries, included medical and legal specialties.

The number of persons employed in the Woodstock area in 1998 was 3,422. This figure includes only those employees who are covered by unemployment compensation. Other employment centers also exist within commuting distance from Woodstock. These include Harrisonburg, 41 miles to the south; Luray, 29 miles to the southeast; Strasburg, 12 miles to the north; and Winchester, 31 miles to the north. All but Luray are easily accessible along Interstate 81. Over 90% of Woodstock residents work within Shenandoah County, drive alone, and their work trip takes less than 20 minutes.

Figure 5-1
EMPLOYMENT IN WOODSTOCK, VIRGINIA - 1998

	Total Firms	Total Employed	Percent
Agriculture	7	34	0.9
Contrast Construction	18	106	2.7
Manufacturing	9	317	8
Transportation, Communications & Utilities	8	68	1.7
Wholesale & Retail Trade	74	1040	26
Finance, Insurance & Real Estate	28	157	4
Services	111	1456	36.7
Government	3	245	6.2
Total	258	3422	86.2

Source: Shenandoah County Director of Economic Development/ Adjusted VEC Data

So far, the above material has dealt with the employment opportunities offered by the businesses and industries located in or around Woodstock. Following are employment statistics of Shenandoah County on the numbers of employed persons by occupation (figure 5-2) and numbers of employed persons by industry (figure 5-3).

FIGURE 5-2

EMPLOYED PERSONS 16 YEARS AND OVER BY OCCUPATION

	Woodstock	Shen. Co.
Total Employed 16 years and over	1,406	15,622
Managerial and Professional Specialty		
Executive, Administrative, Managerial	161	1,164
Professional Specialty	180	1,295
Technical, Sales, Administrative Support:		
Technicians and Related Support	22	455
Sales	104	1,316
Administrative Support including Clerical	220	2,007
Service:		
Private Household	-	31
Protective Service	49	225
Service, Except Protective and Household	160	1,653
Farming, Forestry, and Fishing	45	774
Precision Production, Craft, and Repair	193	2,781
Operators, Fabricators, and Laborers:		
Machine Operators, Assemblers, Inspectors	137	2,091
Transportation and material Moving	78	853
Handlers, Equipment Cleaners, Helpers, Laborers	57	997

Source: 1990 Census, Key Characteristics, Lord Fairfax Planning District Commission, December 1993

Services (except for household or protective services), and professional specialties are the top two occupations held by Woodstock residents.

Details of the type of industry that the Town's residents are employed by are also available for the 1990 Census. The largest number of employees work in the various types of service industries, followed by manufacturing, and then wholesale and retail trade.

Figure 5-3
EMPLOYED PERSONS 16 AND OVER BY INDUSTRY

	<u>WOODSTOCK</u>	<u>SHENANDOAH CO.</u>
Employed Persons 16 years and over	1,406	15,622
Agriculture, Forestry, Fisheries	43	802
Mining	-	64
Construction	125	1,922
Manufacturing:		
Nondurable Goods	217	2,777
Durable goods	116	1,489
Transportation	44	483
Communication, Other Public Utilities	12	379
Wholesale Trade	26	564
Retail Trade	175	2,277
Finance, Insurance, and Real Estate	132	635
Business and Repair Services	97	623
Personal Services	38	423
Entertainment and Recreation Services	16	77
Professional and Related Services:		
Health Services	157	1,078
Educational Services	68	951
Other Professional and Related Services	57	630
Public Administration	83	448

Source: 1990 Census, Key Characteristics, Loud Fairfax Planning District Commission, December 1993.

There is a high correlation between the largest employers shown in the data available from the Virginia Employment Commission and the types of employment shown by the Census data for Woodstock's residents. This indicates that many workers are employed locally. Given the size of the Town's workforce, over 2,000 of the jobs in and around Woodstock are held by people living outside of the corporate limits.

Over 90% of residents work within Shenandoah County, drive alone, and their work trip takes less than 20 minutes.

Figure 5-4
WORKERS 16 YEARS AND OVER BY PLACE OF WORK

	<u>Woodstock</u>	<u>Shenandoah Co.</u>
Workers 16 years and over		15,407
Worked in State of Residence:		
In County of Residence		11,014
Outside County of Residence		3,932

Worked Outside of State

461

Source: 1990 Census, Key Characteristics, Lord Fairfax Planning District Commission, December 1993.

According to the 1990 Census, the median family income (that figure at which there are an equal number of families above and below) for Woodstock is \$31,623 and \$31,273 for Shenandoah County. The median family income for the Lord Fairfax Planning District was \$29,275 and for Virginia was \$33,328. The median income for a family in Town is \$31,623. Specific income levels are shown in Figure 5-5.

Figure 5-5
1989 INCOME

	<u>HOUSEHOLDS</u>		<u>FAMILIES</u>	
	Shenandoah Co.	Woodstock	Shenandoah Co.	Woodstock
Households	12,452	1,103	9,179	851
Less than \$5,000	943	142	258	18
\$5,000 to \$9,999	1,305	182	569	50
\$10,000 to \$14,999	1,116	190	613	88
\$15,000 to \$24,999	2,443	301	1,812	185
\$25,000 to \$34,999	2,394	200	2,067	147
\$35,000 to \$49,999	2,257	114	2,037	118
\$50,000 to \$74,999	1,436	187	1,317	167
\$75,000 to \$99,999	351	35	320	35
\$100,000 to \$149,999	112	25	91	16
\$150,000 or more	95	27	95	27
Median income	26,527	20,426	31,273	31,623

Source: 1990 Census, Key Characteristics, Lord Fairfax Planning District Commission, December 1993.

BUSINESS NODES

Four unique nodes of business land uses have been identified in the Town. The Downtown, the North Area, the South Area, and the West Area. Below is a brief reference to these areas and general statements on goals and objectives.

Downtown

* centered on Main Street between Foundry Street and South Street and on Commerce Street between North Street and Spring Street

(north to Catholic Church, Shenandoah Valley Herald newspaper office, south to South Street, Hair Gallery, Coin Shop, Spring House and Spring Hollow Antiques)

Goals and Objectives

Promote tourism and visitor attraction potential through historic preservation and promotional events. Encourage retail and professional tenants. Reinforce potential as a dining district. Encourage establishing physical improvements and recruitment of new uses and businesses.

North Area

* centered on Main Street and North of the Woodstock Shopping Center

(Grubb Chevrolet, Sugar Shack, ice cream stand, Woodstock Trailer Park, Texaco HandiMart, Fitness Firm, H.N. Funkhouser fuel, Napa Auto Parts, Wetsel Brothers ... County Administration Campus, Woodstock Shopping Center ... Social Services, offices)

Goals and Objectives

Explore State Tourism Incentives to Create a Gateway to Woodstock: Link to Regional Tourism strategy. Consider financial incentives for a start-up/relocation of food-related uses for old Safeway space. Encourage the opportunity for additional residential and small-scale industrial development in this area.

South Area

* centered on Main Street and the Shenandoah Square Shopping Center

(extends north to Muhlenburg Ford, ... including Reservoir Road: west to the intersection with Susan Avenue: Church, Woodstock Volunteer Rescue Squad, east to Bowling Alley, south to Hoover Road)

Goals and Objectives

Encourage opportunities for additional empty-nester/retiree housing in attractive mixed density housing development. Encourage and market opportunities for additional National/Regional retail chain stores. Coordinate zoning and land use with West area development issues. The South Area includes the Shenandoah Memorial Hospital Campus: Hospital and Professional Building employees the largest number of employees in Town, with approximate figures (385 overall, 150 max shift, 105 Town residents)

Goals and Objectives

Encourage buildout of hospital properties with high-end nursing home establishment and possible wellness attractions. Encourage health related retail operations on this end of Main Street.

West Area

* centered on the I-81/ Route 42 interchange, from eastern most point of the intersection with Ox Road: Real Estate, Bank ... including Motel Drive, Ramada Inn, Comfort Inn, Wal*Mart, Woodstock Square

The West Area also includes the Public School Central Campus. The Shenandoah County School Board is the number one employer county-wide. The School Board Administration offices are located in the new County Administration Campus in the North Main Corridor.

Goals and Objectives

Encourage buildout of commercial retail development on vacant parcels adjacent to Wal Mart. Explore public incentives to promote Downtown Historic District on Route 42 and I-81.

IMPLEMENTATION PROGRAM

- Work closely with the Shenandoah County Director of Economic Development Director, sharing information.
- Hire a part time business enhancement coordinator for downtown business development.
- Have a committee for business recruitment, focusing on service uses downtown, restaurants in downtown, tourism enterprises, recreation, and the retirement market needs.
- Establish a program to retain and improve existing businesses through the creation of incentives to reinvest.

- Meet with existing businesses to determine their needs.
- Work with local banks to set up a no-interest or low-interest loan pool for building improvements.
- Monitor incentive programs offered or permitted by the State.

CHAPTER 6 COMMUNITY FACILITIES AND SERVICES

Introduction

The town's community facilities and services support existing and planned development and contribute to the health, safety, education, and general welfare of Woodstock residents. The responsibility for providing these services is divided between the town and Shenandoah County. The town provides public utility services, police protection, recreational and open space facilities. Shenandoah County provides public education, a library, solid waste disposal, courts, social services, and recreational and open space facilities. The volunteer fire and rescue services are a shared responsibility of both the town and the county.

Basic town services and the facilities that support them are often taken for granted by citizens, but are important to take into account when planning for the town's future. The Town of Woodstock has made and continues to make large capital investments to create a safe and reliable water supply and a wastewater treatment system that are cost effective and environmentally sound. This section of the plan discusses current and projected levels of service, and determines the town's role in the delivery of those services.

A map of the town's community facilities is contained at the end of this chapter.

Town Facilities

The Woodstock Municipal Building is located in the center of town at 135 N. Main Street. It provides administrative offices for the Town Manager, Treasurer, and other town officials. Meeting facilities for the Town Council, Planning Commission and other public groups are located in the building.

A public works maintenance facility is located at 200 Moose Road (the southeast corner of Moose Road and N. Water Street). This facility houses the Public Works Department's offices, serves as a storage and repair site for equipment, and stocks supplies necessary to maintain the town's water and sewer distribution systems and street system.

The capacity and structure of the Municipal Building, the Police Station and the Public Works Facility are in question for the current and future needs of the town. Therefore, the town intends to undertake a needs study to determine the actual space needs for its operations.

Water Supply

The Town of Woodstock is committed to providing its citizens with safe and dependable supply of drinking water. The quality of the drinking water meets all of the state and federal requirements administered by the Virginia Department of Health. Information regarding the town's current water system and plans for meeting future water demand is described below.

Water Use - town water use for calendar year 2006 averaged 0.750 million gallons per day (MGD) with 2,891 water service customers being served. This water use figure is based on water service to the 1,568 acres of developed land within the town and about 300 customers in the county. Additional water use will occur as the undeveloped land within the town and the urban growth area are built-out. Based on historical usage rate of about 480 gal/acre of developed area, the town at build-out could use 3.9 MGD of water.

Water Source – Drinking water for the Town of Woodstock comes from the North Fork of the Shenandoah River. The raw water intake consists of three 16-inch ductile iron pipes that transport raw water through a vertical traveling screen to a concrete wet well for delivery to the water treatment plant.

A source water assessment for the Town of Woodstock was completed by the Virginia Department of Health on September 4, 2002. The assessment determined that the town's raw water source, the North Fork of the Shenandoah River, may be susceptible to contamination because it is surface water exposed to a wide variety of contaminants. However, no water quality violations were reported in 2006 and the water is being constantly monitored for various contaminants so the town can continue delivering a dependable and safe supply of drinking water.

Treatment – The town's water supply quality is good and the treated water meets or exceeds state and federal drinking water quality standards. The Virginia Department of Health has established a design capacity for the town's water treatment plant at 2.016 million gallons per day. Treatment at the Woodstock Water Treatment Plant is achieved by rapid mix, flocculation, sedimentation, and filtration for turbidity removal; chlorination for disinfection; and fluorination to aid in reducing tooth decay. Water is pumped from the water treatment plant via three high service pumps to the storage and distribution system.

Storage and Distribution - Town and county households are provided water service with some customers as far as ten miles to the west of town. The town's 2,622,500 gallon storage capacity is divided between a water tower located off of Ox Road (400,000 gallons), a storage tank located at the western end of the water line near the town's reservoir (10,000 gallons), and the newest storage tank located on West North Street and I-81 (2,000,000 gallons). The town also has clear well storage of 212,500 gallons under the water treatment plant. A reservoir located approximately ten miles west of town in the George Washington National Forest served as a water collection facility until 1979, but is no longer used.

A map of the town's water system is contained at the end of this chapter.

Wastewater Treatment

A major responsibility of the town government is to provide a dependable and reliable wastewater collection, conveyance, and treatment system. Information regarding the town's current wastewater system and plans for meeting future service demand is described below.

Wastewater Use - Town sewer use for calendar year 2006 averaged a total of 0.48 million gallons per day (MGD) with 2,548 sewer service customers being served. The current sewer use figure is based on sewer service to the 1,568 acres of developed land within the town. Additional sewer use will occur in the undeveloped land within the town and in the urban growth area as build-out continues. At the historical sewer usage rate of 306 gal/acre of developed area, the town at build-out could use 2.5 MGD.

Treatment - The town owns and operated a 1,000,000 gallon per day wastewater treatment facility located east of town in Shenandoah County. At present the plant treats an average of 480,000 gallons per day of wastewater with more than 2,548 households being provided with sewer service. A few private homes in Woodstock rely on septic tank systems for the disposal of sewage, but could eventually be connected to the town's system.

In order to meet future wastewater demands and to meet the requirements of the Chesapeake Bay clean-up actions by the state, the town has undertaken a major upgrade project at its wastewater treatment plant. Among other things, this project will expand the capacity of the plant to 2.0 MGD and will install enhanced nutrient removal (ENR). Construction is scheduled to begin in the first half 2007 and be completed in late 2009.

Collection - The town owns, operates, and maintains a network of wastewater collection pipes ranging in size up to 24-inch diameter. To aid in maintaining its wastewater collection system, the town has adopted an ongoing inflow and infiltration (I/I) abatement program. Town staff regularly inspects the sewers, identify problems, and implement corrective actions.

Grease Abatement – The town has an ongoing program to prevent grease, oil, and sand from entering its sewer system through regular inspections of grease traps at all businesses connected to the sewer system. Grease is emitted from food processing facilities when grease traps and interceptors are not maintained in the proper manner. It exits the facility's sewer lateral and empties into the collection system, solidifying and causing costly sewer blockages and treatment problems at the Wastewater Treatment Facility.

It is the town's mission to eliminate grease that is deposited into the collection system.

A map of the town's wastewater system is contained at the end of this chapter.

Stormwater Management

In the past, stormwater management was minimally regulated and clean-up was often left to those downstream. Today, state laws provide landowners or developers the right to develop their property in a reasonable manner providing they do not cause a drainage inconvenience or damage to properties downstream. To address this state requirement, the town created a Stormwater Management program to help protect natural resources and prevent property damage. The Town of Woodstock's Stormwater Management Program and Drainage Manual was developed in compliance with the Virginia Stormwater Management Program and the federally mandated Soil and Water Conservation Act.

Land-clearing and soil-movement activities in residential, commercial, industrial and institutional land development projects are subject to the requirements of the town's Stormwater Management programs.

Policies and Programs - The Town Planner is responsible for review, approval, and enforcement of all new storm drainage designs associated with new developments. The policy and program tools the town uses to accomplish this consist of the State's Erosion and Sediment (E&S) Control Handbook, the town's Stormwater Management Program and Drainage Manual, and the town's Zoning Ordinances. The town's Department of Public Works is responsible for the physical aspects of operating and maintaining the town's existing storm water system. Principally, this effort involves the routine inspection, cleaning, and maintenance associated with pipes, culverts, inlets, and selected drainage swales as well as making any structural repairs, modifications, or improvements that may be required.

Solid Waste Management

The Town of Woodstock currently provides weekly municipal collection services to all single family residences. A fee will be assessed for this service after January 1, 2008. Because the town does not have equipment to handle dumpsters, multiple unit residential complexes and non-residential establishments contract with private companies for refuse collection. During the semi-annual "Clean-Up Weeks," the refuse crew picks up leaves, tree limbs and other large items on a daily basis. This program also has an educational component as the town communicates which materials are and are not accepted.

Shenandoah County runs a recycling program consisting of dedicated bins for voluntary drop-offs by citizens. A recycling collection center for Woodstock citizens has been established at the Public Works Facility on Moose Road. This site is open seven days a week. The county also owns and operates the landfill which is located near Edinburg, approximately 2.5 miles to the south of Woodstock. The facility is estimated to have operational life until the year 2032. The town is a customer of the landfill and in 2006 Woodstock contributed 700.8 tons of sludge and 1,478.3 tons of trash to it.

Public Safety

Police Department – The Police Chief oversees a department of sworn officers consisting of supervisors, investigators, patrolmen and school resource officers. The Police Department operates from its headquarters at 134 North Muhlenberg Street, directly behind the Municipal Building. The Department has a close working relationship with the Shenandoah County Sheriff's Department and the Virginia State Police, and each provides assistance to the other as needed within the service area of the town. The Police Department uses the services of the Shenandoah County courts and jail as needed.

Fire Department - The Shenandoah County Department of Fire and Rescue provides support and staffing to the Woodstock Volunteer Fire Department. The department is committed to providing a safe community, protecting the life and welfare for all people residing or visiting the town and the County.

The Woodstock Volunteer Fire Department is located on W. Court Street between Main Street and Muhlenberg Street. The station is operated and staffed by both paid and volunteer staffs who serve the town and surrounding county area. The station is funded by the town, county and fundraising from other sources. They responded to 519 calls in 2006.

Rescue Squad - The Woodstock Rescue Squad also comes under the oversight of the Shenandoah County Department of Fire and Rescue. This all-volunteer organization is funded by the town, county, and fundraising from other sources. The squad is located on Reservoir Road near Central High School in a facility that was remodeled and upgraded in 2004. The squad responded to 2,055 calls in 2006.

Parks and Recreation

The Parks and Recreation System has a significant effect on the quality of life enjoyed by town residents. Recreation facilities available to town residents are located in Woodstock

at the W.O. Riley, Riverview, and Fairview Parks; the elementary, middle, and high schools; and the Shenandoah County Fairgrounds. The Shenandoah County Park, in nearby Maurertown, provides additional recreational opportunities. Additionally, a new state park, the Seven Bends State Park, has been created east of town with access to the park being provided along E. Reservoir Road.

The public parks do not provide facilities for indoor recreation. The public schools in Woodstock have gymnasiums, athletic fields, and playgrounds that are available for public use when school activities are not scheduled. In addition, the Shenandoah County Park, located north of Woodstock near Maurertown, contains a picnic shelter, tennis courts, volleyball courts, basketball courts, three softball fields, a playground, and a Civil War interpretive plaque. The Shenandoah County Parks and Recreation Department sponsors a variety of programs year-round for children, adults and senior citizens.

Facilities provided by Shenandoah County

The citizens of Woodstock also enjoy the following services and institutions which are provided for them by the Shenandoah County government. Additional information can be found on the county's web site at www.shenandoahcountyva.us.

Education – Shenandoah County School Board provides comprehensive elementary, middle and secondary education programs to the children of Shenandoah County and its six towns, including Woodstock. W.W. Robinson Elementary, Peter Muhlenberg Middle School, and Central High School are located in the town of Woodstock.

Cultural - The Woodstock Museum is located on S. Muhlenberg Street and is open to visitors May through September. The museum contains various displays that illustrate life in the Valley, and Woodstock in particular, since the founding of Woodstock. Collections include a display of Schmitt's drug store, a farm kitchen, rooms furnished of handmade furniture, and various tools and machinery. The Old Wickham House, located at the end of Lawyer's Row, was donated to the museum by Dick Wickham, a long-time Woodstock resident, and serves as a display of early life in Woodstock. The house

exhibits many middle 18th and early 19th century features. It is typical of a number of other early houses in town in that it is an enlargement and modernization of an original log building.

Library – Town citizens can use the Shenandoah County Library System, which consists of the County Library and five community libraries. The County Library is located near the center of the county just off Interstate 81 in Edinburg and is a full-service library that is open 52 hours each week.

Woodstock also has its own library, The Woodstock Library, which is located at 134 N. Church Street. This private facility is funded through an endowment.

Health Department - The Shenandoah County office of the Virginia Department of Health is located at the Shenandoah County Government Complex in Woodstock and provides the following services for residents of the town and county:

- Children’s Specialty Services (diagnosis and treatment of various conditions in children to age 21)
- Communicable Disease Control (testing and immunization)
- Environmental health (food service inspections, water system recommendations, sewage disposal regulation)
- Health Education
- Medical and Nursing Services (blood pressure and cholesterol screening, family planning, maternity, patient education, well-child care to age 5)
- Nutritional Services (supplemental food programs for women, infants and children, community education and nutritional counseling)
- Vital Records (birth certificates, death certificates)

Shenandoah County Social Services - The office of the Shenandoah County Department of Social Services is located at the Shenandoah County Government Complex in Woodstock. The many forms of assistance the Department provides to town and county residents can be grouped into two categories:

1. Applications which are processed for financial assistance in the form of food stamps; medical insurance for the elderly, families and children; fuel purchases in the winter; emergency prescriptions; temporary assistance for families; and assistance with rent.
2. Applications that involve the Department providing investigation and protective services for children and elderly or disabled; child day-care assistance; adoption reporting; home studies for the courts; and the referring of clients to other area resources.

Health Care

Most of the public health and medical facilities for Woodstock residents are provided by Shenandoah Memorial Hospital on S. Main Street. The hospital is owned by Valley Health Systems and is a 25-bed facility offering general surgical, intensive care, maternity, geriatrics, radiological, rehabilitative, counseling services, and a psychiatric ward. Other nearby Valley Health System hospitals include Winchester Medical Center (411 beds) and Warren Memorial Hospital in Front Royal (191 beds).

Six long-term care facilities, four assisted-living and two nursing homes are located in Woodstock.

Community Facilities Goals, Objectives and Strategies

This section states the manner and direction in which the Town of Woodstock would like to develop its community facilities.

Goal 1: To encourage a high quality of life for Woodstock citizens by providing community facilities, infrastructure and services that are efficient, cost-effective, and meet the needs of the citizens.

Objective 1 Continue to provide high quality public water service.

Strategy 1 Aggressively maintain the existing water system components through programs that emphasize repair, protection, system reliability, water quality, and water loss reduction.

Strategy 2 Continue to add water supply, treatment, distribution, and storage capacity as growth requires.

Strategy 3 Provide a second source of water through the development of a series of wells.

Strategy 4 Develop a Water Works Facilities Plan for the water system to provide a comprehensive assessment of the town's infrastructure and its ability to store and deliver the amount of water anticipated at full build-out.

Objective 2 Continue to provide dependable, environmentally sound, sanitary sewer service.

Strategy 1 Continue the town's wastewater system repair and maintenance programs that emphasize repair, preventive action, and reliability.

Strategy 2 Continue the town's abatement program addressing infiltration and inflow to the wastewater collection system.

Strategy 3 Continue and enhance the town's grease trap inspection program to eliminate grease, oil, and sand from the wastewater system.

Strategy 4 Develop a Wastewater Facilities Plan for the wastewater system to provide a comprehensive assessment of the town's infrastructure and its ability to collect and transport the amount of wastewater anticipated at full build-out.

Objective 3 Continue to improve the quality of stormwater runoff in and around the town.

Strategy 1 Develop and implement a public education and outreach program regarding the impacts of storm water discharges on streams.

Strategy 2 Detect and eliminate illicit discharges to the storm water system.

Strategy 3 Continue enforcement of the town's erosion and sediment control program.

Strategy 4 Maintain and improve programs to prevent pollution and practice good housekeeping in town operations.

Strategy 5 Develop a wetlands park on S. Water Street.

Strategy 6 Use sustainable design principals & concepts for town facilities

Objective 4 Provide quality and easily accessible services through well located and planned facilities that are designed to facilitate delivery of the town's mission.

Strategy 1 Perform a needs study to determine the town's current and future needs for building/shop space for town administration, public works and the police department.

Strategy 2 Perform a needs assessment to determine the most appropriate size, configuration, and location for new and/or replacement buildings and facilities to meet the future needs of the town.

Goal 2. Ensure public safety and encourage the provision of excellent health services for all people.

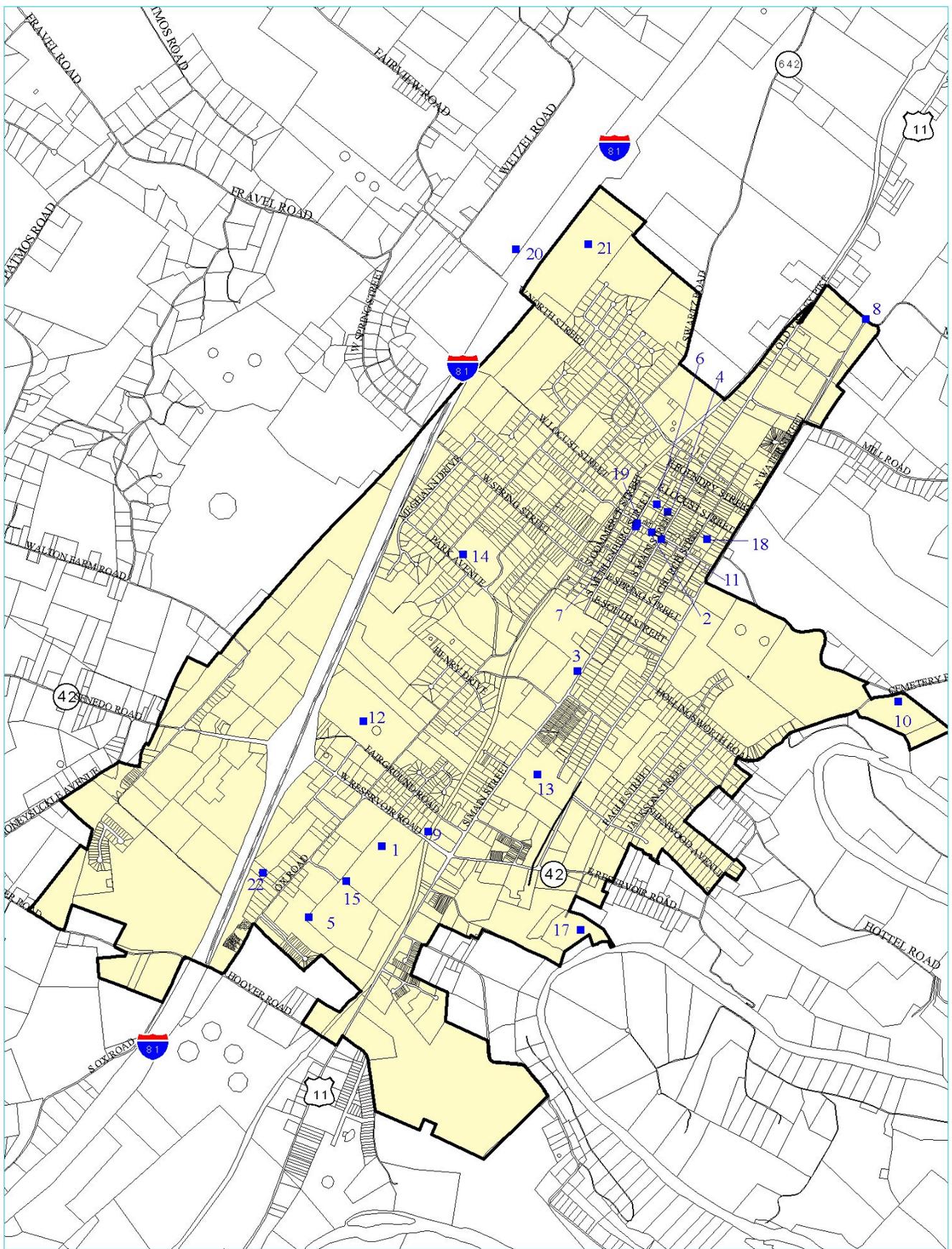
Objective 1 Coordinate and plan for increased emergency preparedness in the face of new national threats.

Strategy 1 In cooperation with federal, state, other local law enforcement and emergency preparedness agencies, and Shenandoah Memorial Hospital, provide for continual maintenance and updating of the town's local Emergency Operations Plan.

Community Facilities

(Refer to Map)

Item No	Facility Name
1	Central High School
2	Fire Department
3	Massanutten Military Academy
4	Municipal Building
5	Peter Muhlenberg Middle School
6	Police Department
7	Post Office
8	Public Works Facility
9	Rescue Squad
10	Riverview Park
11	Shenandoah County Courthouse
12	Shenandoah County Fairgrounds
13	Shenandoah Memorial Hospital
14	W.O. Riley Park
15	W.W. Robinson Elementary School
16	Wastewater Treatment Plant
17	Water Treatment Plant
18	Woodstock Library
19	Woodstock Museum
20	2 Million Gallon Water Storage Tank
21	Fairview Park
22	400,000 Gallon Water Storage Tank



Community Facilities
COMPREHENSIVE PLAN
 Town of Woodstock, VA July 1, 2007



0 | 0.5 Miles

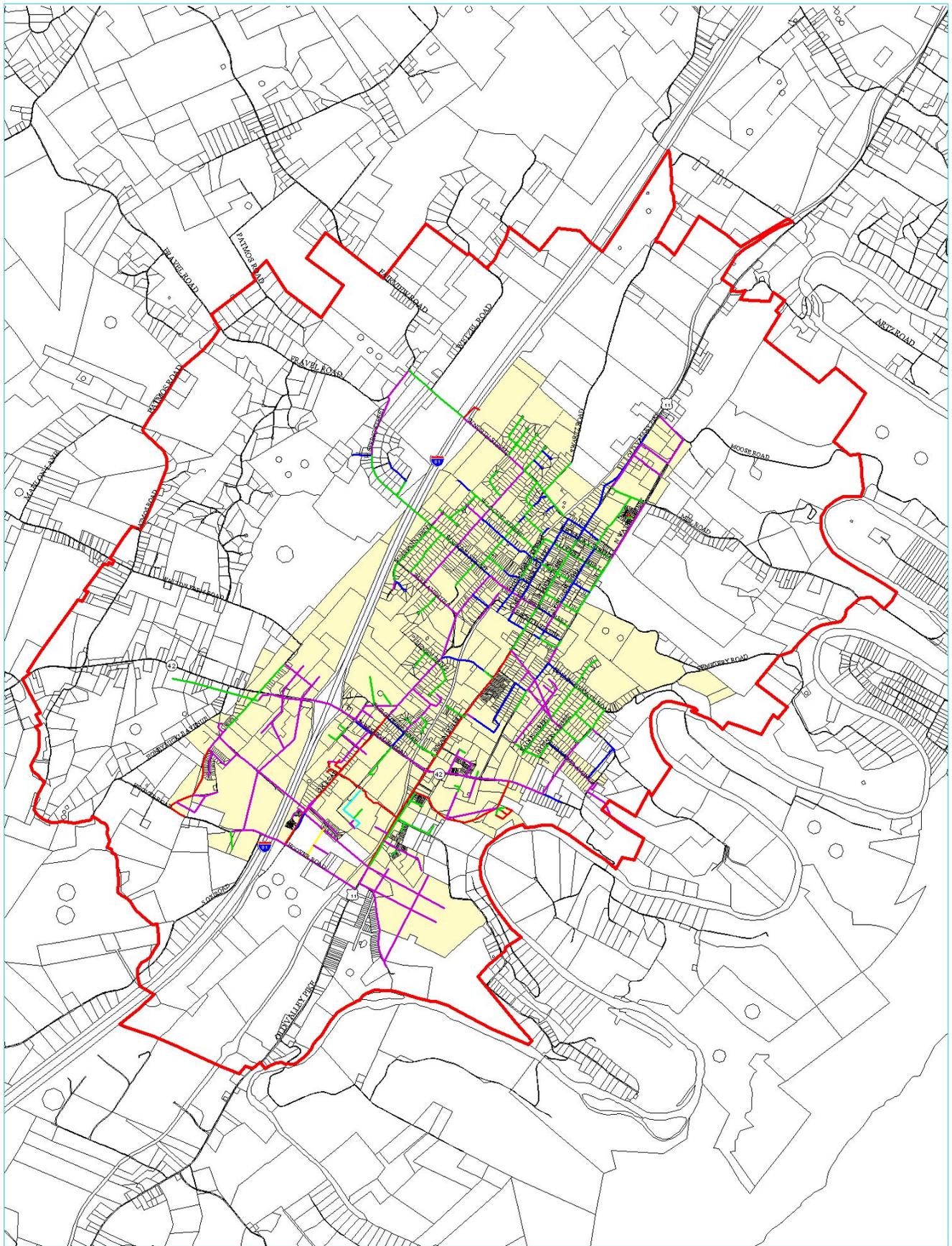




Map Data Provided by the Northern Shenandoah Valley Regional Commission

Legend

- Community Facility
- Woodstock Town Boundary
- Town of Woodstock



Water Distribution System

COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



0 0.5 Miles



Map Data Provided by the Northern Shenandoah Valley Regional Commission

Legend

Pipe Diameter

12"

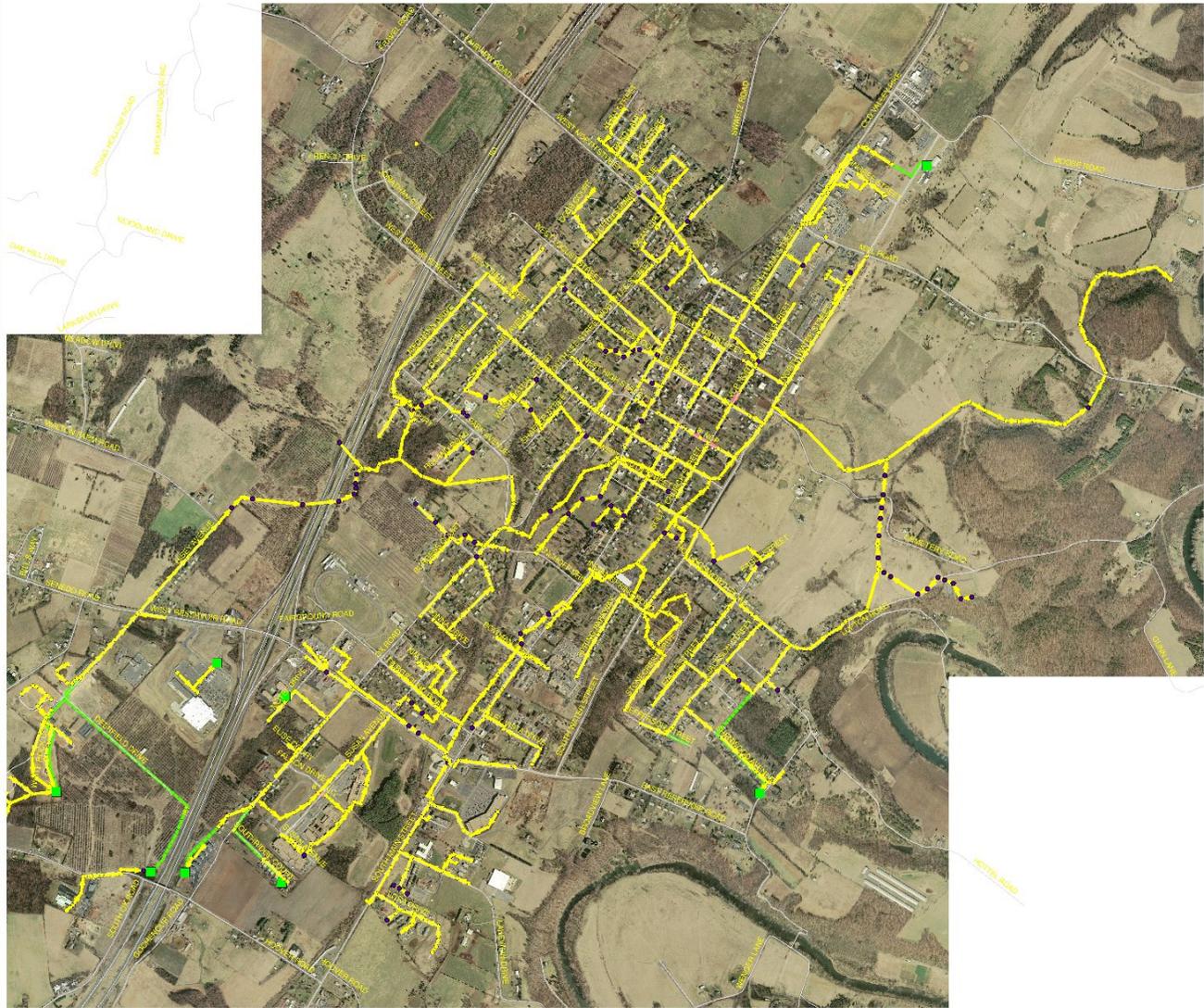
10"

8"

6"

4"

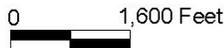
Town of Woodstock



Sanitary Sewer System COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



Map Data Provided by the Northern Shenandoah Valley Regional Commission

Legend

- Pump Station
- Manhole
- CNL Manhole
- Sewer
- Breakover
- - - Force Main

TRANSPORTATION

Introduction

The Woodstock transportation system is comprised of several elements including an interstate highway, principal arterial roadways, a local road system, sidewalks, and railroads. Each element of the system is complimentary to the others and serves the community as a network. It is important to note that transportation and land use are linked. Changes in land use can change traffic patterns and affect the demands on transportation resources.

Having a strong transportation system, a network providing for the movement of people and goods through the area, is important to the vitality of the town. Not only is accessibility an important quality of life standard for residents, but for businesses and industries that rely on an adequate transportation network to attract customers and to transport goods. A sound transportation system is vital for the town in that the system forms a framework by which all community activities are served. It also directs the location and intensity of land uses.

This chapter of the plan describes the town's transportation system and its various elements, and makes recommendations for changes to the transportation system over the next 20 years.

Background

The main element of the town's transportation system is its streets, which are classified with designations that correspond to traffic volumes or design criteria. The Virginia Department of Transportation classifies streets as local, collector, or arterial. Local streets provide direct access to individual homes and receive fewer than 1,000 vehicles per day. Collector streets are intended to support moderate to heavy levels of traffic, routing traffic from and sometimes through residential areas to employment centers and shopping areas. Arterials are designed and intended for consistently heavy traffic volumes, and usually connect towns with each other, and provide linkages to interstate systems. Figure 11-1, included at the end of this chapter, shows the current

classifications of the town's streets. The town receives street maintenance funding from VDOT for streets that have been accepted into the system. Accepted streets must meet design criteria put forth by VDOT and the town. Unaccepted or private streets do not receive town services or maintenance.

Urban Development Area

During the process of updating this Comprehensive Plan, the Virginia General Assembly passed legislation that was signed into law requiring every county, city or town that has a population of at least 20,000 and a population growth of at least 5% or; has a population growth rate of at least 15%, and allowing all other counties, cities and towns, to establish an urban development area for the purposes of transportation planning and funding. For purposes of this legislation, *“an urban development area is an area designated by a locality that is appropriate for higher density development due to proximity to transportation facilities, the availability of a public or community water and sewer system, or proximity to a city, town, or other developed area. The comprehensive plan shall provide for commercial and residential densities within urban development areas that are appropriate for reasonably compact development at a density of at least four residential units per gross acre and a minimum floor area ratio of 0.4 per gross acre for commercial development. The comprehensive plan shall designate one or more urban development areas sufficient to meet projected residential and commercial growth in the locality for an ensuing period of at least 10 but not more than 20 years, which may include phasing of development within the urban development areas.”*

This urban development area has been designated and is shown on the town's Future Land Use Plan in the Chapter 8 – Land Use section of this Comprehensive Plan.

VDOT Transportation Planning

VDOT is actively involved in transportation planning with the town through the creation and update of the VDOT Small Urban Area Transportation Study (SUATS). The Woodstock 2030 Transportation Plan is being developed in a joint effort with the Virginia Department of Transportation, the Town of Woodstock and Shenandoah County. The study area for this plan includes the town limits and the urbanizing portions of Shenandoah County immediately surrounding the town. This plan is being developed with extensive involvement from local government officials, as well as input from the general public.

The SUATS is being performed because of the continued growth and development in the Woodstock area that places increased demands on the area's transportation system. The SUATS was initiated to develop a comprehensive set of transportation solutions that will accommodate projected travel demands to the year 2030. The study is examining roadway, transit, bicycle, and pedestrian transportation needs and addressing the interaction of the roadway system with truck, rail, and air travel.

The 2030 SUATS plan update includes the integration of existing and proposed transportation facilities, coordination of and consistency with land use plans adopted by the involved jurisdictions, identification of transportation deficiencies and needs, and recommendations to satisfy these deficiencies and needs. The 2030 SUATS plan update should be completed in 2007.

Street Maintenance and Construction

The Town of Woodstock maintains and constructs streets in cooperation with Virginia Department of Transportation (VDOT) and the development community. The Woodstock Public Works Department maintains all streets in town with the exception of Interstate 81, Route 11, and Route 42, which are maintained by VDOT. Roadway construction in the town is funded by VDOT, the town, and developers. Developers construct streets to state standards necessary to

service traffic generated by their projects. These streets are brought into the town system for maintenance.

Street Design

All new streets constructed in the town are to be constructed to VDOT standards, thereby making the new roadway eligible for VDOT maintenance funding. To ensure that the long term goals of a transportation improvement project are satisfied, planning should carefully consider among other things:

- Street widths, avoiding excess widths
- Accommodations for other modes of travel (pull-offs, sidewalks, bike lanes and paths)
- the need for traffic calming measures

Two of the major new roadways recommended by VDOT in the 2030 SUATS plan update are within or adjacent to property that has yet to develop (Hoover Road relocation and Hisey Avenue extension). If these street projects become necessary prior to development of the property, the town should work with the property owner to accomplish construction of the facility. If the adjacent properties develop prior to the need for a street becoming a priority, the town will expect the developer to accommodate the facility in the developer's plans and to accept responsibility for construction of the street proportional to the impact of the development.

Arterial Roadway Congestion

Route 42 - Route 42, locally known as Reservoir Road, carries the highest traffic volume of any street in the town. Much of this volume is a result of commercial development along the corridor and highway service businesses being patronized by I-81 travelers. As a result of the high volumes of traffic, travel delays have become routine and excessive, and conditions have resulted in a high number of accidents. VDOT predicts that Reservoir Road will carry almost 31,000 vehicles per day in 2030¹.

¹ Virginia Department of Transportation, Woodstock Small Urban Area Transportation Study, 2030 update

The problems on Reservoir Road come from two main sources: an inadequate bridge over I-81 and numerous commercial entrances on both sides of the roadway. Both of these problems are addressed later in this chapter. These problems are also exasperated by the traffic associated with Central Campus of the Shenandoah County Public Schools, consisting of students, staff, and school bus traffic concentrating before and after school.

Interstate 81 - Woodstock is centrally located in the Shenandoah Valley and is bisected by Interstate 81, which serves as the major north-south transportation corridor between New York and Tennessee. Woodstock has access to I-81 at Exit 283 via Reservoir Road (Rte 42). The portion of I-81 located within the town's boundaries carries approximately 40,000 vehicles per day and is forecasted to more than double by the year 2035². The intersections at the ramps and Reservoir Road are forecasted to fail by the year 2035 if no improvements are made to this interchange².

To help alleviate the traffic congestion in and around the Reservoir Road interchange with I-81, the town envisions a new interchange on I-81 to the north of town. This new interchange will redirect some development and redevelopment away from the Reservoir Road area, thereby reducing the rapid growth of traffic on Reservoir Road. The new interchange will also distribute traffic going to and from I-81 more evenly on the town's street network, rather than concentrating it all to a single point. The town will continue to work with VDOT, Shenandoah County, local developers, and the community to develop this second interchange.

Non-Vehicular Transportation

Pedestrian Trails and Sidewalks - The town is responsible for all sidewalks parallel to the streets that are located on the public right-of-way. Crews evaluate the sidewalks on an annual basis and determine levels of priority for improvements and repair. Sidewalk maintenance does not include snow or ice removal, nor does it include mowing, as this responsibility is left to the adjacent

² Virginia Department of Transportation, I-81 Corridor Improvement Study, Transportation Technical Report, Tier 1 Environmental Impact Statement.

property owners. As traffic levels and associated congestion increase within the town, so does the need for a more extensive system of pedestrian walkways and trails. Within the Central Business District, the sidewalk system is fairly comprehensive and provides a pleasant walking environment for residents and visitors. All new residential developments are now required to have sidewalks on at least one side of the street. Better sidewalks or trails placed between high-density residences and points of common destination would help alleviate some of the growing traffic numbers throughout the town. In particular, high use could be expected of trails or sidewalks connecting to the shopping area on the west side of I-81.

Bicycle Lanes and Shared Use Paths - The town currently has no formally dedicated bike lanes or shared use paths. The Town Code does not currently permit bicyclists to operate on the sidewalks, so bicycle riding is restricted to the streets. However, there is a growing need and demand for bicycle lanes and shared use paths in association with growing population and traffic congestion.

Bicycle facilities in the town should be primarily one of the following:

1. Clearly marked Bike Lanes along new or existing streets. The right-of-way assigned to bicyclist and motorist should be clearly marked to provide for more predictable movements of each. The bike lane facility should contain the design characteristics shown in the following figure.

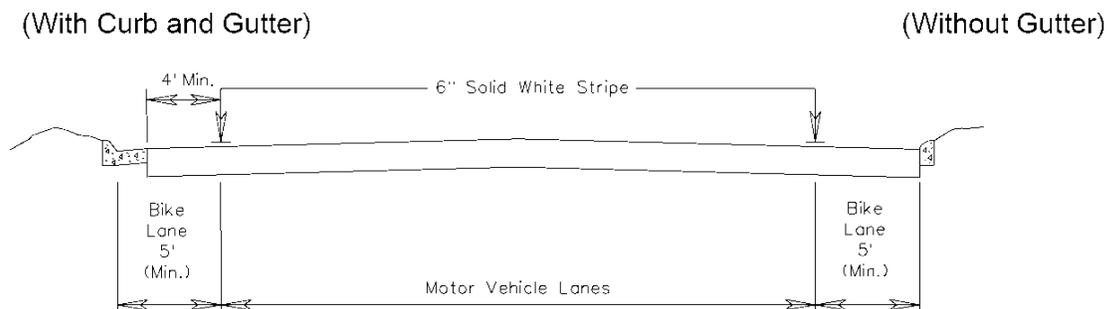


Figure 1 Bike Lane Pavement Markings and Dimensions³

³ Virginia Department of Transportation Road Design Manual, Appendix A

2. Shared-Use Paths are designed for pedestrians, bicyclist, roller bladers, etc. and should be planned and developed where wide utility corridors or former railroad right-of-way exists, permitting these facilities to be constructed away from the influence of parallel streets. Shared-use paths should offer opportunities not provided by the street system. They can provide a recreational opportunity or can serve as a commuting route. The shared-use path should contain the design characteristics shown in the following figure.

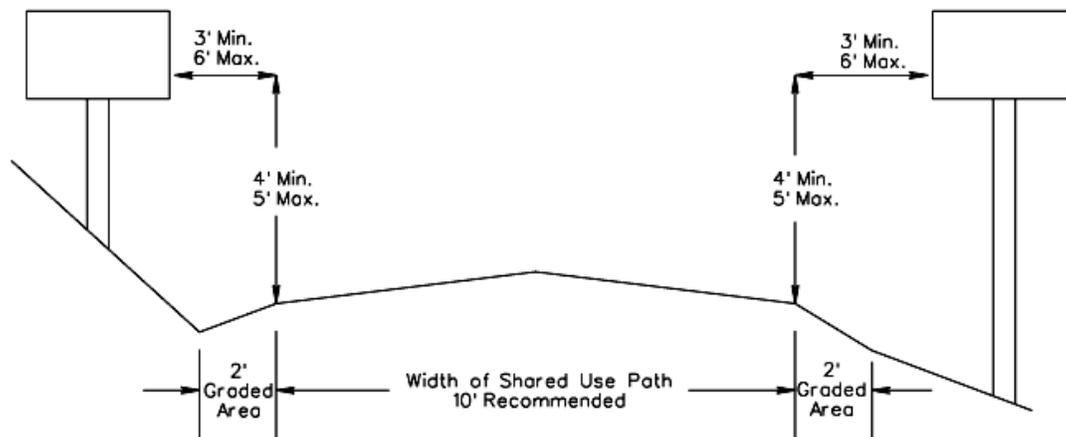


Figure 2 Cross Section of Two-Way Shared-Use Path on Separate Right-of-Way³

The town should develop a Bicycle and Pedestrian Plan to improve bicycle and pedestrian travel within the town. The goal of this plan should be to create and maintain a viable network of safe and convenient facilities. The town recognizes the need to encourage bicycle and pedestrian travel as a tool to reduce traffic congestion, contribute to cleaner air, conserve energy, promote physical fitness, and create a more pleasant atmosphere.

Public Transportation

Air Service - Three small private airfields are located within 20 miles of Woodstock at New Market, Mount Jackson, and Bryce. Public passenger service is offered at Charlottesville Airport (90 miles), Dulles International (75 miles), Reagan National Airport (100 miles), Baltimore International Airport (130 miles) and Shenandoah Valley Regional Airport in Weyers Cave (44

miles). Passenger charter service is available in Winchester (31 miles) and Harrisonburg/Weyers Cave (44 miles).

Bus Service - Inter-city bus service is provided by Greyhound/Trailways in Winchester and Harrisonburg. Bus travel is aided by the fact that it is a low cost mode of transportation, but is hindered due to the extreme amount of travel time experienced by passengers using this system. Charter bus service is available through companies in Luray, Staunton, Winchester and Harrisonburg.

Railroad - The Southern Railroad passes through town, parallel to Route 11, providing local freight service. Passenger rail-service is available in Martinsburg, West Virginia, approximately 53 miles north; and Staunton, Virginia, approximately 65 miles southeast. Passenger stations are also in Culpeper (65miles) southeast, Charlottesville (90 miles) southeast, and Union Station in Washington D.C. (90 miles).

Taxi Service - The town is served by a private taxi company which operates daily.

Public Transit - Woodstock does not have a public transportation system servicing the town.

Parking

In the downtown area, public parking remains scarce. While the town's zoning ordinance requires that off-street parking be provided for residences and businesses, there is limited space in the downtown area for those that have been grandfathered in through the years. There are presently 110 on-street parking spaces in the downtown area with two hour limited parking on Main Street and West Court Street. There are also 20 15-minute parking spaces which permit patrons of downtown businesses to obtain a parking space for brief periods of time. Other off-street parking areas in town are located in Muhlenberg Plaza (13 spaces) and in front of the Municipal Building on North Main Street (19 spaces). Parking areas should be highly defined to facilitate their use by visitors. Free, all-day parking is allowed on East Court Street and at Muhlenberg Plaza.

Since not every building in the Historic Downtown area has its own off-street parking spaces, visitors and employees of many of these buildings must use on-street parking spaces. There are a number of buildings with commercial uses on the ground floor and residential uses on the upper level that create competition for parking space between the two uses. Because of the relatively high density of this area, there is little available space for additional off-street parking to alleviate the parking problem. The zoning ordinance currently allows owners of new uses within a defined area of the Historic Downtown area to request reductions or waivers in the parking requirements from the Town Council. However, area property owners are encouraged to jointly develop privately owned and operated parking areas to serve their mutual needs. Where appropriate, the town should partner with these owners to develop public or shared parking areas. Ideally, this could result in several smaller parking areas distributed along Main and West Court Streets. In addition, as a long-term solution, Woodstock should continue to require that new off-street parking spaces be provided whenever new buildings are built.

When parking areas are designed, appropriate landscape design should be incorporated to break up large expanses of pavement, provide shade, and improve the overall aesthetics of the town.

Access Management

As development continues in the town so will the demand for access to the town's street network. The town has relied upon published standards, such as the VDOT Entrance Standards, to determine if a requested entrance satisfies transportation and safety requirements, but this has resulted in an excessive number of entrances in some areas, such as W. Reservoir Road near I-81. Excessive entrances increase the occurrence of accidents and driver confusion. To mitigate this, it is recommended that the town implement a plan to consolidate and limit new entrances onto heavily traveled roadways, and strongly encourage inter-parcel connectivity between adjacent development projects. The details of such a plan should be developed in the town's Site Plan requirements. Additional study of specific areas should also be carried out to identify specific opportunities to consolidate entrances and create inter-parcel vehicular connections.

Signing

Many of the working group members believe that there is an excess of traffic related signs along the major thoroughfares in the town. This makes it difficult for drivers to quickly identify those signs that provide needed information. The result is that a driver can miss directional signs and end up contributing to local traffic problems. To quantify the extent of this problem, a corridor study should be performed to identify excessive signs that should be eliminated or incorporated with others without endangering the safe flow of pedestrian, bicycle, or vehicular traffic.

Road Improvement Plan

The Streets Committee working on this Comprehensive Plan update identified a number of transportation projects that are needed in the town. Additionally, VDOT created a list of projects in their 2030 SUATS plan update which they believe will mitigate traffic impacts when implemented. Together these lists comprise the Woodstock Road Improvement Plan, which is provided on the following pages.

Road Improvement Plan

Town of Woodstock, Virginia

May 22, 2007

Intersection Improvements

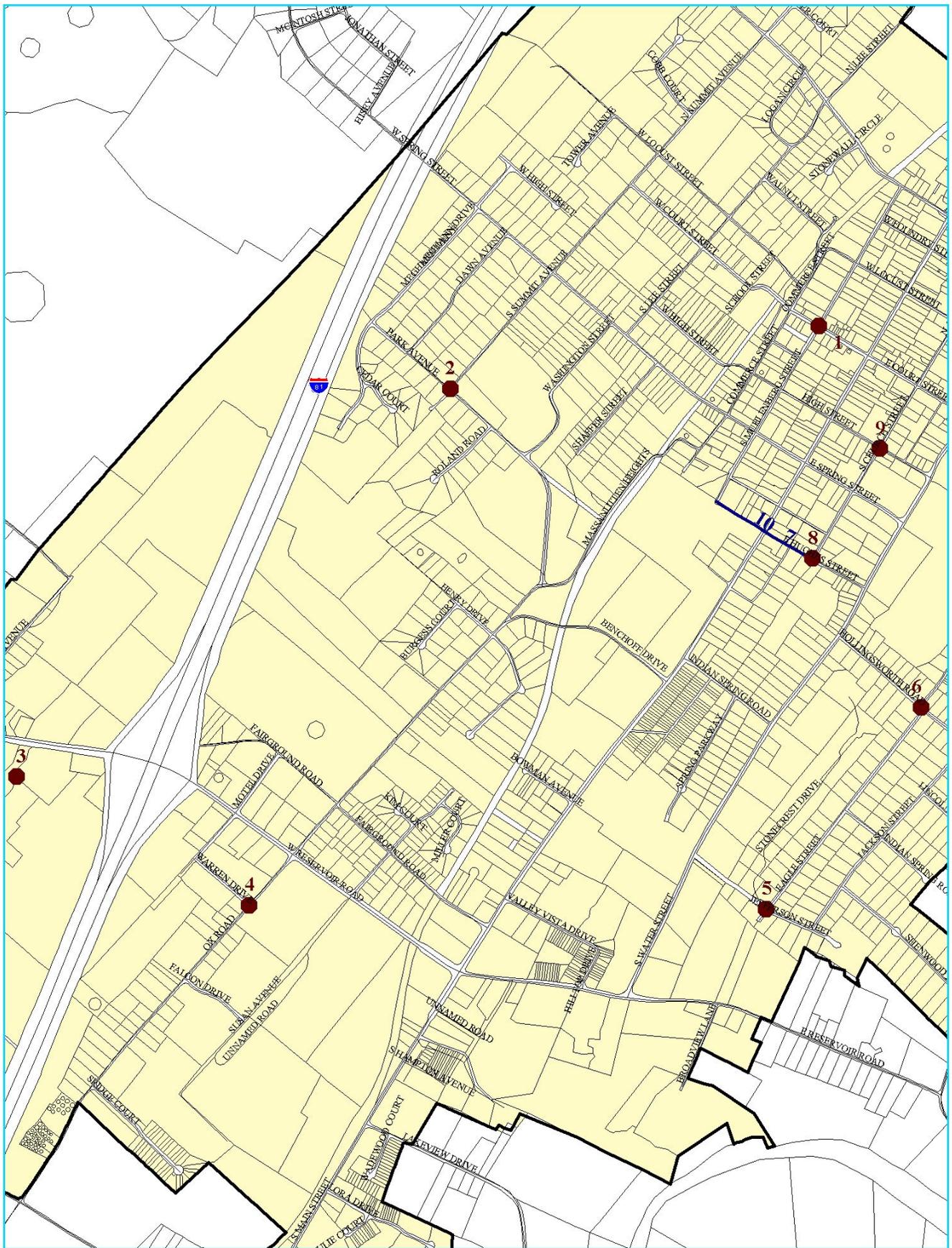
Item	Location	Problem Description	Recommendation
1	Intersection of W. Court St and N. Muhlenberg St.	Impaired sight distance due to parked cars and visual noise	Convert intersection to a 4-way stop.
2	Intersection of Park Ave. and Summit Ave.	Traffic on west side of intersection negotiates steep grade. EB traffic must stop on steep grade. 15mph speed limit on Park Ave east of intersection; 25mph on the west of the intersection. Approx 75 homes west of intersection; 2 homes south of intersection.	Rearrange stop signs to make Park Ave the through movement and make both approaches on Summit Ave. stop. Post speed limit at 15mph through the full length of Park Ave. Install curb bump outs in all quadrants of the intersection to channelize and slow traffic.
3	Intersection of Wal-Mart entrance and Henry Ford Dr.	Possible extensive delays for NB traffic (from Lowes) entering the intersection.	Monitor traffic flow in intersection after Lowes opens, and reevaluate at that time.
4	Intersection of Ox Rd and Warren Dr.	Knoll to the south of intersection on Ox Rd impairs sight distance.	Require developer to document available sight distance to establish extent of work required.

Item	Location	Problem Description	Recommendation
5	Intersection of Jefferson St and Eagle St	Traffic movements and speed	Continue to monitor traffic flows and speed after Eagle Farm development commences.
6	Eagle Street and Hollingsworth Dr.	Impaired sight distance on Eagle Street approaches	Continue to monitor situation after Eagle farm development begins.
7	E. Hughes Street between Main Street and S. Church Street	Narrow pavement section on E. Hughes St between Main St and S. Church St. and poor sight distance at crest	Make E. Hughes St one way EB from Main St to S. Church St.
8	Intersection of S. Church Street and E. Hughes Street	Pavement widths on E. Hughes St cause misaligned lanes. Stop and yield signs do not allow for efficient movements.	All options should be implemented together as a symphony of improvements.
9	Intersection of S. High Street and S. Church Street	Impaired sight distance due to wall, landscaping, and parked cars.	Install 4-way stop control
10	W. Hughes Street from Main St to S. Muhlenberg St.	Impaired sight distance at the Main St intersection due to wall and garage. Narrow pavement section makes two-way traffic unsafe.	Make W. Hughes Street one-way WB from Main St. to S. Muhlenberg St.

Item	Location	Problem Description	Recommendation
11	Intersection of N. Main St and E. Locust St.	Inadequate pavement section makes turns onto W. Locust St difficult. Sight distance in intersection is impaired due to on-street parking.	Make E. Locust St one-way EB. Add connection from back of bank parking lot to Church St.
12	Intersection of N. Main St and W. Locust St.	Inadequate pavement section makes turns onto E. Locust St difficult. Sight distance in intersection is impaired due to on-street parking.	Make W. Locust St. one-way EB.

VDOT 2030 SUATS plan update Recommended Street Improvements

Item	Location	Problem Description	Recommendation
	Reservoir Road	Inadequate capacity	Reconstruct roadway to a 4-lane divided roadway (raised median) and a 5-lane bridge over I-81
	Reservoir Road between Main and W. North Streets	Inadequate turning movement capacity	Add left and right turn lanes
	Main and Hoover Streets	Railroad crossings	Consolidate into a single crossing
	Main Street	Inadequate parking	Develop an off-street parking facility
	Main Street at intersection of Reservoir Road	Inadequate capacity	Add north and south bound through lanes, extend northbound left turn lane
	Ox Road at intersection with Reservoir Road	Inadequate capacity	Add northbound left turn lane
	Hisey Avenue	Future capacity availability	Extend Hisey Avenue to Water Street
	Hoover Road	Intersection capacity and rail crossing	Relocate Hoover Road from Main Street to west of the railroad.



Intersection and Street Improvements

COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



0 0.1 Miles



Map Data Provided by the Northern Shenandoah Valley Regional Commission

Legend

-  Intersection Improvement
-  Street Improvement
-  Woodstock Town Boundary
-  Town of Woodstock

Transportation Goals, Objectives and Strategies

This section states the manner and direction in which the Town of Woodstock would like to develop its transportation systems.

Goal Develop a safe and convenient transportation system serving all modes of travel including automobile, pedestrian, and bicycle.

Objective 1 Work closely with representatives from VDOT to update the Woodstock Small Urban Area Transportation Study (SUATS) to ensure that its recommendations accurately reflect local transportation needs and limitations.

Strategy 1 Appoint a Citizens Committee to work with VDOT in the development of the Woodstock SUATS 2030 update, providing local input and knowledge.

Strategy 2 Encourage participation in the public outreach and public meetings to involve as many citizens as possible.

Strategy 3 - Take formal action on the plan upon completion.

Objective 2 Create, adopt, implement, and update regularly a Town Road Improvement Plan of needed road and intersection improvements. This plan will serve existing and future land uses and should be coordinated with road improvement plans of the Virginia Department of Transportation and Shenandoah County.

Strategy 1 Annually review, update, and expand the town's Road Improvement Plan to include additional projects as deemed necessary.

Strategy 2 Expand the plan to include multi-use trail projects that are identified in the Woodstock Trail System Concept Plan.

Objective 3 Actively work with the Virginia Department of Transportation and Shenandoah County to promote the construction of a northern interchange on I-81 to alleviate traffic congestion in the Route 42 interchange area.

Strategy 1 Establish a land-use plan in the vicinity of the proposed interchange to accommodate and facilitate a new interchange.

Strategy 2 As development occurs and as purchase opportunities arise, preserve and acquire the right-of-way necessary for a new interchange.

Strategy 3 Work with developers to have an Interchange Justification Study prepared for the new interchange.

Objective 4 Promote walking and bicycling as an alternative mode of transportation, and develop a town sidewalk and multi-use trail plan and program for existing new development areas.

Strategy 1 Require development projects to implement sidewalk and multi-use trail improvements that are contained in the town's Trail System Concept Plan and directly serve their property.

Strategy 2 Prepare a comprehensive master plan that sets forth the town's sidewalk and multi-use trail policies and standards, and identifies the locations of planned facilities.

Strategy 3 Ensure that all new sidewalks and sidewalk repairs meet ADA accessibility standards.

Strategy 4 Expand the annual allocation of funds for sidewalk and multi-use trail improvements in the capital improvements program.

Objective 5 Assess and seek to mitigate the transportation impacts of development and redevelopment projects.

Strategy 1 Require traffic impact studies with all rezoning and special-use permit applications proposing development that will create a significant traffic impact. Such studies should meet the requirements of the Virginia Department of Transportation for traffic impact analyses and should encourage transit, pedestrian, and bicycle use.

Objective 6 Work with the Virginia Department of Transportation and Shenandoah County to implement a wildflower beautification project along the Route 11 north and south of town, and along Route 42 west of town.

Strategy 1 Request of VDOT that the wildflower program be expanded to include areas at the town's primary entrance points.

Strategy 2 Use town forces to assist VDOT with the creation and maintenance of wild flower areas.

Objective 7 Conduct a review and evaluation of all traffic related signs within the town to determine which are needed and which could be removed.

Strategy 1 Establish a committee to:

- Review existing signing in the town.
- Identify the types of traffic related signs that are necessary and those that are not.
- Recommend removal of the unneeded traffic related signs.

Objective 8 Improve the safety of all modes of travel.

Strategy 1 Incorporate safety considerations into the design of roadways for all travel modes.

Objective 9 Develop an access management plan for properties along the town's main arterial corridors. The plan should provide a balance of good access combined with efficient and effective traffic flow on the arterial street.

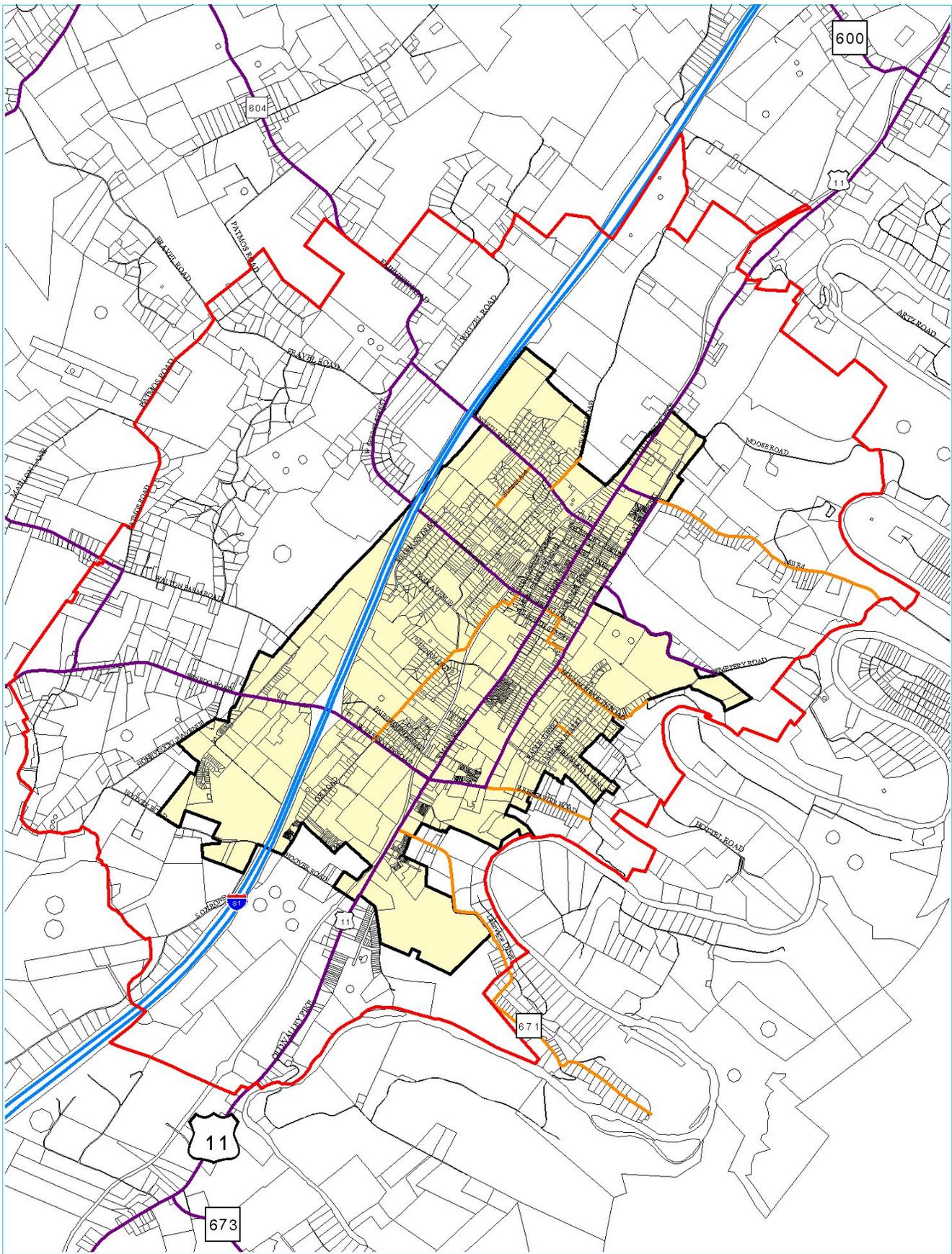
Strategy 1 Perform a detailed corridor study in the Reservoir Road corridor, focusing on access management and inter-parcel connectivity opportunities, traffic patterns, and access needs.

Strategy 2 Strongly encourage inter-parcel connectivity between developments and constraints on the number of access points permitted onto the town's principal arterial roadways.

Strategy 3 Revise the town's zoning ordinance and site plan ordinance to strongly encourage inter-parcel connectivity and limit access points onto the town's principal arterial roadways.

Objective 10 Develop a parking plan for the downtown area that will expand parking.

Strategy 1 Identify where opportunities exist in the downtown area to develop new town owned parking facilities, lease parking spaces from private organizations, or jointly develop parking facilities with property owners.



Functional Road Classification

COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



0 0.5 Miles



Map Data Provided by the Northern Shenandoah Valley Regional Commission.

Legend

-  Rural Interstate
-  Rural Major Collector
-  Rural Minor Collector
-  Urban Growth Area
-  Woodstock Town Boundary
-  Town of Woodstock

CHAPTER 8 LAND USE

Introduction

The purpose of this chapter is to describe the existing land use patterns and to present a land use vision for future development. To this end, one of the primary functions of this chapter is to recommend policies regarding the future use of land and areas where some degree of change in land use is encouraged or anticipated. It provides a recommended map of future land uses as well as detailed goals, objectives, and strategies to implement the map and encourage quality development.

Background

In order to develop the future land use map for the 2007 Comprehensive Plan, the Comprehensive Plan Working Group examined how land is currently used in the town, how it is zoned and what the 1999 Comprehensive Plan showed for future land use. Geographic Information System (GIS) maps were prepared by the Northern Shenandoah Regional Commission depicting these existing and future land uses. Of particular interest were the areas where properties have become part of the town through boundary line adjustments. Residential and commercial growth patterns were also of interest and were studied to identify trends in growth patterns.

Existing Land Use

In January 1991, an inventory was made of the existing land uses within the town. This map was updated by the town staff and the Comprehensive Plan Working Group and is presented in this chapter. Since 1991, 869 residential units in 34 subdivisions have been approved for construction. Additionally, significant highway commercial growth has occurred west of I-81 including a new Wal-Mart, Lowes Home Improvement Center, Tractor Supply, Muhlenberg

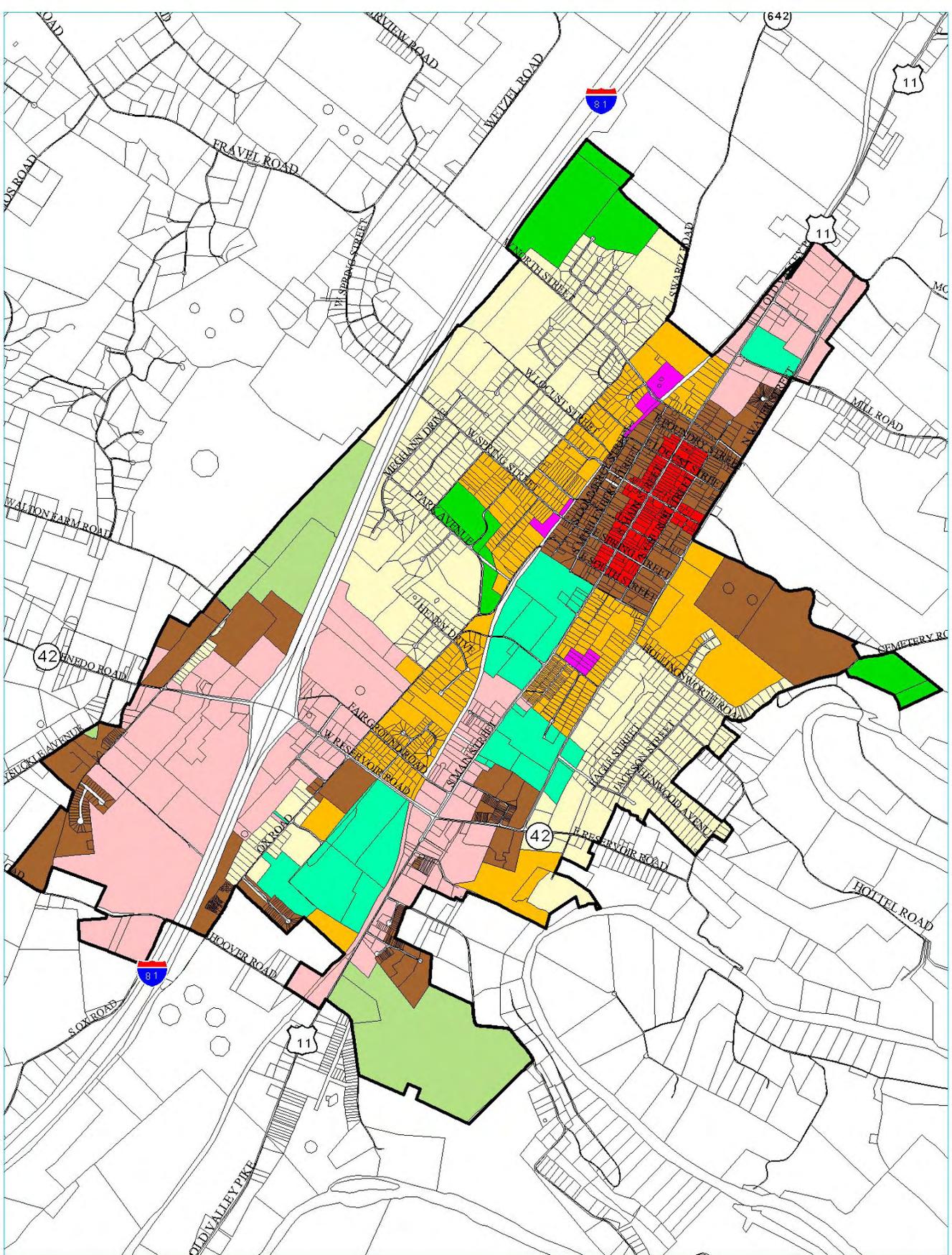
Ford, Cracker Barrel restaurant, a convenience store, and a variety of other smaller commercial entities. From this data and map, the Northern Shenandoah Regional Commission compiled the data presented in Table 8-1 and *Existing Land Use Map*.

Table 8-1
Land Area of Existing Land Uses

Land Use	Area (acres)	% of Area
Commercial - Central Business District	46.45	2.1%
Highway Commercial	494.5	22.4%
Institutional	170.92	7.8%
Light Industrial	13.86	0.6%
PUD Planned Unit Development	177.31	8.0%
R-1 Low Density Residential	558.3	25.3%
R-2 Medium Density Residential	312.51	14.2%
R-3 High Density Residential	327.56	14.9%
Parks and Recreation	102.15	4.7%
Total	2216.44	100%

Note: 12.19 acres of street and railroad right-of-way are also contained in the town.

Shenandoah County's assessor maintains data on each property in the town, including how it is currently used. This data was accessed and categorized into the town's land use categories. From this data, the Northern Shenandoah Valley Regional Commission compiled statistics on the vacant acreage in each land use category, which are depicted in the following table and pie chart.



Existing Landuse

COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



Map Data Provided by the Northern Shenandoah Valley Regional Commission

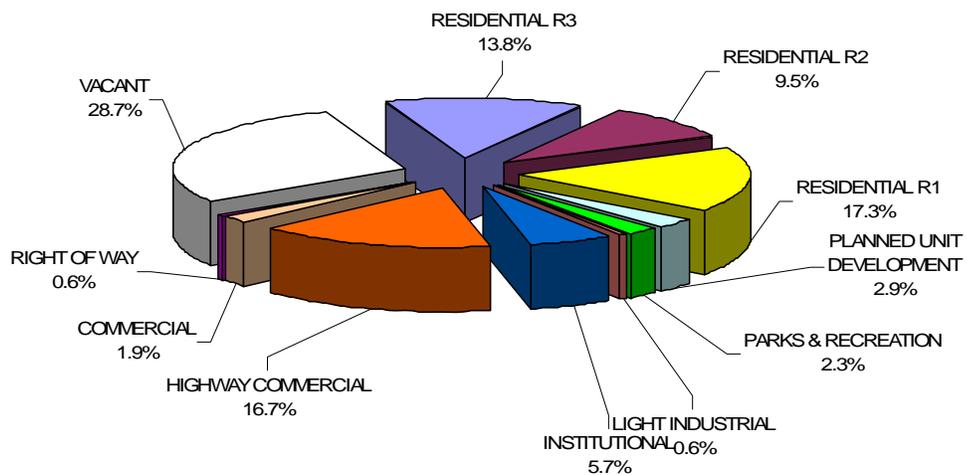
Legend

- Woodstock Town Boundary
- Commercial
- Highway Commercial
- Institutional
- Light Industrial
- PUD
- Park & Recreation
- R-1 (Low Density Res.)
- R-2 (Medium Density Res.)
- R-3 (High Density Res.)

**Table 8-2
Vacant Land Area in Existing Land Uses**

Land Use	Area (acres)	Area Vacant (acres)	% Vacant
Commercial - Central Business District	46.45	5.03	10.8%
Highway Commercial	494.5	123.66	25.0%
Institutional	170.92	45.32	26.5%
Light Industrial	13.86	0.0	100.0%
PUD Planned Unit Development	177.31	113.50	64.0%
R-1 Low Density Residential	558.3	173.81	31.1%
R-2 Medium Density Residential	312.51	101.85	32.6%
R-3 High Density Residential	327.56	20.58	6.3%
Parks and Recreation	102.15	0.0	0.0%
Total	2216.44	635.02	28.7%

Vacant Land in Existing Land Use Area



In addition to the aforementioned land uses, the town has also established an historic district. Woodstock's Historic District was placed on the National Register of Historic Places and the Virginia Landmarks Register in 1995. The town has not established a town historic overlay zoning district to date. The historic district is shown on *Historic District Map*.

Zoning

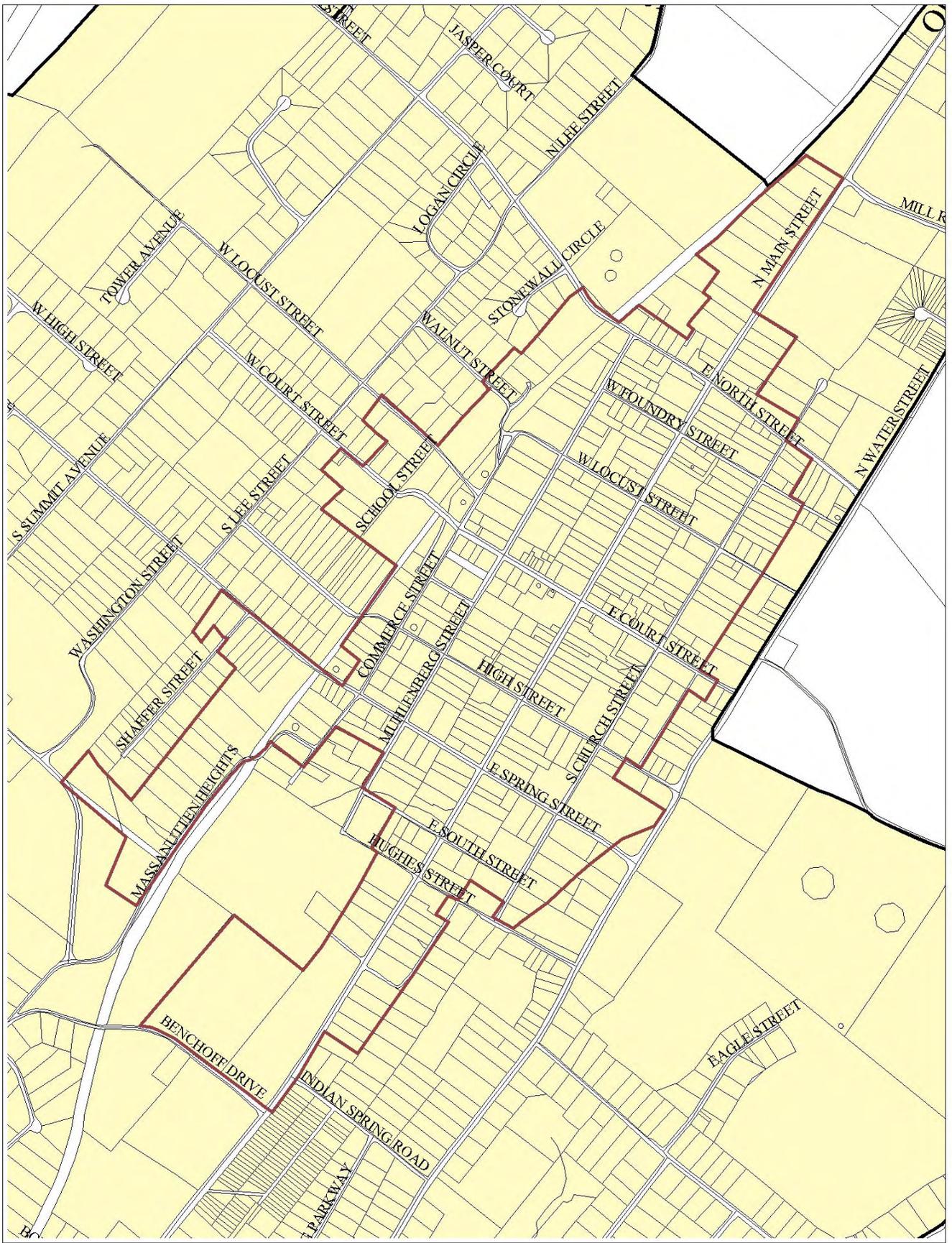
The town's zoning ordinance and accompanying Official Zoning Map identifies the types of uses currently permitted in the town for both developed and vacant lands, and therefore determines to a great extent future land uses. Woodstock's zoning ordinance contains provisions for eight zones including three residential, one medical-hospital center, two business and two industrial zones. In addition, a flood conservation overlay district shown on the *100 Year Flood Plain Map* regulates areas within the 100-year flood plain. Table 8-2 summarizes the town's existing zoning classifications.

**Table 8-2
Land Area by Existing Zoning**

Land Use	Area (acres)	% of Area
B-1 Central Business District	45.01	2.2%
B-2 Highway Commercial	242.08	11.8%
MC-1 Medical Hospital Center	33.04	1.6%
R-1 Low Density Residential	833.03	40.7%
R-2 Medium Density Residential	397.31	19.4%
R-3 High Density Residential	252.23	12.3%
I-1 Light Industrial	184.51	9.0%
I-2 Heavy Industrial	44.42	2.2%
Total	2044.53	100%

Notes: 1. 12.19 acres of street and railroad right of way are also contained in the town.

2. Total area of zoning does not equal total area of existing land use due to formatting of GIS data



Historic District

COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



0 0.1 Miles

Map Data Provided by the Northern Shenandoah Valley Regional Commission

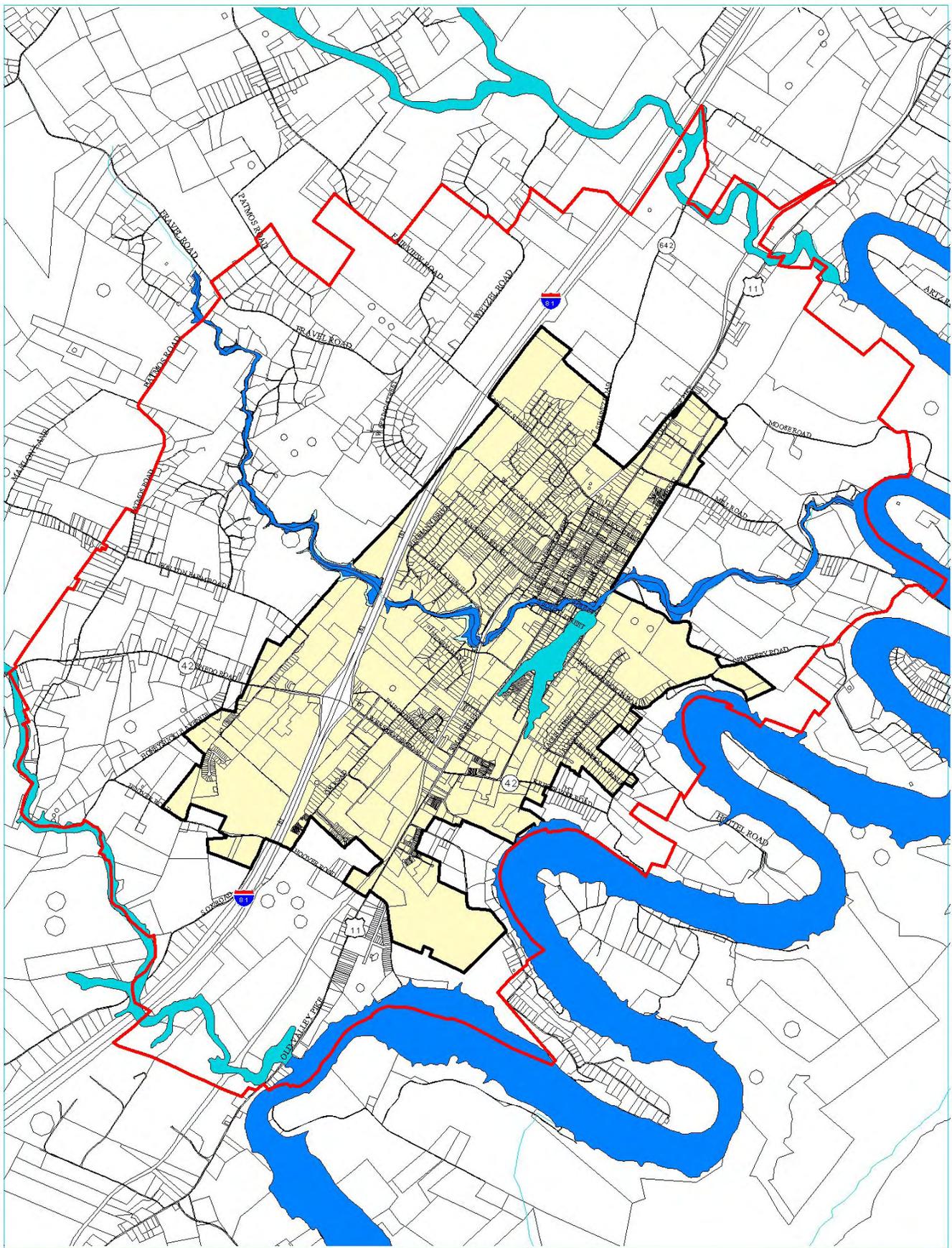


Legend

 Historic District Boundary

 Woodstock Town Boundary

 Town of Woodstock



100 Year Flood Plain COMPREHENSIVE PLAN

Town of Woodstock, VA

July 1, 2007



0 0.5 Miles



Map Data Provided by the Northern
Shenandoah Valley Regional Commission.

Legend

Special Flood Hazard Areas Inundated
By 100-Year Flood

- 0.2 % Annual chance flood hazard
- A- No base flood elevation determined
- AE-Base flood elevation determined
- Water
- Urban Growth Area
- Woodstock Town Boundary
- Town of Woodstock

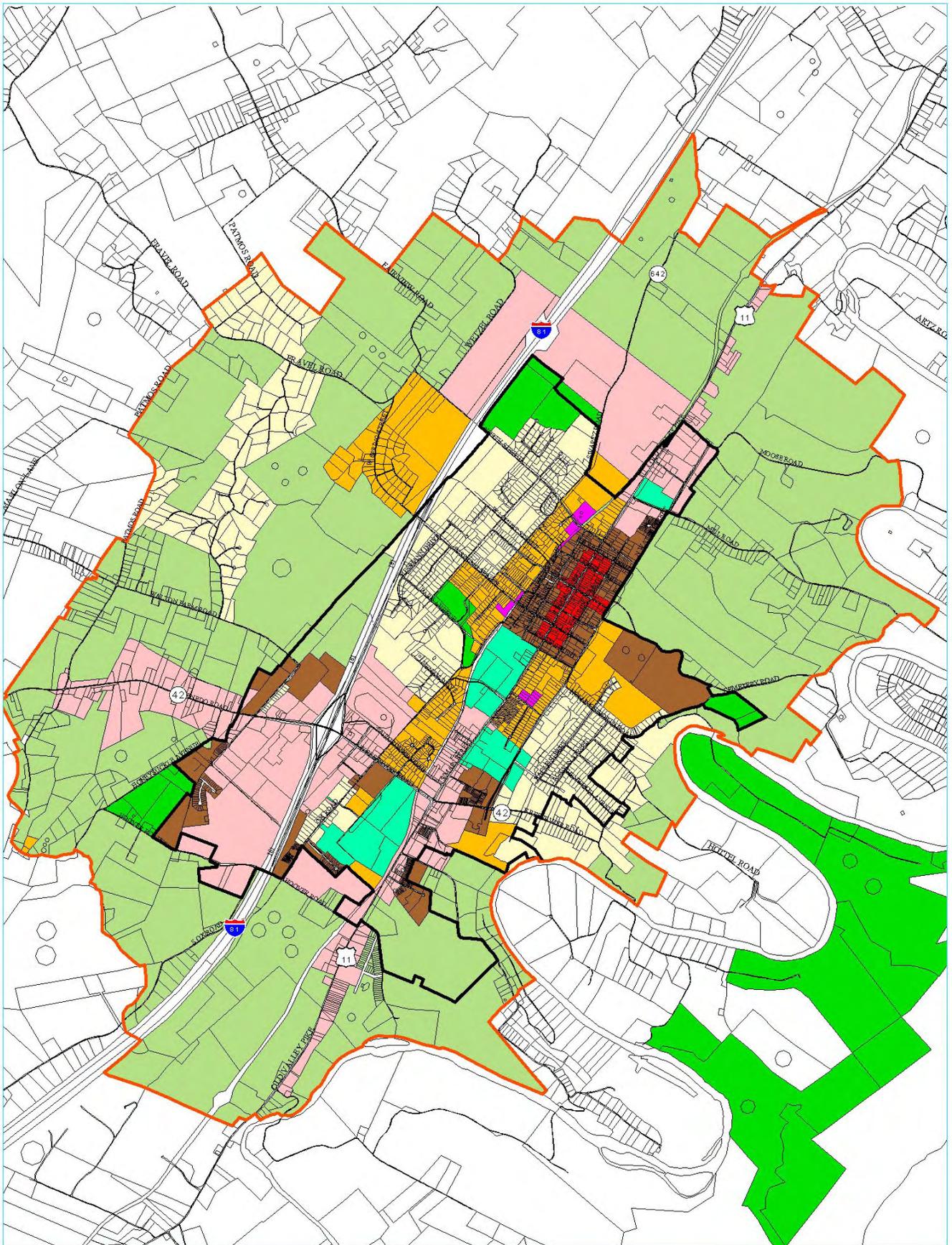
Future Land Use

Woodstock is the County Seat and the major governmental and retail center in Shenandoah County. Therefore, significant growth is expected to continue and has been planned for the next 20 years. Because much of the town is already developed, the existing land use plan and future land use plan are very similar inside of the existing town boundary. However, major differences can be found in the Urban Growth Area that surrounds the town. The Urban Growth Area is that area where the Comprehensive Plan Working Group anticipated additional town growth through boundary line adjustments resulting in development activities. The Urban Growth Area boundary encompasses areas adjacent to the existing town where town services can effectively be extended and/or provided. The area also possesses attractiveness for development which will necessitate town services, and therefore require inclusion in the town limits. The pattern of land use change (growth) is expected to extend north, south and east of the existing town as shown on the *Future Land Use Map*, and as summarized in Table 8-4.

Table 8-4
Land Area of Future Land Uses
Existing Town Area with Urban Growth Area

Land Use	Area (acres)	% of Area
Commercial - Central Business District	46.45	0.5%
Highway Commercial	1071.06	12.2%
Institutional	170.92	1.9%
Light Industrial	13.86	0.2%
PUD Planned Unit Development	4684.03	53.2%
R-1 Low Density Residential	1007.31	11.4%
R-2 Medium Density Residential	483.37	5.5%
R-3 High Density Residential	332.96	3.8%
Parks and Recreation	994.98	11.3%
Total	8804.94	100%

Note: 12.19 acres of street and railroad right of way are also contained in the town.



Future Land Use
COMPREHENSIVE PLAN
 Town of Woodstock, VA July 1, 2007

0 0.5 Miles N
 W S E

Map Data Provided by the Northern
 Shenandoah Valley Regional Commission

Legend

Woodstock Town Boundary	PUD
Commercial	Park & Recreation
Highway Commercial	R-1 (Low Density Res.)
Institutional	R-2 (Medium Density Res.)
Light Industrial	R-3 (High Density Res.)

The future land use plan represents the town's vision and policy for what it would like to be as opposed to what current regulations allow. In some cases, the future land use plan recommends land uses that are different from what current zoning will allow. This Future Land Use Plan recommends growth patterns and is the official land use policy map of the Comprehensive Plan. It is to be used as a guide in decisions on such matters as rezonings, special use permit proposals, and the location of public facilities.

The demand for all types of development is dependent upon the local, regional, and national markets at the time it is contemplated. Changing policies of the town, nearby jurisdictions, and other factors such as interest rates play important roles in helping to establish the amounts and types of development which will occur at any particular time.

The Urban Growth Area represents where and how the town anticipates growing over the next 20 years. The single biggest element of change to the existing land use pattern is the increase in area of the Planned Unit Development category. The Planned Unit Development growth is desired because it mixes land uses and thereby reduces the demand for additional highway capacity. These Planned Unit Developments (PUDs) should only be developed on large tracts of land.

The second biggest change to the existing land use pattern is in the Parks and Recreation category. The growth in the Parks and Recreation is due to the increase in size of the town's Fairview Park and Riverview Park, and the creation of a new town park west of I-81 and south of Reservoir Road. Additionally, a new state park, the Seven Bends State Park, has been created east of town with access to the park being provided along Reservoir Road. Table 8-5 shows the change in land area that result with the future land use plan implementation.

**Table 8-5
Percent Change in Land Area between
Existing Land Use and Future Land Use**

Land Use	% Change
Commercial - Central Business District	0%
Highway Commercial	113.2%
Institutional	-4.4%
Light Industrial	-38.9%
PUD Planned Unit Development	3976.6%
R-1 Low Density Residential	52.0%
R-2 Medium Density Residential	86.2%
R-3 High Density Residential	8.0%
Parks and Recreation	824.4%

The categories of land use shown on the *Future Land Use Map* and are described below.

Low Density Residential

These areas consist of single-family detached dwellings with a maximum density of 1 to 4 units per acre. Low density sections are found mainly in and around well established neighborhoods. The low density residential areas are designed to maintain the existing character of neighborhoods and to provide traditional areas for home ownership.

Medium Density Residential

The medium density residential areas are designated in areas near major thoroughfares or commercial areas. Most of these areas have been developed or are approved for development of a variety of housing types such as single-family and duplexes. Depending on the specific site characteristics, densities in these areas may range from 1 to 8 units per acre.

High Density Residential

A number of areas in the town have been developed in high density residential use, mostly townhouse buildings at densities ranging from 12 to 15 dwelling units per acre. Many of these clusters of multifamily development and adjacent areas approved or planned for such development are identified as high density residential on the *Existing Land Use Map*.

Planned Unit Development

The Planned Unit Development category includes both existing and proposed mixed use areas with the majority of the Urban Growth Area being made up by this land use. Downtown is an existing area that exhibits and is planned to continue to contain a mix of land uses.

Planned Unit Development areas shown on the *Future Land Use Map* are intended to combine residential and non-residential uses in planned neighborhoods where the different uses are finely mixed instead of separated. Quality architectural design features and strategic placement of green spaces will ensure development compatibility. These areas are prime candidates for “live-work” and traditional neighborhood developments. Live-work developments combine residential and office / service uses allowing people to both live and work in the same area. Live-work spaces may be combined in the same building or on the same street. All buildings have a similar residential scale. Traditional neighborhood development permits integrated mixing of residential, retail, office and employment uses to create a neighborhood with the following characteristics:

- The design of the neighborhood allows residents to work, shop, and carry out many of life’s other activities within the neighborhood.
- The proximity of uses allows residents to walk, ride a bicycle, or take transit for many trips between home, work, shopping, and school.

- A variety of housing types is provided at a range of densities, types (multifamily, townhouse, and single family), and costs.
- Neighborhoods are heterogeneous mixes of residences in close proximity to commercial and employment uses.
- The neighborhood includes a retail, office, employment, and/or entertainment core to provide economic and social vitality, as well as a major focus and meeting place in the community.
- The circulation system serves many modes of transportation and provides choices for alternative transportation routes. Streets, alleys, and pedestrian and bike paths connect to the surrounding area. Streets and alleys generally follow a grid pattern to provide these route choices and connections. Traffic calming techniques may be used to reduce vehicle speed and increase pedestrian and bicycle safety.
- A system of parks and open spaces, with civic, public, and institutional uses is included to create a high quality of life and civic identity for the community.
- The cluster concept is embraced so as to concentrate development in environmentally suitable areas and to preserve and protect important environmental and cultural resources.

The gross residential density in areas outside downtown should not exceed 12 units per acre though all types of residential units are permitted: single-family detached, single-family attached and apartments. Apartments are permitted only if single-family detached and attached units are also provided and together cover a greater percentage of the project site.

Commercial

Commercial uses include retail, office, wholesale, or service functions. Restaurant and lodging uses are also included. These areas are generally found along the town's major travel corridors. The largest concentration of commercial land use is located along

Reservoir Road and west of I-81 near Wal-Mart and Lowes. The Commercial land use area is planned to have a Floor Area Ratio (FAR) of 0.4 or greater.

Industrial

These areas are comprised of land and structures used for light and general manufacturing, wholesaling, warehousing, high-technology, research and development and related activities. They include the major existing and future employment areas of the town.

Institutional

Lands designated for development by certain nonprofit and public institutional uses such as hospitals, schools, offices of nonprofit organizations, and community assembly are designated as institutional.

Conservation, Recreation and Open Space

The town's parks are included in this category as well as the Seven Bends State Park.

Corridor Enhancement Areas

Another aspect of future land use that was identified as important are the travel routes into and through the town, many of which lead to commercial destinations. Their quality and character strongly influence the town's accessibility, attractiveness, and economic vitality. This plan recommends that a special study of each of the Route 11 and Route 42 corridors be carried out to address such issues as:

- Land use and design quality
- Streetscape improvements
- Vehicle, pedestrian, and bicycle circulation
- Access management
- Development, redevelopment, and reuse opportunities

- Conservation of special features
- Improvements to utilities and public facilities
- Signage

Some areas of these corridors include residential areas, which may be under stress due to increased traffic along the corridor. It is particularly important that the corridor studies examine whether these areas should remain residential or be permitted to convert to nonresidential uses on a location-specific basis. Conversion to non-residential uses can result in building improvements along the corridor. On the other hand, continuous strips of retail and/or office uses can cause access management problems, with many commercial driveways causing dangerous traffic situations. Another consideration regarding conversion to non-residential use is the resultant expansion of the supply of potential retail/office sites in the town. If the demand is not high enough, the result may be spotty conversions that further destabilize neighborhoods. In some cases, existing residential areas along corridors can be improved by the installation of street trees and landscaping that buffer the houses from the road and by traffic calming measures.

Greenway Park System

This network of greenways/trails was envisioned as a strong interconnect between existing and future park areas, serving both recreational and environmental functions. It preserves vital elements of nature in the town – the streams, floodplains, and unique wooded sites. This alternative transportation system will connect the town parks with key town facilities, shopping areas and residential neighborhoods, providing visual relief from urban development and an attractive recreational environment. The recommended system is depicted in the town's Trail System Concept Plan.

Land Use Goals, Objectives and Strategies

This section states the manner and direction in which the citizens of Woodstock would like to see the town and its surroundings develop. The accompanying Future Land Use Map in this section illustrates the potential expansion of the land uses during the 2007-2027 planning period.

Goal Encourage well-planned land uses that enhance the town's unique history and small town character while adding to the town's tax base.

Objective 1 Identify vacant land with development possibilities and potential redevelopment areas, and encourage development that will be beneficial to the town both economically and aesthetically.

Strategy 1 Work with citizens to identify candidate properties for redevelopment and/or development projects that enhance the town's unique history and small town character.

Strategy 2 Develop a set of design guidelines for new development and redevelopment based on strategy 1. Such design guidelines might address:

- Landscaping
- Preservation of green space
- Preservation of historic resources
- Placement of buildings and parking lots
- Building bulk and height
- How buildings address the street
- Signage
- Lighting

Strategy 3 Remove the potential for development or redevelopment of incompatible uses by initiating appropriate rezonings or text amendments as needed.

Objective 2 Promote a balance of commercial/light industrial, residential and parks space in new development projects.

Strategy 1 Promote the development of mixed residential and mixed use areas as recommended on the Future Land Use Map and in the text of this plan.

Strategy 2 Revise the zoning ordinance to require landscape buffers, screening, or alternative architectural solutions to provide transitions between potentially incompatible land uses.

Objective 3 Create a zoning ordinance that incorporates newer forms of mixed-use type of development, such as Planned Unit Developments (PUD), to stimulate creative and efficient use and reuse of land.

Strategy 1 Develop a zoning approach to require, permit and/or provide incentives for the development of mixed use neighborhoods as identified on the Future Land Use Map and in the text of this plan. Ordinance provisions would allow innovative residential building types and permit creative subdivision design solutions that promote neighborhood cohesiveness, walkability, connected street grids, community green spaces, and protection of historic and environmental resources.

Objective 4 Seek to increase the number of rehabilitated and re-used historic structures to business and residential uses.

Strategy 1 Work with citizens to identify design elements that define the town's unique character and sense of place or that would improve design quality. A community character survey would help in this effort.

Strategy 2 Develop a set of design guidelines for new development and redevelopment based on strategy 1. Such design guidelines might address:

- Landscaping
- Preservation of green space
- Preservation of historic resources
- Placement of buildings and parking lots
- Building bulk and height
- How buildings address the street
- Signage
- Lighting

Strategy 3 Advocate the maximize use of available tax credits associated with the rehabilitation of historic structures.

Objective 5 Create more space for community events that includes a major water feature.

Strategy 1 Identify locations for and promote the development of a recreational area which can serve a variety of purposes including large assemblies for special events.

Objective 6 Work with the county to effectuate the Urban Growth Area Future Land Use Plan for the areas surrounding the town.

Strategy 1 Establish an efficient process by which review of and action on development proposals and boundary line adjustments can be completed expediently.

Objective 7 Establish a park overlay zoning to identify and protect potential future park sites.

Strategy 1 Develop a zoning approach to require, permit and/or provide incentives for park lands, linear parks and trails, pocket parks and other recreation-oriented features as described in the plan text.

COMMUNITY APPEARANCE

The purpose of this section of the plan is to give significant importance to the physical appearance of the Town of Woodstock. Woodstock has been involved in a Business Enhancement Plan Study since March of 1999 to assist in analyzing the business climate of the community. It is an important aspect of the Town's future to improve and enhance the physical environment of the community.

The responsibility for developing plans rests mainly with the Town, but will also require cooperative joint efforts of the County and the Town. The lawns of the County Courthouses and Lawyer's Row are such County/Town areas in need of physical enhancement. It is beneficial to all to work together in designing and implementing plans for revitalization.

Let's look at the Town in terms of designated areas as defined in preceding chapters. While each area has unique qualities, it is important to formulate a distinctive, unifying theme throughout the Town. Objectives toward positive change for each area are stated. Policies and action steps for strengthening the identity of the townscape are noted in this chapter.

DOWNTOWN AREA

The downtown area is centered on Main Street between Foundry Street and South Street and on Commerce Street between North Street and Spring Street. Almost all properties, both business and residential are located in the Woodstock Downtown Historic District, which has been placed on the State and National Historic Registers. This is an honorary designation, with no Town regulations to protect historic buildings in the district. The State and Federal governments have no authority to control private actions in regard to historic buildings.

We have a valuable asset considering the numbers and value of properties in this designated district. In terms of preservation, identity and heritage within the Downtown area, Woodstock has the potential to flourish.

HISTORIC DISTRICT GOALS AND OBJECTIVES:

- To identify and encourage the preservation of significant historic properties, and consider ways to protect them as a community asset to the extent practical and consistent with the character of a progressive downtown.

OBJECTIVES

- Enhance the Town's aesthetic character through preservation of its heritage.
- To maintain and enhance the Town's publicly owned historic buildings and grounds through joint cooperation with the County.
- Educate the public on the economic benefits of preservation and restoration, as well as the aesthetic benefits.

POLICIES

- Provide tax incentives or other creative incentives for merchants to improve their facades and signage.
- Establish design guidelines for the historic districts part of our zoning ordinance, or adopt a separate set of design guidelines for use in the review of zoning applications, subdivision, and site plans. This would include signage, facades, attractive architecture, landscaping, rehab of existing structures, and commercial and residential infill guidelines.
- Establish demolition permit applications within the historic district. Have a demolition delay period of 3 months at which time the Town could explore other options through civic groups, public agencies and interested citizens. Options could include relocation or recommendations for acquisition by public or private bodies or agencies.
- Consider establishing a review board for construction and design improvements to the historic district.
- Provide mini parks and plazas in the downtown area for public events.
- Eliminate distracting elements from the Main Street essence.

ACTION PROGRAM

- Set up a program to retain and improve existing businesses with incentives to reinvest, e.g. real estate tax breaks on building rehabilitation and on new construction.
- Hire professional expertise to develop a master plan for the streetscape of the downtown area. Include trees, planters for flowers and shrubs, special sidewalk and crosswalk paving, attractive street lights, benches and banners.
- Work with the County in establishing a "Courthouse Square" event space, and a downtown "Memory Walk" in the Lawyer's Row area.

- As part of a long range effort, embark on a program of systematically placing utility lines and structures underground or behind the buildings. At major intersections, freestanding traffic signals should be installed to reduce the visual clutter.
- Reduce the number of public signs by eliminating those which are not necessary.
- Establish a facade improvement grant program as part of a Main Street program.
- Work with property owners of vacant storefronts and encourage volunteer participation for window displays.
- Encourage public art ; allocate town funds for art, providing financial support for art groups and hosting public art competitions.
- Work with the local banks to set up a no or low-interest loan pool for building improvements.

NORTH AREA

The North area is centered on Main Street and North of the Woodstock shopping center to the corporate limit on Rte 11.

OBJECTIVE:

- Enhance the visual quality of the approach into Woodstock on the North end of town, making it appealing and inviting for the traveler as well as the residents of the Town.

POLICIES:

- Establish incentives for North end businesses to clean up and maintain their properties in good order.
- Establish guidelines for new development to include extension of the sidewalk systems.
- Consider design guidelines for future construction in this area leading into the historic district.

ACTION PROGRAM:

- Design and implement the northern gateway project. Design and implement an attractive welcome sign. Make sure that roadside landscaping is carefully designed to remain attractive year-round. Deciduous and evergreen trees and seasonal shrubbery to provide attractive vistas with minimal maintenance requirements.
- Continue with an established design theme for landscaping into the downtown area, also including lighting and sidewalk improvements.
- Provide good pedestrian crosswalk conditions from new County office building to west side of Main Street and to the shopping center.
- Encourage the participation of the northern businesses to work on the cleanup and maintenance of their properties, and to take ownership of the improvements in the area.
- Design and implement a significant new sign for The Woodstock Tower.

SOUTH AREA

The South area is centered on Main Street extending north to Muhlenburg Ford, and south of the Shenandoah Square shopping center to Hoover Road.

OBJECTIVES:

- Establish a pleasant gateway from the South entrance into Town. Reduce the visual clutter, yet direct travelers to different parts of town. Provide for safe walking.

POLICIES:

- Establish incentives for businesses to rehab their properties through landscaping and facade improvements.
- Establish design guidelines for future construction development.

ACTION PROGRAM

- Provide street trees that are compatible with the downtown streetscape theme.
- Improve existing and establish new sidewalks where needed.

- Design and implement an attractive sign and landscape improvements at the Rt. 42, Rt. 11 intersection that would direct travelers to different parts of town.
- Improve by new design, the existing Welcome to Woodstock sign at the southern town limits boundary through relocation and landscaping.
- Link to the sidewalk system in town.
- Enforce sign regulations.

WEST AREA

The west area is centered on the I-81 /Rt. 42 interchange, east to Ox Road.

OBJECTIVES

- To enhance the west area entry into Woodstock by promoting an attractive and distinctive image, and encourage visitors to visit the rest of town beyond fast-food restaurants and Walmart shopping.

ACTION PROGRAM

- Design and implement an I-81 interchange sign for Woodstock, featuring landscaping and directional signage. This sign could direct people to the historic district through the use of "trail-blazer " signs, to draw visitors through the town.
- Design and implement a distinctive feature sign at the Rt. 42/ Rt. 11 intersection, with special landscape treatment with evergreen trees and seasonal variation in shrubbery and plantings.
- Design and locate a structure to hold event banners across Main street.
- Design and implement a continuous streetscape enhancement stemming from the downtown streetscape design that carries throughout the west area of town with landscaping and lighting.
- Improve sidewalk system connecting hotels and retail outlets, improving pedestrian access. Also, install distinctive crosswalks and pedestrian scaled lighting in the fast-food areas, making it safer for pedestrian accessibility.

SUMMARY

For community appearance enhancements to be successful, the suggested actions need to be implemented. A recommended action plan for the next 10 years, which includes some of these appearance issues, is outlined in the Town's Business Enhancement Plan Study, available in the Town Office.

ACTION PROGRAM

The action program is a summary of the actions of each section of the plan, so that it can be reviewed on a continual basis. This summary can be used to help set general priorities in developing annual budgets and work plans.

GENERAL

Hold regular reviews with the planning commission on updating sections as data becomes available. Develop a sound relationship with the county so that issues of joint interest are clearly communicated.

ENVIRONMENT

- Adopt appropriate performance standards for development in sensitive environmental areas.
- Develop an ordinance defining the circumstances under which construction may or may not occur in and immediately surrounding sinkholes.
- Development proposed on slopes of 15% to 25% should be subject to appropriate performance standards, including grading and stormwater management requirements and vegetation protection to minimize environmental disruption.
- Adopt appropriate performance standards for areas with slopes greater than 25% in proposed developments.
- Continue to require landscaping plans as part of site plan and special use permit review. Consider adoption of an ordinance which would provide for the maintenance of the natural vegetative cover and prevent excessive erosion.
 - Develop a list of recommended landscaping trees and shrubs for improving existing and new development areas.
 - Continue to support the Town's erosion and sediment control and stormwater management programs.

HOUSING

- Preserve the quality of the Town's existing housing stock.
- Promote a variety of housing styles and densities.
- Preserve neighborhood identity and keep the neighborhood as the Town's basic organizational unit.
- Encourage development of large parcels in a comprehensive and balanced manner.
- Protect existing residential uses from commercial intrusion.

- Promote revitalization of substandard housing.
- Provide adequate housing for all income levels and age groups, especially the elderly and first-time homeowners.

JOBS AND THE ECONOMY

- Work closely with the Shenandoah County Director of Economic Development Director, sharing information.
- Hire a part time business enhancement coordinator for downtown business development.
- Have a committee for business recruitment, focusing on service uses downtown, restaurants in downtown, tourism enterprises, recreation, and the retirement market needs.
- Establish a program to retain and improve existing businesses through the creation of incentives to reinvest.
- Meet with existing businesses to determine their needs.
- Work with local banks to set up a no-interest or low-interest loan pool for building improvements.
- Monitor incentive programs offered or permitted by the State.

COMMUNITY FACILITIES AND SERVICES

General Government Services

- Program future town facility expansions.
- Annually revise and adopt a capital improvements program to ensure implementation of the capital facility recommendations of the Town Plan.

Public Utilities

- Periodically review water system study to identify existing old and undersized water lines in need of upgrading and necessary extensions.
- Review the 1988 stormwater management plan and revise it to reflect improvement made since that time.
- Encourage recycling as a means of reducing landfill costs by preserving landfill space.
- Coordinate its expenditure policies within the Town Plan through its annual capital improvements program.
- Periodically review utility rates.

Public Safety

- Continue to cooperate with the county in providing a utility surcharge for the Enhanced 911 system.
- Continue to provide assistance to, and endorse the efforts of, the Volunteer Fire Department and Rescue Squad.

Cultural, Recreational, and Open Space Facilities

- Complete a recreation master plan to determine areas of improvement and expansion.
- Include open space and recreation facilities requirements and incentives in appropriate development regulations.
- The Town should continue support for cultural programs and activities such as the historic Woodstock walking tour, the Woodstock Museum and the Wickham House.
- The Town should take advantage of Federal and State funding opportunities for cultural and recreation programs.

TRANSPORTATION

Parking

- Review off-street parking requirements and revise to reflect the current parking demand of various land uses.
- Review parking lot landscaping requirements and revise to reflect Town Plan policies and objectives.

Roads

- Work with Shenandoah County and Virginia Department of Transportation officials to develop a plan to upgrade and construct new roads and an additional interchange with Interstate 81 to serve the Town of Woodstock.

Sidewalks and Bikeways

- Develop a master plan for the installation of new sidewalks to complete gaps in the system. Annually survey the sidewalk system and replace and upgrade those sidewalks in need.
- Develop a safe pedestrian and bicycle networks to link residential areas to community facilities and commercial areas. Such networks could include off-street pedestrian and bike paths as well as traditional sidewalks.

LAND USE

- Adopt a revised zoning ordinance which reflects the goals, objectives and policies of the Town Plan, including the following provisions:
 - a. Review zoning ordinance and revise zones according to residential, commercial, historic preservation and industrial policies specified in this chapter.
 - b. Revise landscaping requirement for residential, commercial and industrial districts.
 - c. Requirements for cluster housing and Planned Unit Developments (PUDs).
 - d. Guidelines for home occupations.
- Periodically update the subdivision and zoning ordinance to reflect technical advancement, new legislation, court rulings, changing conditions, and Town desires.

- Consider combining the zoning and subdivision ordinances into one land development manual.
- Review the Town Plan annually and revise the Land Use Policy Map and guidelines as needed.
- Adopt a Capital Improvements Program and revise annually.
- Actively perpetuate historic preservation by making physical improvements to the downtown area.
- Work with the county on an annexation agreement and create compatible zoning in the area designated as future Town land.
- Actively promote the Town through Economic Development.

COMMUNITY APPEARANCE

Downtown

- Set up a program to retain and improve existing businesses with incentives to reinvest
- Hire professional expertise to develop a master plan for the streetscape of the downtown area. Include trees, planters for flowers and shrubs, special sidewalk and crosswalk paving, attractive street lights, benches and banners.
- Work with the County in establishing a “Courthouse Square” event space, and a downtown “Memory Walk” in the Lawyer’s Row area.
- As part of a long range effort, embark on a program of systematically placing utility lines and structures underground or behind the buildings. At major intersections, freestanding traffic signals should be installed to reduce the visual clutter.
- Reduce the number of public signs by eliminating those which are not necessary.
- Establish a facade improvement grant program as part of a Main Street program.
- Work with property owners of vacant storefronts and encourage volunteer participation for window displays.
- Encourage public art , allocate town funds for art, providing financial support for art groups and hosting public art competitions.
- Work with the local banks to set up a no or low-interest loan pool for building improvements.

North area

- Design and implement the northern gateway project. Design and implement an attractive welcome sign. Make sure that roadside landscaping is carefully designed to remain attractive year-round. Deciduous and evergreen trees and seasonal shrubbery to provide attractive vistas with minimal maintenance requirements.
- Continue with an established design theme for landscaping into the downtown area, also including lighting and sidewalk improvements.
- Provide good pedestrian crosswalk conditions from new County office building to west side of Main Street and to the shopping center.
- Encourage the participation of the northern businesses to work on the cleanup and maintenance of their properties, and to take ownership of the improvements in the area.
- Design and implement a significant new sign for The Woodstock Tower.

South area

- Provide street trees that are compatible with the downtown streetscape theme.
- Improve existing and establish new sidewalks where needed.
- Design and implement an attractive sign and landscape improvements at the Rt. 42, Rt. 11 intersection that would direct travelers to different parts of town.
- Improve by new design, the existing Welcome to Woodstock sign at the southern town limits boundary through relocation and landscaping.
- Link to the sidewalk system in town.
- Enforce sign regulations.

West area

- Design and implement an I-81 interchange sign for Woodstock, featuring landscaping and directional signage. This sign could direct people to the historic district through the use of “trail-blazer” signs, to draw visitors through the town.
- Design and implement a distinctive feature sign at the Rt. 42/ Rt. 11 intersection, with special landscape treatment with evergreen trees and seasonal variation in shrubbery and plantings.

- Design and locate a structure to hold event banners across Main street.
- Design and implement a continuous streetscape enhancement stemming from the downtown streetscape design that carries throughout the west area of town with landscaping and lighting.
- Improve sidewalk system connecting hotels and retail outlets, improving pedestrian access. Also, install distinctive crosswalks and pedestrian scaled lighting in the fast-food areas, making it safer for pedestrian accessibility.