



CHARLES TOWN WEST END MASTER PLAN AND BROWNFIELDS REUSE STRATEGY

**CITY OF CHARLES TOWN
CHARLES TOWN, WV
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DRAFT
FOR DISCUSSION PURPOSES ONLY

ACKNOWLEDGMENTS

A project of this scope and magnitude could not be realized without the engagement, support, and commitment of many individuals. It is also important to acknowledge the vision and leadership of those that assisted in the preparation of this plan. The participants that played a role in the project, including government, institutional and community leaders, are too numerous to list; however, primary project stakeholders included:

- **City of Charles Town staff, boards and committees;**
- **Leadership of the City of Charles Town Mayor, Manager, and Council for working with the project team and offering their insight and perspectives; and**
- **Residents and business community leaders in Charles Town and the region for cooperating with these endeavors, and their willingness to share information on the study.**

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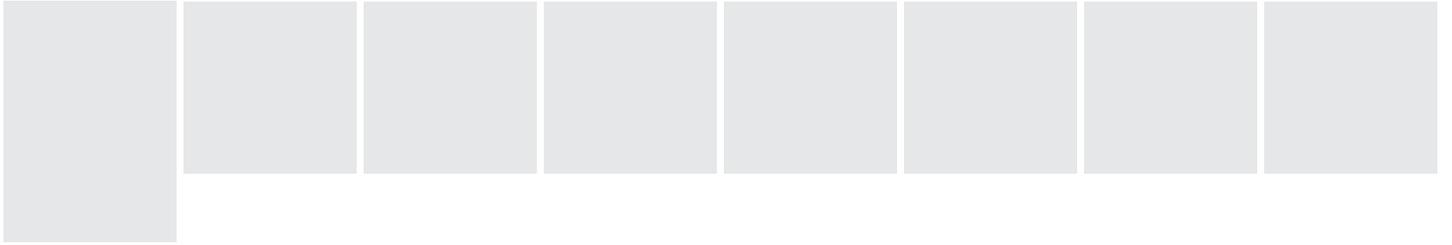
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EXECUTIVE SUMMARY

THE HISTORY - WHY PREPARE THIS PLAN?

This planning effort was initiated primarily to address viable reuse options for several of the city's key brownfield properties located within the West End neighborhood, specifically the former Dixie-Narco/Maytag complex, the city's public works yard and the former Supertane property. In order to determine the best reuse strategies for these properties an effort which looked at a larger context was required,. It need to consider the needs of the entire West End neighborhood as well as the specific opportunities for the Evitts Run corridor, which includes each of the above mentioned brownfields properties.

WHAT IS A NEIGHBORHOOD MASTER PLAN AND BROWNFIELDS REDEVELOPMENT STRATEGY?

The master plan is focused on a defined area that includes the city's West End neighborhood as well as portions of the downtown and some of the surrounding context on both the east and south sides of the West End. The project boundary was defined based on the prevalence on known or perceived brownfield properties and the reach of Evitts Run.

In order to promote reuses that are context sensitive and do not conflict with the fabric of the surrounding neighborhoods, the city took the lead on undertaking the preparation of this master plan for the West End and surrounding areas, partly through an effort funded by the United States Environmental Protection (EPA) focused on addressing environmental aspects of the three key brownfield sites.

The plan integrates land use, transportation, and economic development elements to create a comprehensive master plan and brownfields reuse strategy. The master plan considers site specific redevelopment and neighborhood improvements, including broader infrastructure needs required to attract and support private investment.

WHAT ARE THE PLAN'S LIMITATIONS?

The recommendations in this document are purely for guidance in decision-making; the plan is not the letter of the law. The decision-makers include multiple parties and therefore the plan should serve as common reference for all parties, as step-by-step decisions are made.

The reuse plans developed for the key brownfields site and surrounding targeted improvement areas within the overall project area illustrate one potential build-out scenario for the public and private properties based on priorities expressed by the community and city leaders. The proposed physical layouts depicted on the plans were developed in conjunction with input from multiple parties and represent the feedback provided. Ultimately though, the final configurations of the reuse plans will change as the level and detail of design progresses. So why is this effort important? By developing a likely reuse scenario for each of the key brownfield sites and surrounding areas it allows the city and other public agencies to fully understand the real physical and economic constraints and opportunities of each property and their relationships with surrounding neighborhoods.

The master plan is not a plan that can necessarily lead directly to bricks and mortar building. Although it does focus on key next steps, especially for the former Supertane property, it is a plan that organizes an overall strategy with priorities to establish a focused next steps game-plan to advance individual elements and recommendation, especially for public infrastructure. It also provides context within which decision-making can occur over time, including for opportunities or issues that might arise that could not be anticipated at the time this plan was developed. The plan also outlines the strategic next steps for the key priority projects which may include performing the detailed design and engineering required to fully fund, permit and construct physical improvements.

In addition to short-term and more immediately implementable recommendations, a master plan of such magnitude will inevitably also result in a series of recommendations that require further evaluation. In the vast majority of cases, the next steps require determining specific details through a design and engineering process, together with a process to secure financing and other resources for implementation. These steps will determine how a project should be realized, its functional refinements, and the exact specifications needed to advance towards construction.

WHAT ARE THE MOST SIGNIFICANT ASPECTS OF THE PLAN?

Due to the complex nature of all of the inter-related factors and considerations needed to develop an economically viable and physically construct-able list of improvements, an extensive analysis of varied topics was required. The outcome of this comprehensive analysis led to a specific list of high priority actions which creates a roadmap for what needs to happen first. This includes determining who is needed to lead each effort and a potential strategy for how to undertake each action.

The planning process identifies and then further defines the following issues as they relate to the future end uses to be developed in the targeted reuse areas:

1. Address Brownfields through the Creation of Parks and Greenway

The master plan provides specific recommendations for the reuse of key brownfields properties including:

Former Supertane Property: The master plan shows how public park and infrastructure uses as well as vegetation restoration can be integrated into the environmental engineering control for this site. The base work for this effort is funded, yet the city will need additional resources to achieve the full reuse vision for the site.

Former Dixie-Narco/Maytag Property: For several years the city has been exploring options for how to reuse this former parking lot property as a real public park amenity, including having it designated as one of the key properties in the U.S. EPA Brownfields Area-Wide Plan for the cities of Charles Town and Ranson. This master plan advances initial concepts developed previously into a specific reuse layout that includes recreational uses that are appropriate for the site as well as complement an overall Evitts Run Greenway strategy that creates a series of inter-connected parks, recreational facilities, trails, and public spaces along the entire portion of Evitts Run in the West End neighborhood.

Supertane Site Park Reuse Plan - Perspective View with Engineering Controls



Dixie-Narco/Public Works Yard Park Development Plan - Perspective View

2. Make Key Infrastructure Improvements

Complete Street Improvements: The master plan provides a long list of potentially desirable transportation improvements with an emphasis of creating “complete streets.” This means that public streets should be constructed with a full complement of infrastructure to serve multiple modes, including vehicular, bicyclists and pedestrians. As part of achieving a highly walkable community, investment in completing and improving sidewalks throughout the study area should be paramount and should include an investment in creating desirable and attractive streetscapes which include safe crosswalks, lighting, street trees and other pedestrian and bicyclist amenities. Of all of the recommended transportation improvements, the proposed projects along WV Route 51/W. Washington Street and Martin Luther King Boulevard should be considered as the highest priority.

Integrated Stormwater Management Strategies Starting with the Public Works Yard: Through the U.S. EPA Brownfields Area-Wide Plan and additional funding and technical support from the U.S. Fish and Wildlife Service a focused effort was made towards creating a large stormwater management pond and Evitts Run streambank restoration on the public works yard property. Preliminary design for this project has been completed. Additional funding is needed to complete final engineering, permitting and construction should be pursued.

As part of transportation improvement efforts, including new streets and existing street upgrades, the design of streets should include integrated stormwater management and run-off pre-treatment facilities to remove contaminants. Achieving stormwater management compliance should be done as seamlessly as possible with the design of streetscapes. For example, “rain gardens” and other features should be integrated into the overall design of streets and other open spaces, rather than be “added on” frills that do not fully function with the intent and needs of an overall, project, site, or facility. Redevelopment sites especially, provide the opportunity to implement designs which include a holistic approach to stormwater management rather than a series of solutions that only address site specific concerns and less than ideal retro-fit features. Stormwater management should employ a “big picture” approach to insure maximum effectiveness and to achieve a greater sense of public amenity as well as aesthetic improvements through landscape and green techniques.

3. Promote Economic Development

Institute a Housing Strategy for Both Rehabilitation and New Infill: Although the master plan makes no specific physical housing improvement project recommendations, it provides a series of policy and program recommendations to support the rehabilitation of existing housing stock and the promotion of new infill housing. The character of the neighborhood is very much related to the type, scale, orientation and mix of housing types. Signs of well maintain housing exist throughout the West End, yet there are numerous older structures that need repair and improvements. The city should promote the rehabilitation of existing structures over demolition as much as possible, including through programs that attract homeowners to properties to undertake rehabilitation. In addition, there are numerous vacant parcels located throughout the West End neighborhood that could support new infill housing units. Similar incentive programs which promote owner occupancy and the creation of structures which are context sensitive and complimentary to the historic character of the neighborhood and the city as a whole should be promoted.

Promote Improvements at the Hilldale Shopping Center: The Save-a-lot food store is one of the most prized businesses in the West End neighborhood and the entire downtown. Overwhelming support exists to maintain this business and a retail anchor in the area. The Hilldale Shopping Center as a whole, however, is under performing with significant vacancies. The master plan proposes some infrastructure improvements including a new street that would connect the park along Evitts Run, through the center and create a true intersection at the entrance to the shopping center. Creating an urban streetscape along Augustine Avenue and on the proposed street through the core of the center would allow the Save--a-lot to remain and for a retrofit of the center into a more urban format retail complex. This approach would allow for several new small retail pad buildings to be located along the Augustine Avenue frontage. A proposed restaurant site is also proposed at the southern end of the center which provides an opportunity to create an outdoor dining deck with vistas and overlooks of the Evitts Run corridor.

EXECUTIVE SUMMARY

Capitalize on the Wealth of History and Historic Resources:

African-American history is very notable in Charles Town, highlighted by the restored Fisherman Hall, the Tollgate House, and the Star Lodge #1 F&AM to name a few. The history of the West End neighborhood is also important in the context of significant regional history. Methods to preserve and interpret this history as part of the overall historical story of Charles Town and the region should be pursued, both in terms of education and economic development. The formation of a special historic district (locally or as a national landmark designation) should be explored especially along West Street, W. Washington Street and Martin Luther King Boulevard. The historical aspects of the area could be used as inspiration for unique streetscaping, banners, gateway treatments and interpretative signing and support a broader goal of attracting private investment and improving the quality-of-life for residents.

Happy Retreat is the home of Charles Washington, younger brother of George Washington and founder of the City of Charles Town and therefore represents significant direct historical importance to the city. The story of the property can be linked to the broader historical story of Charles Town and its importance to local, regional and national history. Happy Retreat was built on land Charles inherited from his older half-brother, Lawrence Washington. In 1780 Charles and his wife Mildred moved from Fredericksburg to Happy Retreat where he had built the two wings separated by a breezeway. Two additional buildings on the property of historical significance include a stone kitchen and smokehouse which predates the residence and an octagonal wooden powder house, similar to one at Mount Vernon, that was later used as a school house. Working with a non-profit group, Friends of Happy Retreat, the city has an agreement with the current owners to acquire the property. The outcome of the partnership would yield 10-acres of protected open space for the city and the house and two-acres would be owned by the non-profit for historic preservation, interpretation, and events.

The location of Happy Retreat along the Evitts Run corridor provides an excellent opportunity for the greenway to have a major anchor on the southern end, within city limits. The graves of Charles and his wife Mildred have been located on the south side of Evitts Run which flows along the back boundary of the Happy Retreat property which further ties together the historical significance of the site to the area as well as to the linear greenway/park. The city should continue its efforts to complete the purchase of the property and once acquired proceed with connecting the site to the greenway, via a multi-use

trail connection. In addition, the restoration of the naturalized woodlands represent an opportunity to improve the environmental quality of the Evitts Run watershed and provide an enhanced historical context for the house and grounds.

Determine the Full Feasibility of Creating a Minor League Ballpark Close to Downtown:

A very preliminary feasibility study of various sites was performed as part of this master planning effort. A summary preliminary findings for each of the potential sites is presented in Appendix A of this document. Some sites, such as the former Dixie-Narco/Maytag site were determined to be less feasible due to fundamental physical constraints, such as parcel shape and size. Although the master plan illustrates the most viable physical option located south of Evitts Run on Augustine Avenue, this is based solely on physical considerations and not economic feasibility. The recommended next step from this effort is the evaluation of the sites considered most viable, in much more detail as part of Comprehensive Ballpark Economic and Site Feasibility Study that takes into account broader cost/benefits including determining the ideal size of the facility to meet community needs as well as opportunities for multi-uses to be integrated into the complex.

WHAT TO DO NEXT? - HOW TO ADVANCE THE MASTER PLAN

As stated by several participants at March 2015 community workshop, "This plan is a bit overwhelming and lot to digest!" The way to achieve real results and successful outcomes relies on the prioritization of projects and the strategic allocation of resources, and then attacking each piece of the puzzle in a systematic and well thought-out manner.

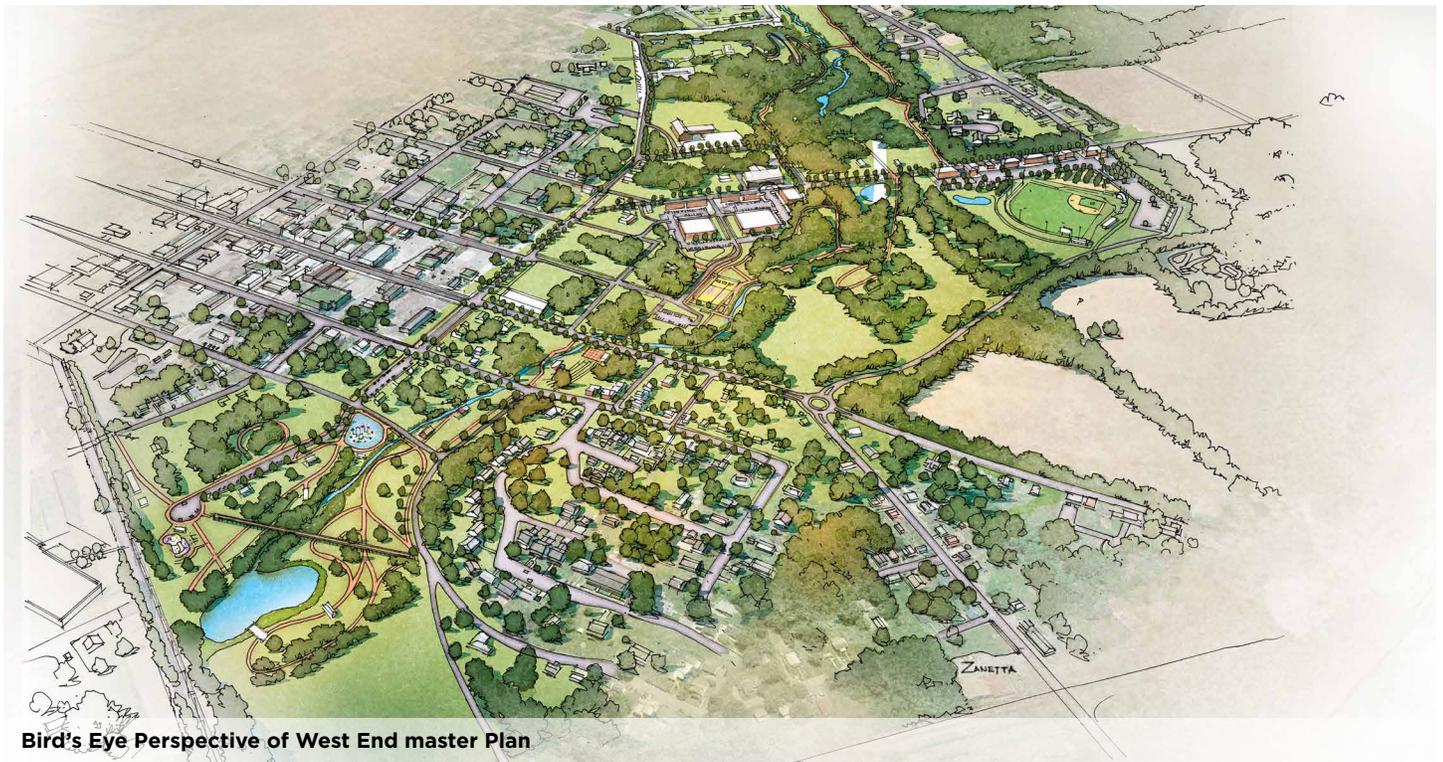
For the West End Master Plan and Brownfields Reuse Strategy, the priority actions can be grouped into these distinct categories:

Policies and Procedures - These activities, such as ordinances modifications, housing code review and design guidelines, infrastructure upgrade policies and plan development, review and coordination with developers can primarily be undertaken as a part of the normal procedures of the city and require relatively limited special financial resources and technical support to accomplish. These activities are important because they ensure that as each incremental action is taken they are consistent with the plan and, at the very minimum, ensure that no action precludes the ability to implement the priority recommendations.

EXECUTIVE SUMMARY

Economic Development Partnership Building and Actions - These actions require a combination of staff time from the city and partnering state and federal agencies leverage the required resources needed to obtain funding to advance major infrastructure investments as well as promoting a development conducive environment to support private investment and to overcome current market hurdles. Funding resources to support the remediation of sites and the rehabilitation, restoration of existing structures and the construction of new buildings will be required. Funding sources which support the rehabilitation of existing housing stock and construction of new infill housing will also be needed to provide potential seed capital and low-interest financing to further incubate private neighborhood investment. .

Major Capital Projects - These include the capital intensive activities required to design, engineer, permit and construct major physical improvements including transportation, stormwater and utility infrastructure and parks/public spaces.



Bird's Eye Perspective of West End master Plan

A STRATEGY FOR OBTAINING RESOURCES FOR CHARLES TOWN'S WEST END PROJECTS

Form a “Resources Team”: The city should form an informal “Resources Team” that convenes a small group of key persons to guide and oversee the process of establishing community priorities and advocating for resources.

Confirm Priority Projects: The City and its Resources Team should identify the community projects and initiatives from this master plan that are the city’s highest priorities, best prepared for seeking resources, and most fundable.

Identify the Right Funding Opportunities: The plan provides a detailed list of potential resources that represent the best options for funding the city’s priority brownfields projects. The cost of projects, the costs of its components, and the cost of the next immediate phases will drive the city’s consideration of which sources of funding will be most important to pursue at any particular point.

Organize Stakeholder Support: Having community, business, non-profit, political, regional, and citizen support for your key projects will not only provide momentum on those projects and make them stronger, this stakeholder support is critical to winning federal and state resources.

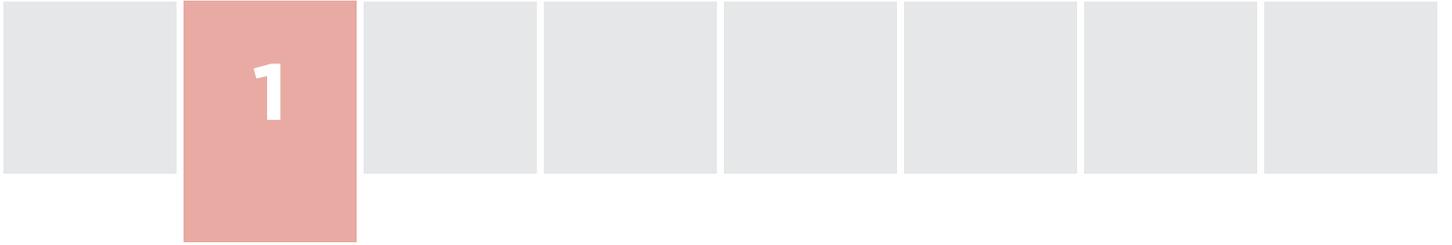
Coordinate with State and Federal Agency Officials: For the city’s highest priority projects, it is very important for Charles Town to maintain and cultivate relationships with state and federal agencies, at both the management and program levels and in both Washington, DC and in regional offices. All federal funding is routed through federal agencies (although congressional influence on those agencies is still critical) so coordinating with them early provides the best opportunity to build support for the city’s projects.

Charles Town Revitalization Roundtable: One effective approach to build support and partnerships is to organize a forum in the community that will bring top federal and state leaders, congressional officials and the community together to boost coordination on your projects and resources for their implementation. A “Revitalization Roundtable” can involve community presentations, site tours, and discussion sessions with funders about the best approaches, and coordination on next steps for action on the city’s projects. With all of the work the city has done in this area in the last few years, there are many existing relationships to build upon to undertake the recommendations in this master plan.

Pursue Grant Funding Following the Prepared Strategy: When the time to draft and submit a grant application arrives, Charles Town will be ready and competitive by following the steps outline above.

Seek Non-Funding Agency Support Too: Non-funding support from state and federal officials, which could include requests for consideration on regulatory issues, legislative issues, program funding levels, grant implementation challenges, coordination with key partners, and other strategic implementation issues, is also important.

Celebrate Success! It has been said that “nothing succeeds like success,” and that is certainly true when it comes to obtaining funding. The community should always be looking for opportunities to celebrate success, thank your agency and political supporters, hold groundbreaking and ribbon cuttings, cultivate media coverage, send newsletters, and spread the word in other ways.



VISION AND THEMES



PLANNING PROCESS, PUBLIC ENGAGEMENT, AND PROJECT THEMES

At the commencement of the project, city leaders and stakeholders agreed that this project must be focused on developing a realistic action plan for the West End. With U.S. EPA brownfields funding for targeted brownfields properties along the Evitts Run corridor along with public/private partnership investments or other grants, the city has an opportunity to make significant positive changes in the West End neighborhood. Like many communities, the city is recovering from significant changes in the city's core over the last few decades as a result of the closing or downsizing of several industrial sites such as the Dixie-Narco/Maytag complex and the overall economic slowdown. It was clear that any plan focused on the redevelopment and revitalization of the city's West End neighborhood must be far-looking, yet firmly based in the realities of today. The West End Master Plan lays out a plan in a phased approach that incorporates the city's vision, and complements the diverse, vibrant and historical setting, while addressing fundamental issues of available resources to achieve real results.

Developing a successful urban revitalization and brownfields redevelopment plan requires an understanding of physical characteristics, market factors, and buy-in from the community, including residents, business owners and property owners. From the outset, public involvement has been a key factor in forming the basis of the recommendations provided in of the plan, and based upon the magnitude of reinvestment and transformation that may occur, city officials wanted to ensure that "tangible" outcomes

were based on broad community desires for the West End neighborhood, downtown, and redevelopment of targeted brownfield parcels.

The planning process employed a strategy of inclusiveness, transparency, education, careful design, and commitment to identifying real and implementable actions. Over the course of the planning process initiated in November 2014, public, private, and civic leaders were brought together to provide a vision and prioritize the numerous elements needed to achieve the vision. The over-arching intent was to create a comprehensive redevelopment strategy for the West End neighborhood focused on the Evitts Run Corridor and the redevelopment of several brownfield sites. Taking an approach that is complementary to the overall economy of the city, redevelopment strategies are fully interconnected with the surrounding context so that redevelopment sites are mutually beneficial rather than competing. The visioning process utilized several keys steps to gather input, explore opportunities, and solidify recommendations to achieve these results.

A two-day community visioning workshop was held on November 11th and 12th, 2014. This intense, time compressed series of work sessions with community and key stakeholder engagement provided the opportunity to engage on multiple topics and quickly shape the parameters of a desired redevelopment strategy. Sessions also informed the public about remedial actions proposed for the sites. The effort started with a publicly advertised field walk of the West End neighborhood with elected officials, city staff, the project team, and the public. This was followed by a series of sessions focused on specific topics, such as parks, economic development, environmental concerns, historic/cultural resources, etc., while other sessions were intended to gather and provide general information.

The intent of the two-day workshop was to gather interested stakeholders together to efficiently inform the planning process and lead to expedited and well-informed decisions. The intense planning process allowed for real-time "ground-proofing" of ideas, forming consensus and building on the momentum and enthusiasm for the project. In this case, the intense interaction also fostered a creative design environment of discovery for city staff, planners, and community participants.

VISION AND THEMES

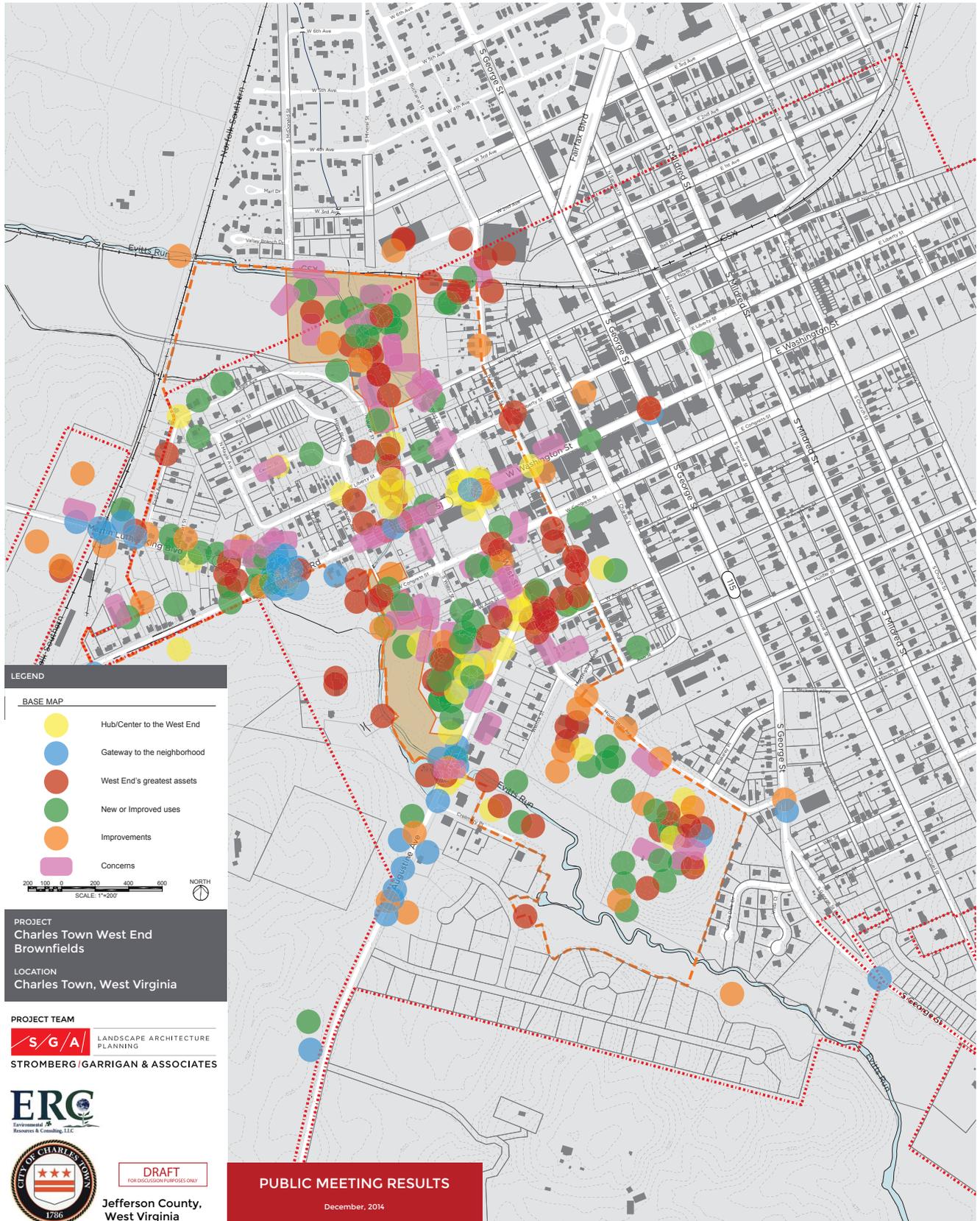
The community visioning process included two highly-interactive community engagement workshops. The first was held on November 12th and the second was held on December 3rd, 2014. At each workshop community participants were asked to break-out into workgroups. Each workgroup was given a series of five visioning questions along with a series of color-coded dots and maps of the study area to record their responses. Both events were very well attended and the planning team obtained valuable insight related to the issues, opportunities, and desires of the community regarding future improvement considerations for the study area and the city as a whole.

A public presentation of the draft plan recommendations and question and answer session was held at Fisherman Hall on March 23rd, 2015.



The community participated in various activities that defined issues and opportunities, shaping the redevelopment recommendations.



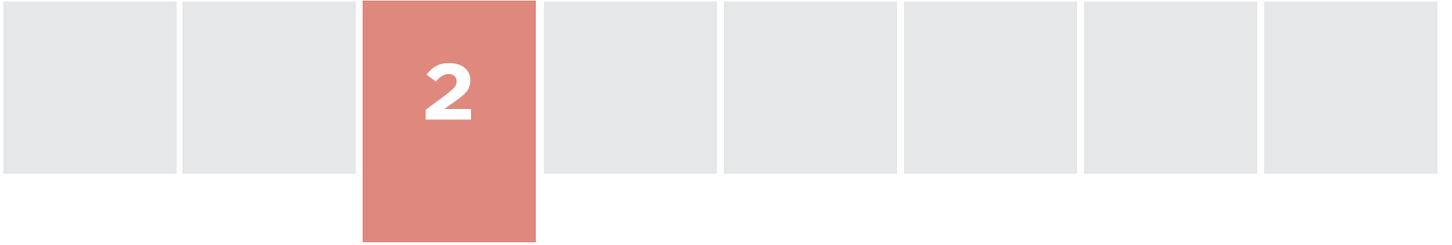


Example mapping results from public workshop activities

PROJECT THEMES

Utilizing the feedback received through the various community engagement activities, the following key project themes were identified. These themes were used to guide decision-making and to shape the plan's recommendations.

- **Build upon recent successes to move to the next level of economic vibrancy** – The city has made great strides in the past few years on improving the overall functionality and aesthetic value of the downtown. Now is the time to build upon those investments to support public-private partnerships and leverage significant investments in property improvement and redevelopment activities in the neighborhoods surrounding the downtown, especially in the West End neighborhood.
- **Evitts Run is an “untapped asset”** – With the completion of the first phase of Evitts Run Park, the community will see the benefit in creating a community greenway of parks and public amenities laid out in a phased approach.
- **The targeted brownfields sites play a key role in promoting community revitalization** – The brownfield parcels along the Evitts Run corridor are strategically located to serve as major drivers to support larger community revitalization, if their reuse is well thought-out and connected to their context.
- **“Connectivity” across a variety of community elements is essential** – Connectivity as a theme applies to a broad set of actions, from the need to provide a setting which allows for a high-level of multi-modal transportation choices, to opportunities to “layer” multiple functions on a single site. Examples of this strategy might include a parking area that also serves as an environmental remediation “cap” or a park area that also provides flood management storage.
- **History is an important community and economic asset** – Historical significance in Charles Town is not an abstract notion. It is a real and tangible element that can be engaged through a variety of means to further enhance the uniqueness of Charles Town and its sense of place. It can also serve as one component of a larger robust economic development strategy for the entire town, including the West End neighborhood, the downtown, and as an anchor for the region's major visitor attractions.
- **The plan will guide the determination of economic next steps for the West End neighborhood and downtown** – The plan defines specific uses and supporting parameters that fit within the desire to create a unique and vibrant downtown, yet all recommendations are complementary with the broader economic realities of the city and region.



PLAN APPROACH & FRAMEWORK

PLACEMAKING AND BROWNFIELDS REDEVELOPMENT AS AN OVERALL APPROACH TO NEIGHBORHOOD REVITALIZATION

The proposed revitalization and redevelopment strategy follows broad “placemaking” principals and recommends a potential build-out based on physical assessment of the study area, context, and the overall intent to create high quality-of-life neighborhoods surrounding a vibrant mixed-use downtown. This strategy supports the goal of transforming the city into a regional commercial, cultural and social activity hub.

The West End Master Plan’s fundamental approach prioritizes the creation of “places” over parcel-by-parcel “developments.” The foundation of this idea is the desired outcome that both public and private activities should result in the creation of highly desirable places that mesh seamlessly with the surrounding context as they are expanded. This includes connecting to existing residential neighborhoods and the city’s long-established downtown. The creation of successful places is a function of a thoughtfully considered mix of uses, location, design and supporting infrastructure systems; working together to form economically vibrant and sustainable building blocks of an overall town. As the city grows, new development should feel like an expansion of the historic, well-established and highly functional pattern of the city versus an old town ringed by suburban development with little physical, functional or social connection to the core.

Great places are not easily formed. They are not created by policy alone, but rely on strong partnerships between many public-sector partners, at all levels of government, combined with private land owners and the development and business communities. The reuse and redevelopment strategies presented for the targeted brownfield properties consider all aspects of the placemaking equation; however, they focus especially on those aspects that can be readily defined and shaped by the public sector. These components of the framework can serve as the skeleton upon which each private sector action can connect. In some cases, the division between public and private sector activities are well defined. However, in many cases they are a function of inter-related aspects which, when combined, add up to a result that is greater

than the sum of the individual pieces. This process serves the objective of forming truly great places that elevate Charles Town’s reputation as an attractive and desirable community to live, work, and play.

Several key planning and design principles provided the framework for decision-making and were informed by the principles outlined below. As decision-makers face questions that are not answered through this planning process, keeping these key principles in mind can keep Charles Town moving on track toward the community’s vision for its West End, its downtown, and future expansion beyond its current limits.

Local character builds regional economies - Unique assets and local character make a place distinctive. Keeping investments circulating at home and attracting new resources grows the economy and firmly reinforces the city’s role as a regional economic hub. In the case of Charles Town, Evitts Run is a local and regional asset, so building upon and enhancing this valuable resource is fundamental to a viable revitalization approach.

Strong core communities make strong foundations - While the plan outlines choices for living, working, shopping, and playing in a variety of contexts, it also recognizes that downtown and its adjacent West End residential neighborhoods comprise the community’s vital center. Economic and civic life thrive where a critical mass of citizens can comfortably walk to a variety of destinations. Infrastructure investment brings the highest returns where the design encourages compactness. Policies should encourage safe, attractive, and accessible neighborhoods and downtown living and investment whenever possible.

A place for everything & everything in its place - There are time-tested models for appropriate development approaches in a range of environments, from the most rural lands, through suburban neighborhoods, to the center of a town. Planning strategies should acknowledge those separate environments and maximize choices compatible with the broader goals of connectivity and sustainability. In Charles Town, uses for which there may be a market demand may not be appropriate in physical form to establish an overall urban environment. Such uses should be discouraged to protect and enhance the overall character of the redevelopment, building on an urban form as a way of making Charles Town’s West End and downtown a distinct setting. Doing so will diversify the development options within the city and attract development that would not otherwise locate in Charles Town.

PLAN APPROACH & FRAMEWORK

Affordable living includes housing, transportation, energy, recreation, and shopping - True community affordability depends upon leveraging value across the full array of housing, transportation, energy, recreation, and retail/commercial sectors. Infrastructure investments and development policies should employ strategies that balance affordable options for a variety of family sizes, incomes and life cycle stages.

Green infrastructure supports sustainable communities - Natural systems deliver hard-to-measure but crucial services for neighborhoods, the economy and the broader environment. Canopy trees provide stormwater management, shade, and natural habitat. Well-designed stormwater/flood management networks retain concentrated rainwater during storm events, provide valuable open spaces and maximum local replenishment of aquifers. Infrastructure investments and development policies should protect, reinforce and build on natural systems and utilize the most sustainable practices at all scales of implementation.

Neighborhoods are the building blocks - Walkable, mixed-use neighborhoods are the fundamental building blocks of communities - Residents and visitors should be able to walk to their daily destinations in safe, appealing environments. The master plan should only recommend improvements which further enhance the West End neighborhood's accessible, walkable and connected neighborhood character.

Private buildings and public infrastructure work together to shape public space and to build community character - People walk more when the walk is safe, comfortable and interesting. Small blocks create a resilient and interconnected street system. Private buildings shape the look, feel, and function of public space through the way they relate to streets, sidewalks, parks, and other buildings. High-quality parks and public spaces create the social centers of neighbors and provide venues for community gathering, enhancing the sense of community identity and potential economic drivers.

Working together creates bigger opportunities - The neighborhoods in the West End are connected economically, environmentally, and historically with the larger community. They form the core of the broader Jefferson County area and offer models for desirable, sustainable development. With coordinated planning, linked transportation, shared services and economic development, the city can further enhance

its role in the region and bolster the economic vibrancy of the downtown and the West End neighborhood.

These plans were developed through input received from the public along with involvement from community and civil leaders. The exercise of developing a potential layout of future buildings, public spaces, and support facilities for the nearer term redevelopment areas is valuable because it aids in determining which aspects of the overall plan, such as proposed street alignments, stormwater/flood management areas and public space locations are most advantageous for both the broader context of the downtown and site specific redevelopment.

MASTER PLAN FRAMEWORK

The following is an overview of all of the major plan elements which serves as the framework of the West End Master Plan. A detailed description of how each element is achieved in the plan is provided in Chapter 3.

Economic and Community Development

There is a desire to promote a mix of development types, including commercial/retail, housing, and civic uses to improve the overall vibrancy of the West End neighborhood as well as to expand the economic opportunities within the city.

New mixed-use redevelopment should be promoted along Augustine Avenue especially at the Hilldale Shopping Center. The location of context-sensitive mixed-use development which complements the overall character and building form of the city is desirable. With the introduction of new development, cherished existing anchors, such as the Save-a-lot should be enticed to stay, improve and ideally expand.

Happy Retreat can serve as another cultural, civic and economic anchor in the community. The presence of such a significant historic site in the city is an asset. The city's efforts to lead a strategy to make this facility a cultural, economic and social hub fits well with the overall intent of the plan. The plan provides a pedestrian connection between the facility and the overall Evitts Run Greenway, making it another key destination along the corridor.

PLAN APPROACH & FRAMEWORK

Ways to improve existing housing and the promotion of contextual new infill housing should be promoted.

Opportunities exist to construct new, context-appropriate infill housing of varying types and densities throughout the West End neighborhood. Infill on single lots to partial blocks, depending on the availability of land, should be promoted. Existing housing stock, even the most modest in size, should be considered first for rehabilitation versus demolition, since smaller, but high-quality, housing stock serves an important affordable housing need within the community.

A series of interconnected public park improvements along Evitts Run as a greenway could attract additional economic development investments in the West End neighborhood and the downtown.

Increasing access to and along a greenway would not only increase the community's awareness of the resource, it can also serve as a setting for new private investment in terms of housing and commercial uses which front onto or otherwise capitalize on the attractive aspects of Evitts Run and the varying landscape conditions.

The future of the car dealership site should be confirmed with the current owners.

Although not currently identified as a redevelopment issue, this facility is located at the very strategic intersection of Washington and West Streets. As an active business it is hoped that the business will remain and thrive in its current location; however, current trends show that many similar facilities relocate to larger lots in suburban locations. Outreach to the current owner by the city's economic development leaders should be performed to assess the future of this facility and work with the property owner should they move, to attract a use which can serve as a major West End retail/commercial anchor that promotes the pedestrian-oriented aspects of Washington Street as the city's "main street."

Brownfields and Environmental Quality

A fundamental driver of this entire West End neighborhood plan is the desire to address long-lingering vacant and underutilized brownfields properties which at a minimum represent an untapped community resource and at worst pose a potential risk to community health.

The Supertane site's remediation and future reuse as a public park facility can support an overall greenway approach to the Evitts Run Corridor and also support a redevelopment strategy for the Hilldale Shopping Center.

The reuse of the Supertane site as a public park addresses site-specific needs to create an engineered "cap" on the site for environmental health and safety reasons. A design that links the Supertane site to the Hilldale Shopping Center site allows residents and visitors to better engage with the future park and surrounding neighborhood. Currently, the Supertane site and the Hilldale Shopping Center are underutilized due to their lack of visibility. Linking the two sites potentially opens up new possibilities for both sites and their relationship to the surrounding neighborhood.

The Supertane site's remediation will improve the water quality of Evitts Run.

Addressing potential contamination migration from the site will ensure that potential negative effects from the site cannot impact off-site resources such as Evitts Run.

The remediation and reuse of the former Dixie-Narco/Maytag Parking Lot and the City of Charles Town Public Works Yard as a public park and a large-scale stormwater management facility will address major flooding, water quality issues and aid in supporting future redevelopment in the watershed.

Both of these brownfield sites have environmental contamination/legacy issues which can be readily addressed and make the sites more suitable for new public park facilities.

The clean-up and reuse of several smaller brownfields sites will address potential contamination issues and support overall neighborhood-wide community enhancement goals.

Although much of the focus of this master planning effort is focused on the major targeted brownfield sites, a number of smaller brownfields were identified which if addressed, could support reuse which would be in a manner more consistent with overall community goals for the West End neighborhood.

PLAN APPROACH & FRAMEWORK

Stormwater Management

Charles Town's West End neighborhood and the entire Evitts Run watershed suffer from a lack of proper stormwater management facilities. Antiquated infrastructure and/or inadequate storage capacity pose a risk to existing properties and limit the ability to attract new investment to the area.

Improved stormwater management and run-off pre-treatment within the Evitts Run Watershed will improve the quality of the stream as well as the broader Chesapeake Bay Watershed. Subject to increased demands of the city to address stormwater management compliance requirements as a result of EPA MS4 and Chesapeake Bay TMDL regulatory requirements, improvements along the Evitts Run Corridor will not only help the city meet these regulatory requirements, but also improve the environmental quality of Evitts Run and the surrounding area.

Increased stormwater management detention capacity on the public works yard site will reduce potential flooding impacts down-stream. Evitts Run Creek has a long history of flooding, erosion, and environmental impacts from upstream industries. Providing increased stormwater detention capacity at this key location where the creek splits between its primary course to the west and the smaller feeder tributary from the West End of the City of Ranson, allows it to reduce the potential for flooding impacts to down-stream properties.

Integrating green infrastructure such as permeable paving, flow through planters, raingardens and structural soil cells into the design of new projects will provide an incremental and site-specific approach to improving stormwater management conditions in the city. Much of this infrastructure will not be completely hidden, but will be incorporated into the design of parks, public spaces and the overall urban design aspects within the downtown.

Parks and Recreation

Public parks provide the setting for communities to come together for informal gatherings, formal events, festivals or passive/active recreational uses. Parks that are designed to be engaged with their context become treasured assets and serve to form community entity and sense-of-place.

A series of inter-connected parks along the Evitts Run Corridor have the potential to become something greater than the sum of their parts. Through the creation of a continuous multi-use trail which roughly parallels the creek, the Evitts Run Greenway could provide a vast array of recreational experiences and activities. It could also serve as a conduit that links neighborhoods, the downtown, and beyond. A connection that continues to Ranson's Civic Center, West End Park, and trails to the north and east, ultimately connecting to Flowing Springs Park and the multi-use trail along Route 9.

A redeveloped Supertane site can replace a brownfield site with an active park facility to serve the local neighborhood and act as one of several recreational destinations along the Evitts Run Greenway. The reuse of this contaminated site as a park amenity is not only possible, but desired since the design incorporates hardscaped and hardcourt facilities can serve as the remedial solution to address contamination issues.

The former Dixie-Narco/Maytag site and the Charles Town Public Works Yard, combined, could become a major park for the West End neighborhood and the city as whole. These two sites can become a second major park in the city, complementing Jefferson Memorial Park in the southeastern section of the city, this park would serve the northern and western neighborhoods with a facility that provides a broad range of passive and active recreation activities and facilities.

PLAN APPROACH & FRAMEWORK

Transportation

The plan proposes a series of multi-modal transportation improvements which directly supports reuse and redevelopment activities and also enhances the overall transportation options for Charles Town's residents and visitors. The following highlight the transportation related aspects that the plan incorporated to support redevelopment in the West End neighborhood.

The existing street grid of the city provides the basis for a sound transportation network. Creating a connected network of street and thoroughfares that extends the city's existing street grid and block structure to and through redevelopment and targeted brownfield sites can serve as a framework to link new development with surrounding neighborhoods and the overall transportation framework of the city.

Street and thoroughfare typologies should be determined in relation to both multi-modal transportation needs and urban design guidelines for the uses and buildings that front onto them. Employing a "complete street" approach to the design of all streets and thoroughfares will provide the maximum opportunity for a balanced benefit to all modes. Ensuring that streets are constructed to include the appropriate number and limited widths of travel/parking lanes, bicycle and pedestrian facilities as well as supporting streetscaping and green infrastructure elements such as street trees, landscaping, street fixtures, flow-through stormwater planters, etc. will support the redevelopment goals outlined in this plan.

Strategic intersections within the study area should receive special design consideration. Improving key intersections along major streets and thoroughfare corridors into and exiting the West End neighborhood and the downtown area ensures that maximum transportation connectivity (for all modes) is achieved along with mitigating future impacts to the transportation network as new developments are constructed.

Transportation infrastructure decision-making should consider multi-modal needs, including current and future transit services. Maximizing interconnectivity and providing transit-supportive elements such as transit shelters and stop locations, or at a minimum adequate space for future facilities, ensures that full transit mobility is not precluded now or in the future. Reinforcing the potential for future

transit service with support facilities, especially along Washington Street, West Street/Augustine Avenue will further emphasize these corridors as key spines of the city and aid in attracting more local users into the West End neighborhood and the downtown.

The Value of Roundabouts - The following are 20 reasons outlined by the City of Blacksburg, VA (see: <http://www.blacksburg.gov/Index.aspx?page=1274>) as to why communities should consider constructing roundabouts:

1. Reduce fatalities up to 90% (Source: FHWA)
2. Reduce injury crashes 76% (Source: FHWA)
3. Reduce pedestrian crashes 30-40% (Source: FHWA)
4. Greatly reduces the severity of injuries sustained in crashes
5. Reduce greenhouse gases (carbon footprint) and toxic emissions
6. Reduce gas consumption
7. Reduce queue lengths (in many instances)
8. Creates a pedestrian/child/older/bike/skate-friendly intersection
9. Promotes a stronger sidewalk network, with friendly nodes (intersections)
10. Preserve/enhance/celebrate local character and community context while accommodating motorized traffic flow (Context Sensitive Solution)
11. Provides a storm-proof intersections that continue to operate after hurricanes and tornadoes
12. Supports the principles of Smart Growth and Active Living
13. Provides 20-30% increase in capacity during peak hours (in many instances)
14. Creates a gateway to a district, such as business district or residential neighborhood
15. Replaces "no-man's lands," and seas of asphalt, with beauty
16. Allows sidewalk conversations among pedestrians or sidewalk cafe patrons or persons sitting on benches
17. Revitalizes a depressed district
18. Creates a roundabout corridor with safe, efficient access management
19. Creates a scenic corridor with speed management
20. Perfectly complements a road diet project

Area-wide traffic safety and traffic calming strategies should be considered for new and existing streets as they are designed.

While transportation efficiency is a goal, it should not be performed at the cost of safety. Existing streets and thoroughfares should be evaluated to determine the need to “calm” traffic to an appropriate speed. This is especially important at the intersection of W. Washington Street and Martin Luther King Boulevard. Traffic calming devices such as curb bump-outs at corners and at mid-block crossings, chicanes and traffic roundabouts should be considered as part of the palette of options to create a stronger sense of a balanced environment between pedestrian, bicyclist and motorists.

Roundabouts are one potential traffic management device that the city should consider. The plan proposes a roundabout at the intersection of Washington Street and Martin Luther King Boulevard. One resource and case study to reference when considering the application of roundabouts is the City of Blacksburg, VA’s website. The following was taken from Blacksburg’s website and advocates the merits of such devices:

Pedestrian and bicycle trail connections should be constructed to provide dedicated interconnections between schools, parks and commercial / employment centers and the downtown.

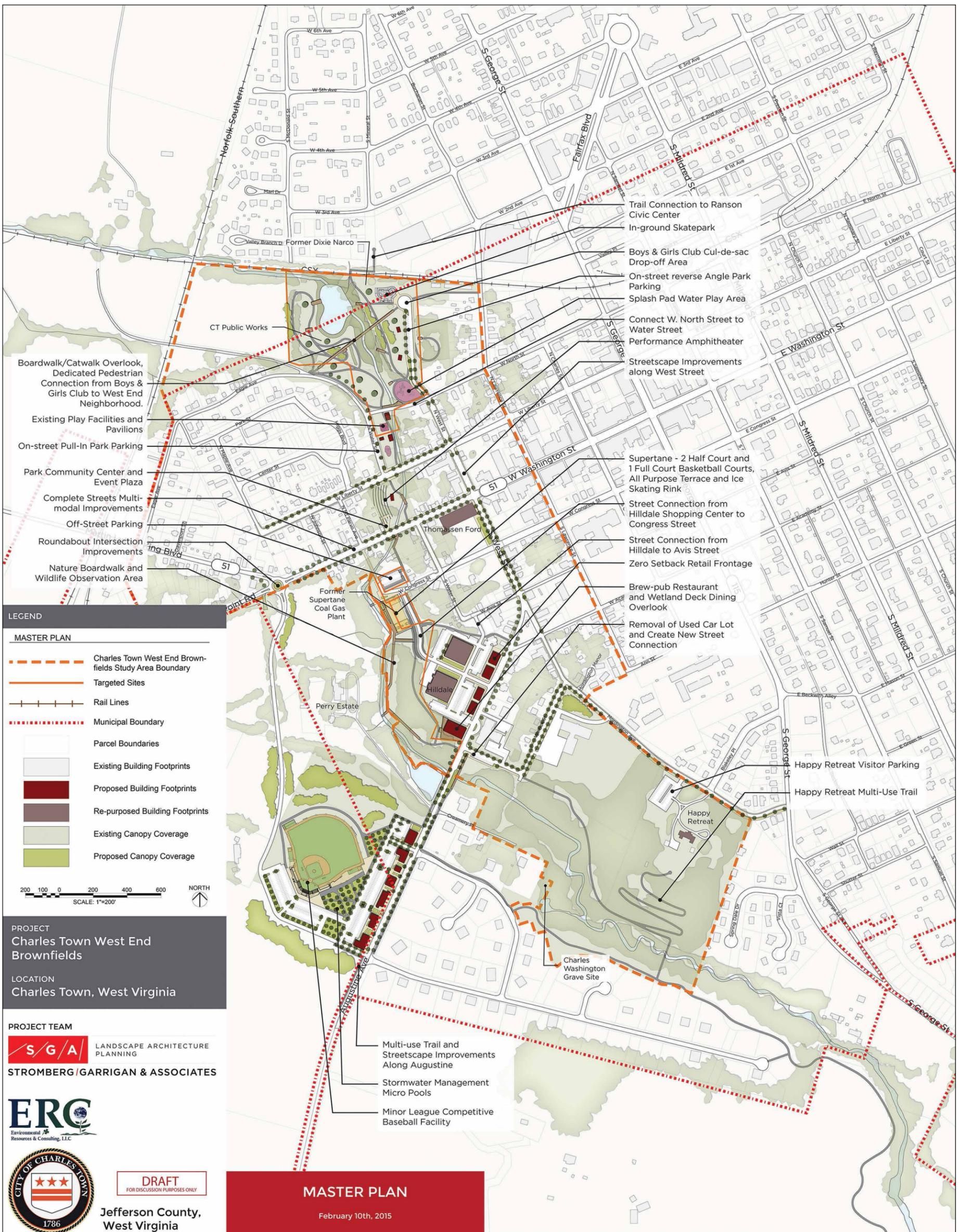
The city has begun to emphasize the need to create dedicated bicycle and pedestrian trails. Providing multi-use paths along new streets and through parks, public spaces and interconnected stormwater management greenways provides the opportunity to create an armature for neighborhoods and commercial areas to connect, via adjacent sidewalks, bike lanes and shared lanes. In addition to the creation of dedicated trails along a proposed Evitts Run Greenway, consideration should be given to the creation of strong bicycle and pedestrian feeders that connect neighborhoods and converge on the Evitts Run Greenway and the downtown, as well as key cultural anchors within the West End neighborhood, such as Fisherman Hall, Happy Retreat, Charles Washington’s Grave site, etc.



REDEVELOPMENT MASTER PLAN

REDEVELOPMENT MASTER PLAN

WEST END MASTER PLAN



- Boardwalk/Catwalk Overlook, Dedicated Pedestrian Connection from Boys & Girls Club to West End Neighborhood.
- Existing Play Facilities and Pavilions
- On-street Pull-In Park Parking
- Park Community Center and Event Plaza
- Complete Streets Multi-modal Improvements
- Off-Street Parking
- Roundabout Intersection Improvements
- Nature Boardwalk and Wildlife Observation Area

- LEGEND**
- MASTER PLAN**
- Charles Town West End Brownfields Study Area Boundary
 - Targeted Sites
 - Rail Lines
 - Municipal Boundary
 - Parcel Boundaries
 - Existing Building Footprints
 - Proposed Building Footprints
 - Re-purposed Building Footprints
 - Existing Canopy Coverage
 - Proposed Canopy Coverage

200 100 0 200 400 600
SCALE: 1"=200'

NORTH

PROJECT
Charles Town West End Brownfields

LOCATION
Charles Town, West Virginia

PROJECT TEAM

S/G/A LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES



DRAFT
FOR DISCUSSION PURPOSES ONLY

Jefferson County, West Virginia

MASTER PLAN
February 10th, 2015



REDEVELOPMENT MASTER PLAN

Economic Development and Park Project Phasing - DRAFT

Map Key #	Priority	Project	Description
A 1	near term	Former Supertane Site - Remediation and environmental closure	<ul style="list-style-type: none"> • Parcels 212, 5, and a portion of 14.2 require implementation of Remedial Action Work Plan (AWP) • Full design and engineering through the construction of an environmental cap, regulatory “closure” of site contamination, and stormwater mitigation infrastructure. • Full design and engineering of park amenities. • Determination of park amenities that may become part of the environmental cap and what amenities will need to be implemented as a separate parallel effort under A2.
A 2	near term	Former Supertane Site - Park improvements	<ul style="list-style-type: none"> • Design, engineering and construction of 2 half court basketball courts, one full size basketball court, all-purpose activity/fitness terrace, synthetic skate rink seasonal installation, 26 space parking lot at the terminus of Congress Street • Removal of S. Mt. Parvo Avenue vehicular access from Washington St. to Congress St. • Conversion of S. Mt. Parvo Avenue to a multi-use ped/bike promenade, activity courts entrance plaza and drop-off area, and observation boardwalk overlook along Evitts Run. • Phase 2 of A2 - Hilldale Shopping Center rear access road and pedestrian walkway connection to Congress St. Stepped retaining wall planters and activity courts side seating and lounge area.
B	near term	Charles Town Public Works Yard - Remediation and Park/stormwater infrastructure improvements	<ul style="list-style-type: none"> • Conduct further environmental assessment and develop a remedial action work plan (AWP) for the Public Works Yard. • Determine Public Works Yard relocation strategy. • Continue to refine and prepare finalized engineered drawings for the Evitts Run alignment relocation and stormwater mitigation strategy and pretreatment infrastructure. • Develop a refined and clearly defined park site master plan for the Public Works Yard property. • Ped/bike circulation network, observation decks and terraces, wildlife observation stations, and passive recreation lawn areas.
C	near term	Former Dixie-Narco Site remediation, park and Boys & Girls improvements	<ul style="list-style-type: none"> • Conduct further environmental assessment and develop a remedial action work plan (AWP) for the Former Dixie-Narco/Maytag parking lot property. • Develop an asphalt removal and reduction plan for the property. • Extend West Street to Boys and Girls Club property and create a drop-off/turn around at the proposed terminus of West Street. • Provide curb cut and small parking area to re-orient Boys and Girls Club front entrance to West Street extension. • Remove or discourage Boys and Girls club access at Lawrence street adjacent to the CSX crossing to remove safety concerns related to the at-grade crossing. • Provide on-street reverse angle parking along West Street extension. • Upgrade and expand skate equipment to an in-ground dedicated skate area. • Create a large passive and active recreation green overlooking Evitts Run below, the recreation green is anchored by two large picnic pavilions and a large developmental play area/water play area at the intersection of North Street and West Street. • Create multi-use trail network and connection to Ranson Civic Center via the CSX underpass.

REDEVELOPMENT MASTER PLAN

Economic Development and Park Project Phasing - *Continued*

D	mid term	Liberty/Washington Streets anchor block park performance area	<ul style="list-style-type: none"> Upgrade park amenities and create a park performance area that creates a gateway anchor to the West End and the commercial/retail area along Washington Street. Removal and relocation full court Basketball to Supertane property. Reuse of small commercial building as a parks indoor picnic pavilion/meeting hall that could also function as a performance box office and retail area during performance events. The small commercial building would be anchored by a paved urban plaza/terrace that would have built in seating and water jet area for unstructured water play and gathering space. The seating of the paved urban plaza would extend into the park in the form of a large amphitheater with a stage. The large amphitheater would have a secondary function as a social gathering and lunch picnic space that would overlook Evitts Run and the planting of the native plantings of the garden club below that follow the edges of the Run.
E	near term	Evitts Run Nature Park area	<ul style="list-style-type: none"> Portions of parcel 14.2 beyond the former Supertane site, remediation and environmental closure. Evitts Run Wildlife observation area is an extension of multi-use trail and boardwalk established in Supertane phase A1 and A2. The focus of this area is habitat creation, species diversity, and the preservation of the wooded wet area along the eastern edge of Evitts Run. The multi-use trail will have two routes through this area. The first route will be a trail that is graded into the embankment along the Hilldale Shopping Center property. The second route would be the extension of a multi-use boardwalk trail that extends from the boardwalk on the Supertane property to Augustine Avenue. The observation boardwalk will have observation terraces, seating areas and environmental education components. The boardwalk should be developed in a manner that highlights this wooded wet area but is also sensitive to stream hydrology and wooded wet area conditions.
F	mid term	Happy Retreat Multi-use Trail connector	<ul style="list-style-type: none"> Multi-use trail connector from Augustine Avenue to the Happy Retreat property. The trail should focus on historical and environmental education, interconnecting Fisherman Hall and other historically and culturally significant buildings/sites along West Street and S. Augustine Avenue through the natural areas of Evitts Run to Charles Washington's Grave site and the Happy Retreat estate.
G	long term	Water Street park access and amenity upgrades	<ul style="list-style-type: none"> Long-term replacement and upgrade strategy should be developed for the on-street parking, pedestrian safety and ADA access upgrades along Water Street. The Water Street segment of Evitts Run Park/Greenway should also consider facility, amenity and ADA access upgrades to existing park pavilions and playground areas.
H	mid term	Hilldale Shopping Center development and access upgrades	<ul style="list-style-type: none"> The strategy for the Hilldale Shopping Center is focused on preserving the Save-a-lot as a retail anchor grocery store and building off the viability of this downtown grocery store. The redevelopment strategy increases access and exposure by removing the outdated central section of the retail strip mall and re-orient 12,000 sf. of small format retail with a "zero" setback frontage along Augustine Avenue. The strategy calls for the preservation of the two larger box retail anchor building footprints but introduces a new perpendicular street with additional retail frontage that creates a West End commercial town square configuration and promotes multi-modal access and strong pedestrian connection along S. Augustine Avenue providing a walkable commercial center for the West End neighborhood.

REDEVELOPMENT MASTER PLAN

Economic Development and Park Project Phasing - *Continued*

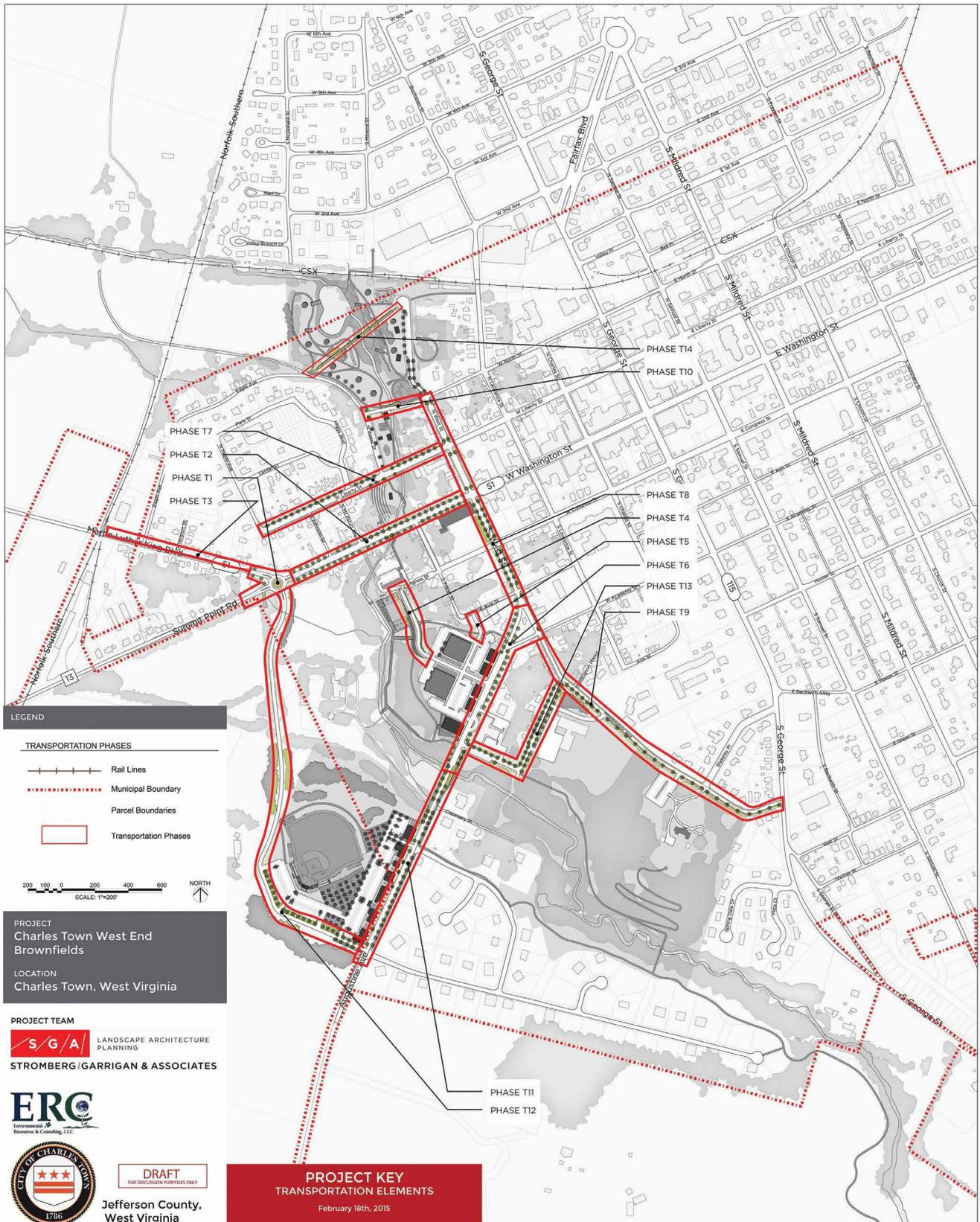
I	long term	Long-term reuse strategy for Ford Dealership property	<ul style="list-style-type: none"> Consider a long-term reuse strategy for the Ford dealership property that preserves the zero-set-back retail anchor building at the corner of Washington Street and West Street, should the dealership decide to relocate in the future. The focus should be on preventing greenfield and suburban strip shopping retail format development at this key intersection and downtown node and promote downtown retail redevelopment.
J	long term	Brew-pub gateway/destination anchor restaurant	<ul style="list-style-type: none"> Establish a reuse of the former bank property that creates a destination node along the proposed Evitts Run Greenway and Trail network that also provide a gateway to the West End neighborhood and Charles Town that acts as a social anchor for the Hilldale Shopping Center. The brew pub restaurant could have a large overlook dining deck that would be elevated between the large existing trees and view the Evitts Run wildlife observation area with long views towards the reflection pond and the Augustine Avenue stone bridge.
K	long term	Potential Charles Town Cannons competitive play/events complex	<ul style="list-style-type: none"> A very preliminary feasibility study of various sites was performed as part of this planning effort. A summary preliminary findings is presented in Appendix A of this document. Some sites, such as the Dixie-Narco/Maytag site were determined to be less feasible due to fundamental physical constraints such as parcel shape and size. Although the plan illustrates the most viable option from a site layout perspective, which is the site located south of Evitts Run on Augustine Avenue, this is base solely on physical considerations and not economic feasibility. The recommended next step from this effort is to evaluate the sites considered most viable in more detail as part of comprehensive ballpark economic and site feasibility study. This study should take into account broader cost/benefits including cost for acquiring land, determining the ideal size of the facility to meet community needs, opportunities for multi-uses to be integrated into the complex and if a private/public partnership strategy might be the most effective approach to develop a complex.
L	long term	Sport complex retail/restaurant frontage along S. Augustine Avenue	<ul style="list-style-type: none"> This recommendations is tied to recommendation K focused on a competitive play/events complex. The opportunity to tie adjacent retail/commercial development into an overall complex should be explored as part of a comprehensive ballpark economic and site feasibility study which considers potential public/private partnership opportunities included leverage private commercial development.

REDEVELOPMENT MASTER PLAN

<p>M</p>	<p>long term</p>	<p>Housing Rehabilitation and Infill</p>	<p>The City should focus efforts on a Housing Rehabilitation Financing Program</p> <p>The city should consider a homeownership initiative to support homeowners in Charles Town. Critical to such an initiative should be the stabilization of the building stock and tax base in the West End. It is recommended that the city establish a program that provides a variety of financial incentives that can be used to attract homebuyers and improve existing housing stock. A homeowner loan program is recommended. The goal of a homeowner loan program would be to attract additional homebuyers to the city through the provision of funds for desired improvements (such as roof repairs, exterior painting, and kitchen and bathroom upgrades, etc.).</p> <p>An example of a Homeowner Loan Program might include:</p> <ul style="list-style-type: none"> • Up to \$5,000 forgivable loan to a homebuyer of single-family dwelling in the core area. • No income limits. • Available only to homebuyers who occupy the home. • Cover costs associated with repairs and upgrades to the exterior and interior of the property, (such as windows, paint, roof, porch, sidewalk, etc.) • Distributed on approval of construction invoices. • Loan money cannot be used toward down payment (loan program could potentially require a \$5,000 match by the homeowner to improvements they make to the property). • Minimum property condition standards must be met. • Remainder of loan can be used to upgrade interior amenities (such as kitchen and bathroom upgrades, etc.) • Contractor and scope of work must be approved by Borough code enforcement department • Construction must be completed within 180 days of closing. <p>Recommended Loan terms follow:</p> <ul style="list-style-type: none"> • 7 year at 0% interest rate. • 1/7 of loan amount forgiven each year. • Upon re-sale of home, remaining balance of the loan may be repaid or transferred to the new owner. • Upon conversion to a rental unit, remainder of loan must be repaid in monthly payments at 8% interest. <p>The city should work with local financial institutions to develop and promote programs that provide low-interest mortgage financing for property owners desiring to rehabilitate their properties, especially in the West End. The city could inform these institutions of the overall improvement strategy for the city so as to enhance their willingness to make mortgage financing available. A provision of this program should be that improvements to exterior appearance of a building be consistent with the historic standards or renovation guidelines for the city. A home rehabilitation program that includes a combination of a below market interest rate loan and a grant would be the most desirable incentive to existing property owners. The city should provide a listing of these resources to prospective homebuyers, Realtors or property owners of specific properties identified for needed repairs.</p> <p>A model for such a program is available from the Borough of Pottstown, PA website: http://pottstown.org/index.aspx?NID=117</p>
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REDEVELOPMENT MASTER PLAN

ECONOMIC DEVELOPMENT & PARK MASTER PLAN PROJECT KEY [TRANSPORTATION ELEMENTS]



REDEVELOPMENT MASTER PLAN

Transportation Phasing - DRAFT

2/18/2015

Map Key #	Priority	Project	Description
T1	near term	W. Washington Street and Martin Luther King Blvd. roundabout	<ul style="list-style-type: none"> Requires ROW acquisition, traffic feasibility study, and historical impact assessment. Development of a 3-leg roundabout to receive a fourth roundabout leg at a later date. Priority pedestrian access and safety upgrades and roadway design that reduces design speed of road to 25 mph.
T2	near term	W. Washington Street Streetscape	<ul style="list-style-type: none"> Streetscape improvement project that prioritizes and promotes pedestrian access and safety upgrades. These upgrades include installing sidewalks on both sides of Washington street where feasible and widening existing sidewalks; removal of S. Mt. Parvo vehicular access; clearly defined and striped on-street parking areas; ADA accessibility upgrades, reduced travel lane width to promote reduced vehicle speed, on-street stormwater management infrastructure and locate street trees where feasible. Establish mid-block crossing at Evitts Run park to promote park connectivity and improve trail access.
T3	near term	Martin Luther King Blvd. Sidewalk improvements and safety upgrades	<ul style="list-style-type: none"> Address poor pedestrian safety conditions along Martin Luther King Jr. Boulevard from the Norfolk Southern at-grade railroad crossing to the intersection of W. Washington Street. Traffic calming techniques should be implemented including narrowing of travel lane widths landscape bump-outs and tight street tree spacing. Priority should be placed on installation of sidewalks where feasible. Pedestrian sidewalks should be generous in width promoting a walkable community that includes safety features, ADA accessibility and techniques that prioritize a pedestrian connection to the retail corridor along W. Washington Street.
T4	near term	Hilldale Shopping Center/ Park Service road	<ul style="list-style-type: none"> The Hilldale Shopping Center/park service road provides a strong linkage between the first phase of Evitts Run Greenway/Supertane park improvement project phase and the recommended redevelopment/revitalization scenario for Hilldale Shopping Center. The Hilldale Shopping Center/park service road also can provide a secondary road connection that would balance and distribute traffic volumes coming to and from the Hilldale Shopping Center.
T5	mid term	Hilldale Shopping Center Development Connector to W. Avis Street	<ul style="list-style-type: none"> Much in the same way as the Hilldale Shopping Center/park service road the Hilldale Shopping Center/W. Avis Street connector that can provide an additional secondary road connection to further balance and distribute traffic volumes coming to and from the Hilldale Shopping Center.
T6	near term	Augustine Streetscape improvements Segment A	<ul style="list-style-type: none"> Augustine Avenue segment A focuses on streetscape improvements that upgrades and expands pedestrian connections from West Street to the Evitts Run Bridge. The streetscape project should focus on sidewalk improvements that strengthens pedestrian connections from Fisherman Hall to the Senior housing facility and the Hilldale Shopping Center. The streetscape improvements should include street trees, opportunities for seating, clearly defined pedestrian crossings that meet ADA accessibility requirements and interpretative design themes.

REDEVELOPMENT MASTER PLAN

Transportation Phasing - *Continued*

T7	mid term	Liberty Street Streetscape improvements and pedestrian safety upgrades	<ul style="list-style-type: none"> • Liberty Street is a low traffic opportunity that could provide a strong pedestrian connection from the West End neighborhood to the Charles Town commercial corridor. • Liberty Street should be considerably upgraded to include the widening of any existing sidewalks and the expansion of the sidewalk system to extend the length of Liberty Street. • The sidewalks should include safe pedestrian crossing opportunities, traffic speed calming/reduction techniques including narrowing of travel lane width and landscaped bump-outs. • Liberty Street streetscape improvements should preserve existing residential curb cuts and provide clearly defined areas for on-street parking.
T8	long term	West Street Streetscape improvements and pedestrian safety upgrades	<ul style="list-style-type: none"> • West Street was the historical commercial district for the African American community of Charles Town. The streetscape improvements along West street should consider the history as an inspiration for design themes and respond to the historical context of West Street but at the same time respond to the modern pedestrian and ADA accessibility amenities. • The streetscape improvements along West Street should establish a sense of place and identity that is consistent with the history of West End neighborhood but further promotes the return of retail/mixed-use viability of the West Street historical commercial district.
T9	mid term	Mordington Avenue/Happy Retreat street improvements and multi-use trail	<ul style="list-style-type: none"> • The current roadway cross section of Mordington Avenue does not include sidewalks or a dedicated pedestrian walkway. • Upgrades to Mordington Avenue should be a “complete streets” approach that includes dedicated pedestrian sidewalks and safety features, design speed reduction/traffic calming, and the addition of multi-use trail paralleling Mordington Avenue to dramatically increase the multi-modal connectivity from Happy Retreat and the Board of Education property to West Street.
T10	long term	W. North Street extension over Evitts Run to Water Street	<ul style="list-style-type: none"> • One of the expressed desirable outcomes from the public meeting process was to provide increased vehicular and pedestrian connectivity from the West End neighborhood residential area to the commercial downtown of Charles Town. • The extension of W. North Street over Evitts Run to Water Street would provide a secondary, low traffic, vehicular connection distributing local citizen traffic volumes off of Washington Street.
T11	long term	Augustine Avenue streetscape improvements Segment B and multi-use trail connector	<ul style="list-style-type: none"> • Extension of streetscape improvements from the Augustine Avenue stone bridge beyond the proposed ballfield complex and commercial area. • The proposed streetscape improvements include, design speed reductions/traffic calming, the introduction of sidewalks and on-street parking, street trees and on-street stormwater bio-retention landscaped areas, and a multi-use trail connector that extends to Huntfield.
T12	long term	Perry Street Connector/Boulevard from proposed W. Washington Street/MLK Blvd. roundabout to Augustine Avenue	<ul style="list-style-type: none"> • A full traffic study should be performed for the area that includes W. Washington St./MLK Blvd. roundabout, Washington Street, S. West Street segment and Augustine Avenue to determine the need to provide a secondary connector road to redistribute truck traffic loads away from commercial sections of Augustine and West Streets. • This street connector will require ROW acquisition through the Perry Estate and careful consideration should be made to prevent large bypass traffic that circumvent the commercial areas of Augustine Avenue and S. West Street. • The removal of all regional traffic flow could unintentionally create a commercial dead zone in the West End neighborhood commercial area.

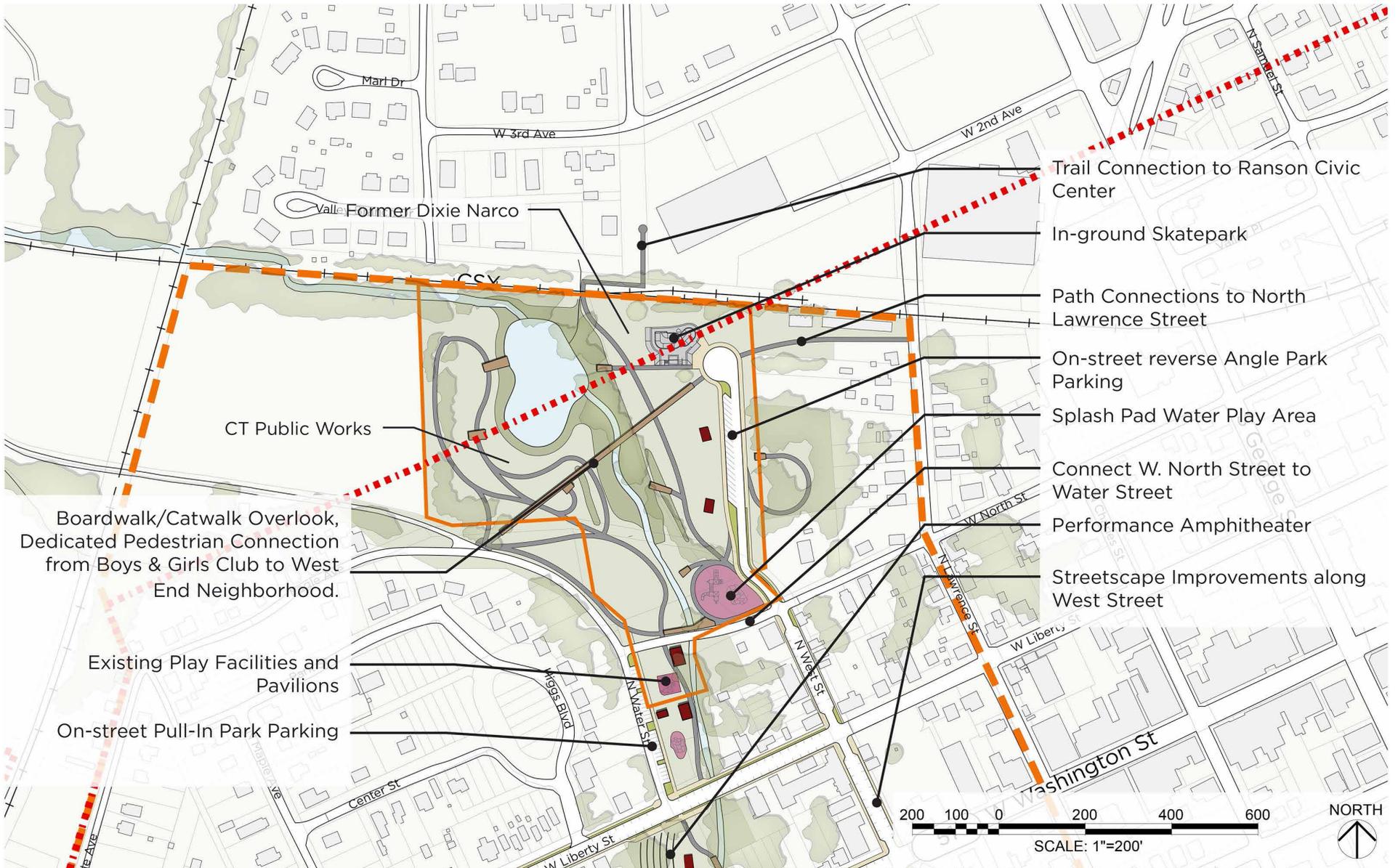
REDEVELOPMENT MASTER PLAN

Transportation Phasing - *Continued*

T13	long term	Evitts Run Park, Board of Education site, and senior housing facility “complete streets” service road	<ul style="list-style-type: none"> • Requires ROW acquisition and the environmental assessment, potential remediation and closure of the Bobby’s used car property. • This service road connector also requires a stop signal study to determine if a stop sign is needed along Augustine. • The service road will improve access and upgrade connectivity to the senior housing facility and the Board of Education complex. • The service road will also provide on-street parking for multi-use trail and Evitts Run park as well as include pedestrian amenities to residences along Warick Street.
T14	long term	Pedestrian boardwalk/nature walkway from Boys & Girls Club facility to the West End neighborhood residential area at the intersection of Water Street and Eagle Avenue.	<ul style="list-style-type: none"> • One of West End community’s concerns expressed during the public meetings was to greatly improve and upgrade the pedestrian connections from the West End neighborhood residential areas to the downtown, greater Charles Town and Ranson. • One of the vital connections that could be made that provides a safe and highly visible route was to provide a grand walkway that is solely dedicated to pedestrian circulation from the West End neighborhoods west of Evitts Run, through the Evitts Run Park on the former Dixie-Narco/Maytag property to the Boys & Girls Club facility. From there pedestrians can utilize the pedestrian sidewalks along low traffic streets and the Evitts Run park multi-use trail network to connect to other parts of Charles Town and Ranson to the north. • Although a long term transportation improvement, every effort should be made to provide a safe pedestrian connection for families of the West End community to the Boys and Girls Club facility.

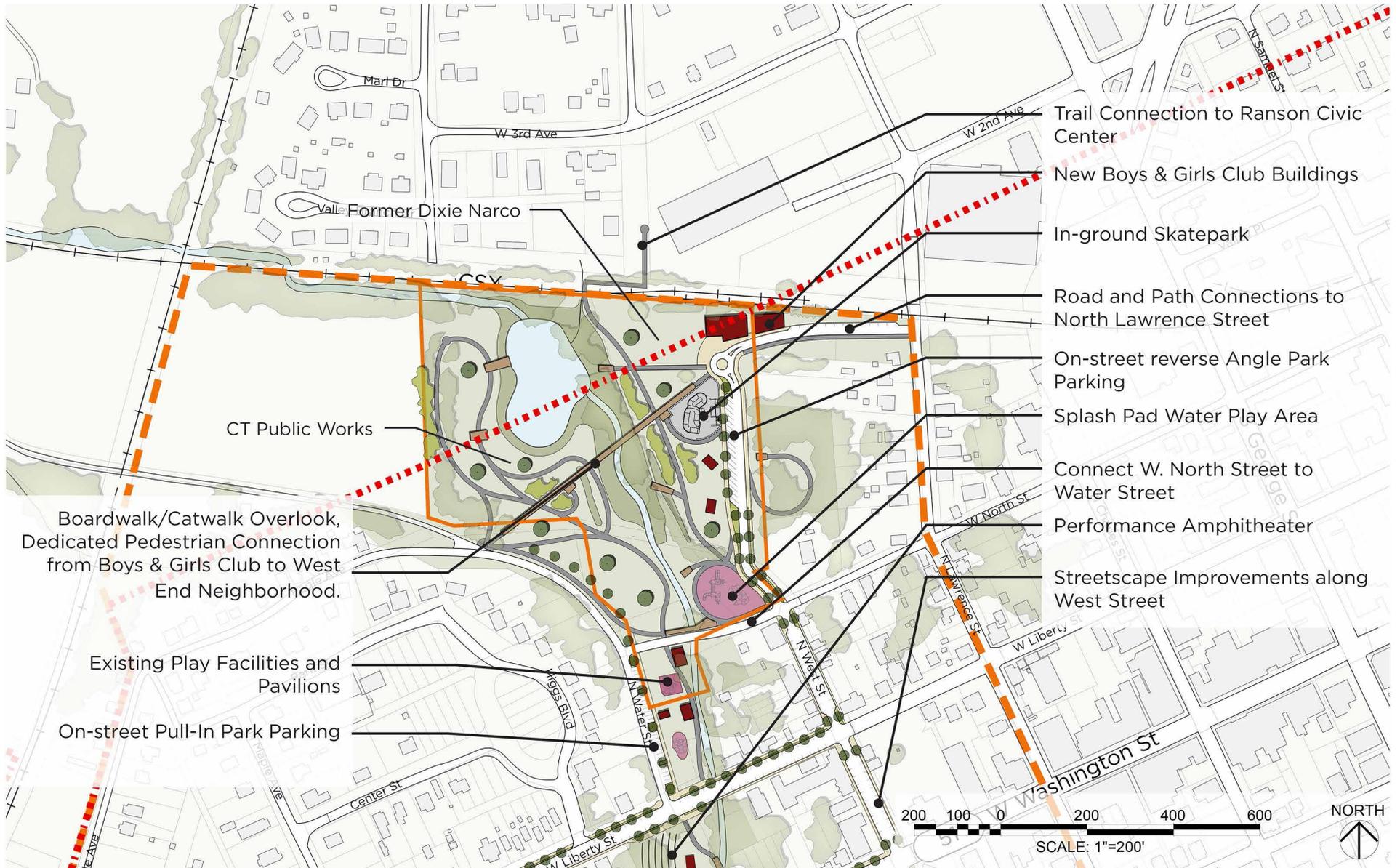
REDEVELOPMENT MASTER PLAN

DIXIE-NARCO/PUBLIC WORKS YARD PARK DEVELOPMENT PLAN



REDEVELOPMENT MASTER PLAN

DIXIE-NARCO/PUBLIC WORKS YARD PARK DEVELOPMENT PLAN [ALTERNATIVE LAYOUT]



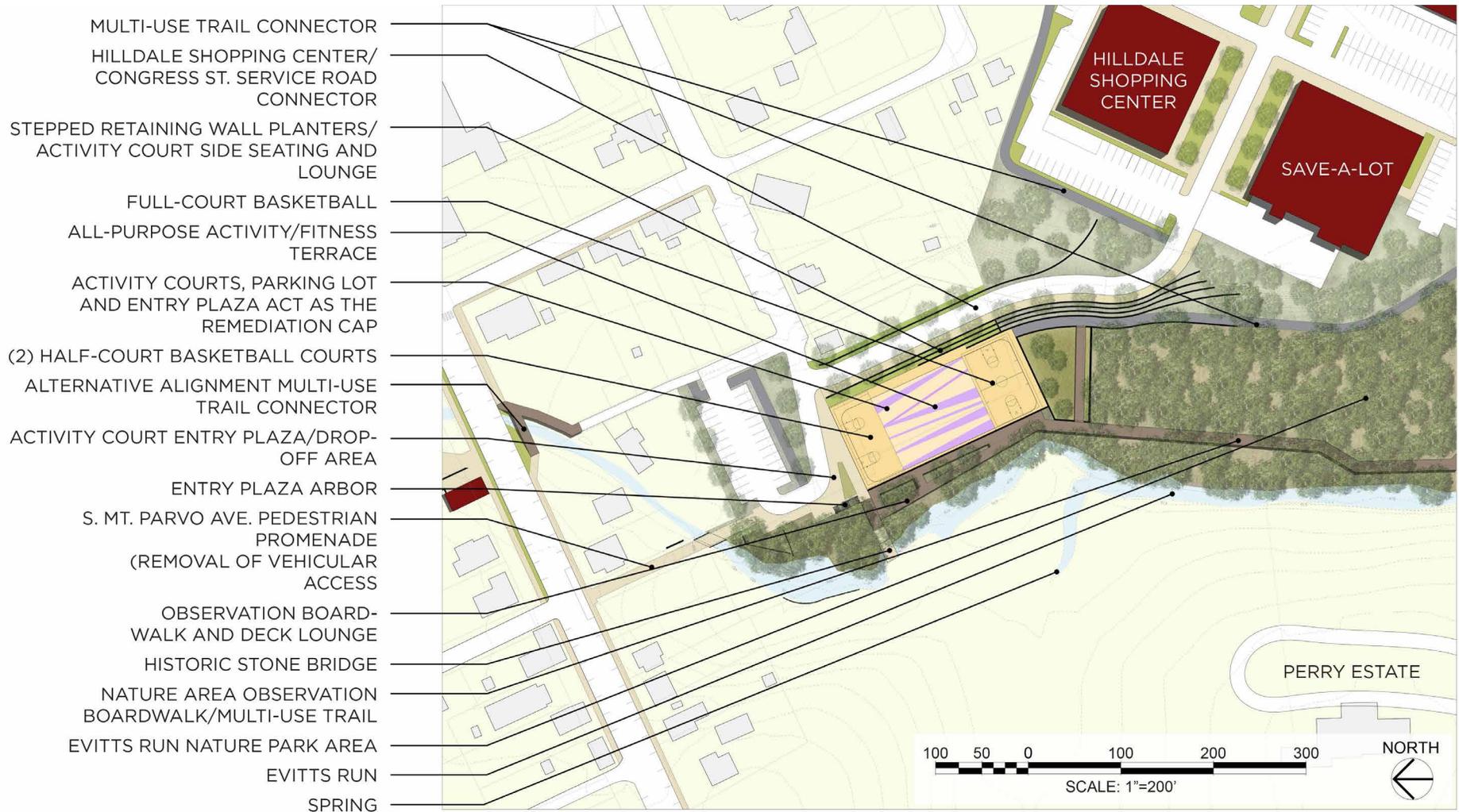
REDEVELOPMENT MASTER PLAN

DIXIE-NARCO/PUBLIC WORKS YARD PARK DEVELOPMENT PLAN - PERSPECTIVE VIEW



REDEVELOPMENT MASTER PLAN

SUPERTANE PARK PLAN



REDEVELOPMENT MASTER PLAN

SUPERTANE SITE PARK DEVELOPMENT PLAN - PERSPECTIVE VIEW



REDEVELOPMENT MASTER PLAN

SUPERTANE SITE PARK DEVELOPMENT PLAN - PERSPECTIVE VIEW WITH ENGINEERING CONTROLS



REDEVELOPMENT MASTER PLAN



REDEVELOPMENT MASTER PLAN

Remedial Alternatives Analysis Summary Supertane Site (developed in 2010) Charles Town, West Virginia

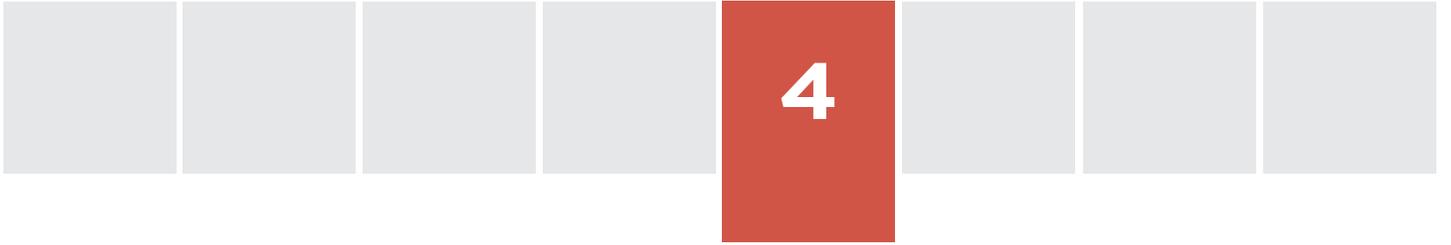
Remedial Technology	Vendor	Assumptions	Advantages	Disadvantages	Capital Cost	O & M Cost (2010 dollars)	Schedule
Capping with Asphalt	Jefferson Asphalt	<p>Assumes a 4-inch gravel base and 1.5-inch asphalt cap.</p> <p>Assumes little to no grading.</p> <p>Requires some geotechnical data be collected (for compaction purposes)</p>	Technology has been proven at thousands of sites	<p>Requires long term groundwater monitoring to ensure contaminants are no longer migrating.</p> <p>Requires annual inspection.</p>	\$0.9 to 1M	\$90,000 (based on \$30,000 per year for three years)	3 months (plus 3 years groundwater monitoring)
Dig and haul	Remediation Services, Inc.	<p>Soil would be managed at an off-site location.</p> <p>Assumes de-watering to remove and remediate soil to a depth of eight feet below existing grade.</p> <p>Assumes acceptable hydraulic conditions.</p>	Technology has been proven at thousands of sites.	<p>Off-site soil hauling and disposal.</p> <p>Odor and airborne particulates must be managed.</p> <p>May not address contaminants contained in bedrock.</p>	\$2.3M	\$90,000 (based on \$30,000 per year for three years)	3 months (plus 3 years groundwater monitoring)
Solidification/Stabilization		<p>Soils would be stabilized/solidified using a shallow soil mixing process.</p> <p>Soils would be blended with a binding reagent (e.g., cement, fly ash) in situ using a large auger system.</p> <p>Soils would remain in-place.</p> <p>Assumes no vertical barrier system would be necessary.</p>	Technology has been effective at other MGP sites to date.	<p>Odor and airborne particulates must be managed.</p> <p>May not address contaminants contained in bedrock.</p>	\$0.7 to 1M	\$90,000 (based on \$30,000 per year for three years)	3 months (plus 3 years groundwater monitoring)

REDEVELOPMENT MASTER PLAN

Ex situ thermal desorption	Nelson Environmental	Soil is excavated, treated, and placed back on-site.	No off-site soil transportation and disposal/treatment.	Odor and airborne particulates must be managed. May not address contaminants contained in bedrock.	\$2M	\$90,000 (based on \$30,000 per year for three years)	3 months (plus 3 years groundwater monitoring)
In situ thermal desorption	Terra Therm	<p>“Level 2” heating to 100 degrees C.</p> <p>Steam stripping of volatiles and enhanced DNAPL recovery.</p> <p>Will achieve limited reduction of contaminant concentrations and DNAPL in shallow groundwater and bedrock up to 250 feet bgs.</p>	<p>No off-site soil transportation and disposal/treatment.</p> <p>Limited DNAPL recovery from the saturated zone in the overburden and bedrock.</p> <p>Achieves shallow and bedrock groundwater contaminant reduction.</p>	<p>Requires more intensive groundwater monitoring program to ensure contaminants are not mobilized off-site.</p> <p>May not address contaminants contained in bedrock.</p>	\$4.7 to \$5.1M	\$90,000 (based on \$30,000 per year for three years)	1 to 1.5 years (plus 3 years monitoring)
Surfactant-enhanced in situ chemical oxidation	VeruTek and Regenisis (Plume Stop Colloidal Biomatrix)	Proprietary technology which may not have the proven track record that the other remedial technologies have.	No off-site soil transportation and disposal/treatment.	May be used in conjunction with another technology presented herein to reduce groundwater contaminant concentrations	Awaiting quote	\$90,000 (based on \$30,000 per year for three years)	3 months (plus 3 years groundwater monitoring)

Notes:

1. The costs are based on remediating soil totaling 12,910 cubic yards (19,400 tons), which represents soil from zero to eight feet below existing grade within the entire fenced site boundary. The depth to groundwater, depth to bedrock, and the feasibility of de-watering will determine the actual soil volume which would be remediated.
2. Monitored natural attenuation (MNA) would be required for the contaminants in groundwater that would remain with all remedies. Three years of MNA and semi-annual groundwater monitoring are assumed.
3. All remedial strategies would require planning, permitting and regulatory approvals which are not included in the Schedule.



COST ANALYSIS

Evitts Run Park/Eco. Development Phasing LOM Costs - DRAFT For Discussion Purposes Only - Not for Distribution

[SEE ECONOMIC DEVELOPMENT & PARK PHASING ELEMENTS PROJECT KEY ON PAGE 3.4]

2/18/2015

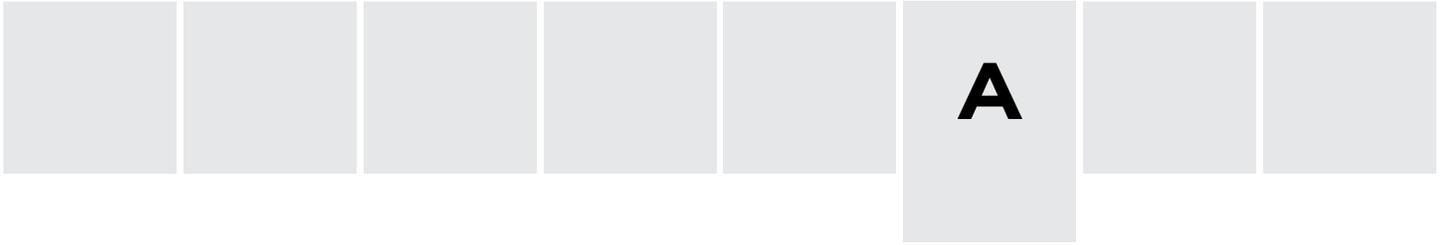
Project Key #		Design Budget	Construction Budget	Total	Notes
A1	Former Supertane property - Remediation and environmental closure	\$80,000.00	\$800,000.00	\$880,000.00	Does not include stormwater management, wetland mitigation, streambank/floodplain restoration
A2	Former Supertane property - Park improvements	\$150,000.00	\$1,500,000.00	\$1,650,000.00	Does not include synthetic skate rink
B	Charles Town Public Works Yard - Remediation and park/stormwater infrastructure improvements	\$125,000.00	\$1,250,000.00	\$1,375,000.00	Does not include Stormwater retention pond and Evitts Run Streambank restoration - see "Downstream Strategies" documents for more detail
C	Former Dixie Narco/Boys & Girls Club remediation and improvements	\$500,000.00	\$5,000,000.00	\$5,500,000.00	
D	Liberty/Washington anchor block park performance area	\$260,000.00	\$2,600,000.00	\$2,860,000.00	
E	Evitts Run nature park area	\$200,000.00	\$2,000,000.00	\$2,200,000.00	
F	Happy Retreat multi-use trail connector and visitor parking lot	\$83,000.00	\$830,000.00	\$913,000.00	A significant component of this expense is a trail bridge/crossing over Evitts Run
G	Water Street park access and amenity upgrades	\$90,000.00	\$900,000.00	\$990,000.00	
H	Hilldale shopping center development and access upgrades	\$-	\$-	\$-	Part of private development cost
I	Long-term reuse strategy for Ford Dealership property	\$-	\$-	\$-	Part of private development cost
J	Brew-pub gateway/destination anchor restaurant	\$-	\$-	\$-	Part of private development cost
K	Potential Charles Town Cannons competitive ballpark/events complex	\$1,500,000.00	\$15,000,000.00	\$16,500,000.00	Is the development of the competitive ballpark being publicly funded, privately funded or both?
L	Sport complex retail/restaurant frontage along Augustine Avenue	\$-	\$-	\$-	Part of private development cost
M	Housing rehabilitation and infill	\$-	\$-	\$-	
TOTALS		\$2,988,000.00	\$29,880,000.00	\$32,868,000.00	

Transportation Phasing LOM Costs - DRAFT For Discussion Purposes Only - Not for Distribution

[SEE TRANSPORTATION ELEMENTS PROJECT KEY ON PAGE 3.9]

2/18/2015

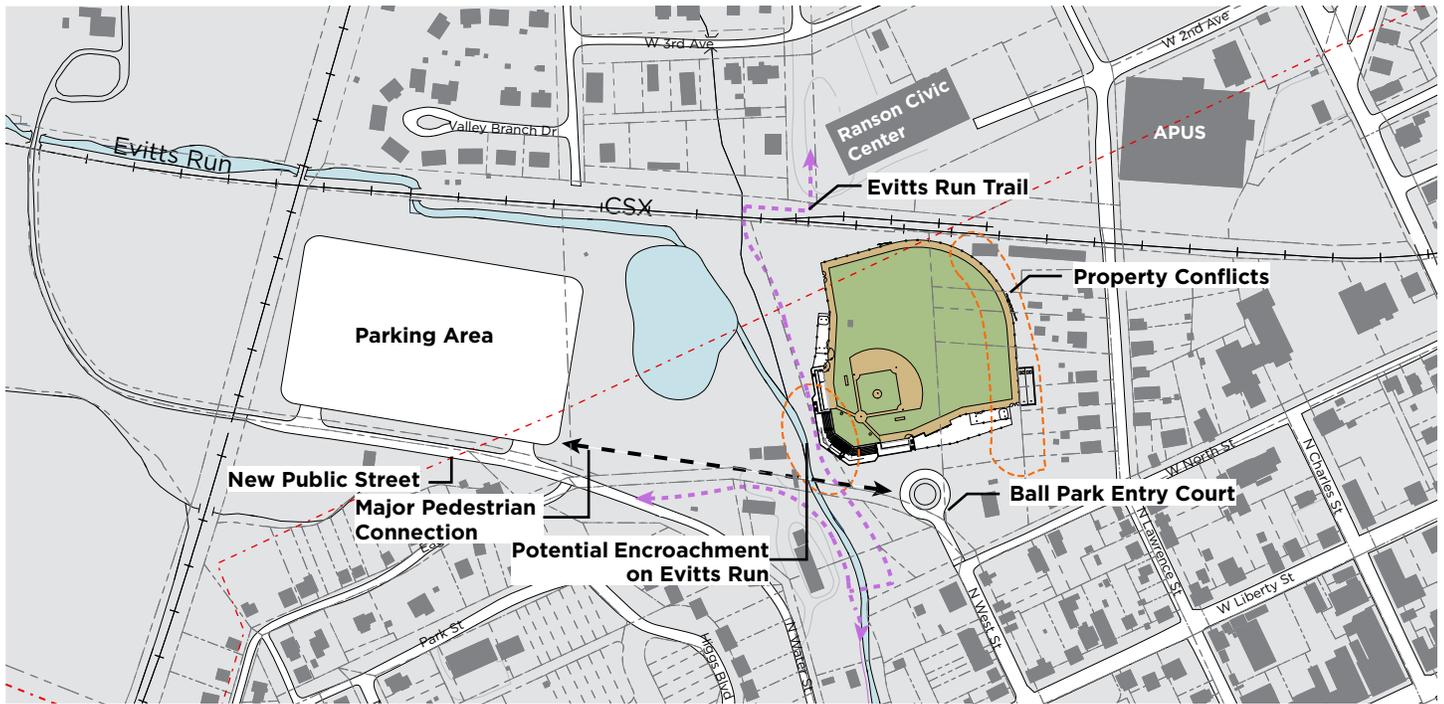
Project Key #	Description	Design/Eng. Budget	Construction Budget	Total	Notes
T1	Washington/MLK roundabout	\$200,000.00	\$2,000,000.00	\$2,200,000.00	Does not include ROW acquisition. Requires a traffic study
T2	Washington Street Streetscape	\$250,000.00	\$2,500,000.00	\$2,750,000.00	Does not include ROW acquisition
T3	MLK Sidewalk improvements and safety upgrade	\$75,000.00	\$750,000.00	\$825,000.00	Does not include ROW acquisition
T4	Hilldale/Park Service road	\$50,000.00	\$500,000.00	\$550,000.00	Does not include ROW acquisition. Potentially requires a stop sign warrant study at Augustine Ave.
T5	Hilldale Development Connector to W. Avis Street	\$10,000.00	\$100,000.00	\$110,000.00	Does not include ROW acquisition
T6	Augustine Streetscape improvements Segment A	\$350,000.00	\$3,500,000.00	\$3,850,000.00	Does not include ROW acquisition. Potentially requires a traffic and stop sign warrant study.
T7	Liberty Street Streetscape improvements and pedestrian Safety upgrades	\$150,000.00	\$1,500,000.00	\$1,650,000.00	Does not include ROW acquisition
T8	West Street Streetscape improvements and pedestrian safety upgrades	\$200,000.00	\$2,000,000.00	\$2,200,000.00	Does not include ROW acquisition. Potentially requires a traffic and stop sign warrant study.
T9	Mordington Avenue/Happy Retreat Streetscape improvements and multi-use trail	\$100,000.00	\$1,000,000.00	\$1,100,000.00	Does not include ROW acquisition
T10	W. North Street extension over Evitts Run to Water Street	\$120,000.00	\$1,200,000.00	\$1,320,000.00	Does not include ROW acquisition
T11	Augustine Streetscape improvements Segment B and multi-use trail connector	\$300,000.00	\$3,000,000.00	\$3,300,000.00	Does not include ROW acquisition. Potentially requires a traffic and stop sign warrant study.
T12	Perry Street Connector/Boulevard from proposed Washington/MLK roundabout to Augustine Avenue	\$550,000.00	\$5,500,000.00	\$6,050,000.00	Does not include ROW acquisition. Requires a comprehensive multi-road traffic study. MLK, Washington, West and Augustine
T13	Evitts Run Park, Board of Education, and Senior housing facility complete street service road	\$160,000.00	\$1,600,000.00	\$1,760,000.00	Does not include ROW acquisition. Potentially requires a stop sign warrant study at Augustine Ave.
T14	Pedestrian Catwalk/walkway from Boys & Girls club facility to the West End residential area at the intersection of Water Street and Eagle Avenue.	\$220,000.00	\$2,200,000.00	\$2,420,000.00	Does not include ROW acquisition
TOTALS		\$2,735,000.00	\$27,350,000.00	\$30,085,000.00	



APPENDIX A

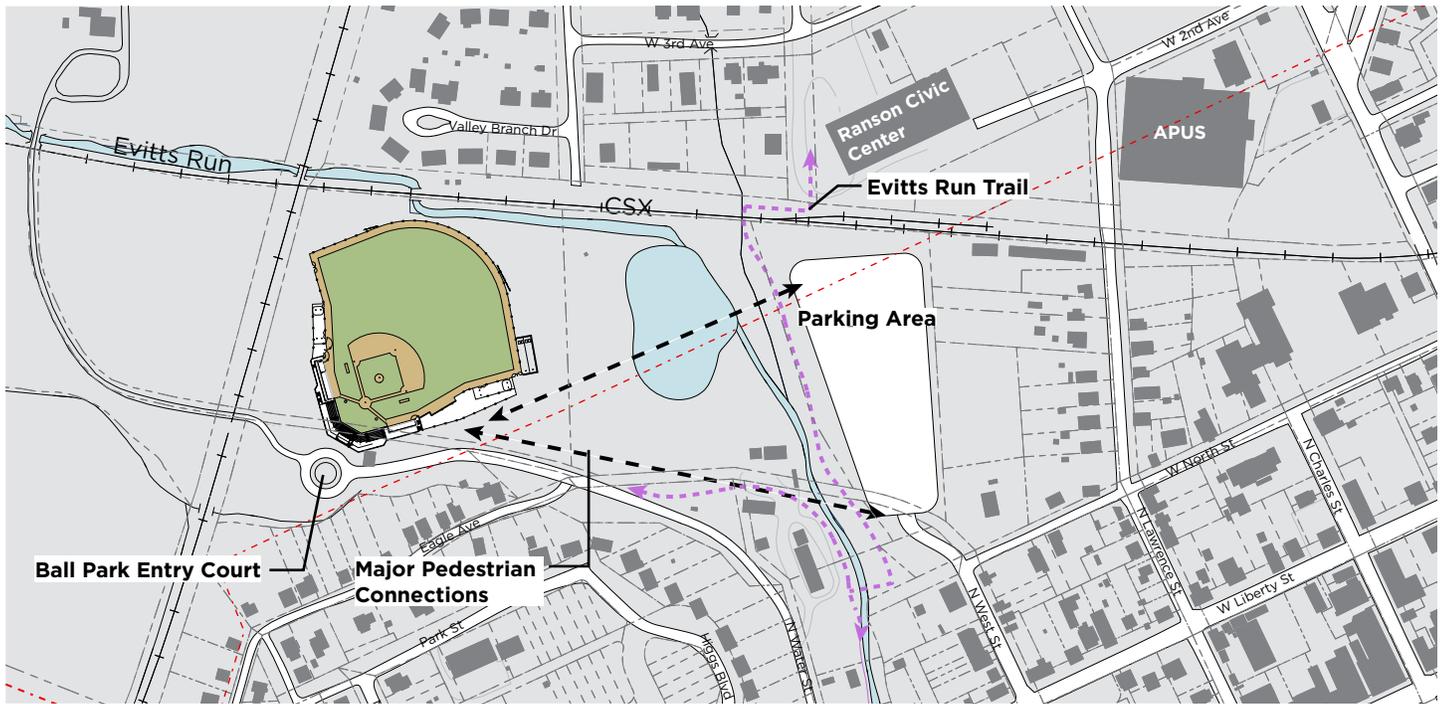
BALLPARK SITE FEASIBILITY ANALYSIS

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS



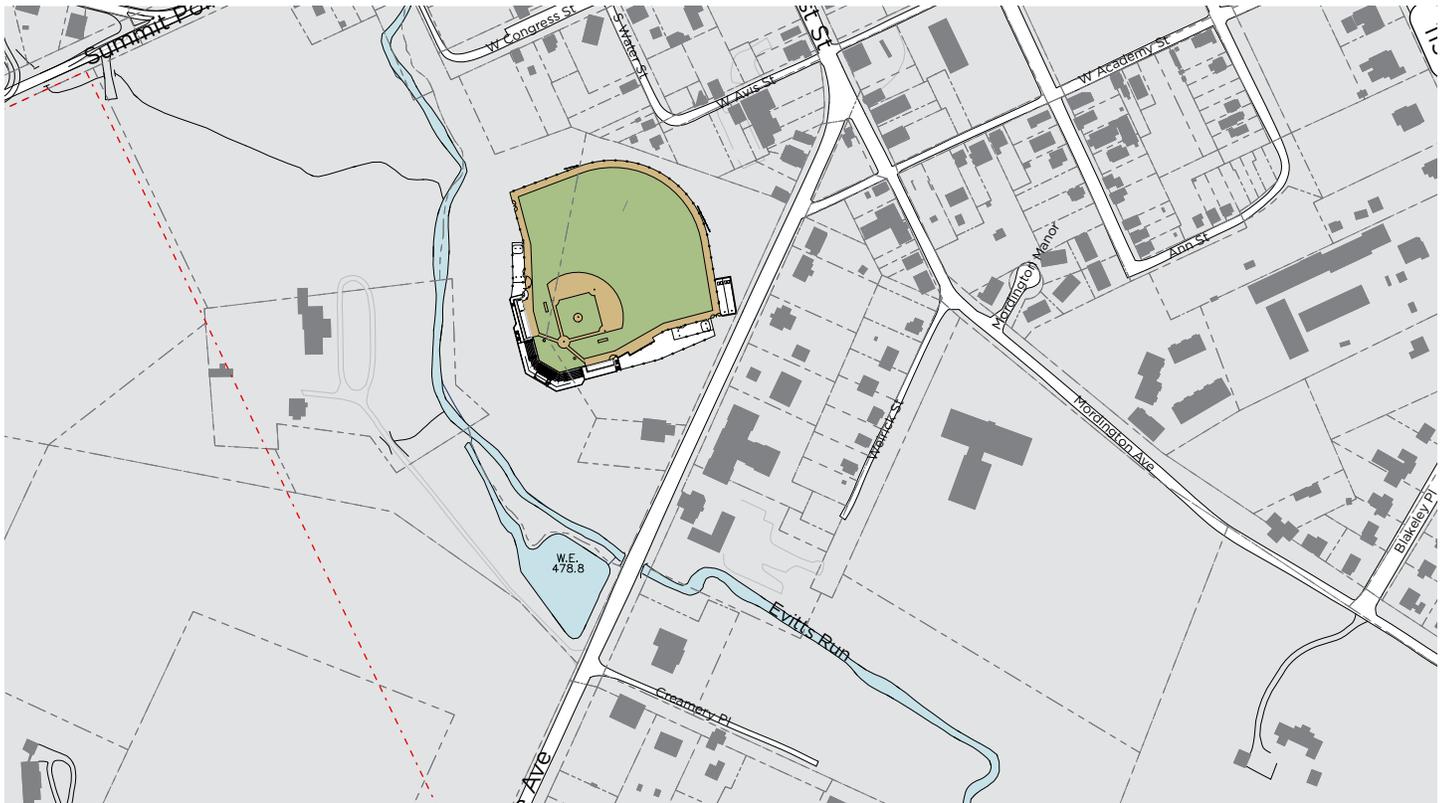
Alternative A - Dixie Narco Site + Kable Property	
Functionality	<ul style="list-style-type: none"> Regulation-sized ballfield will not fit on the site, especially in the proper orientation without requiring the acquisition of all or portions of multiple parcels along Lawrence Street. Major “built” aspects of ballfield behind home plate would be very close to Evitts Run and would likely encroach on the stream in its existing location. Site topography would require a significant amount of fill, including in the stream AE flood zone to create level field.
Parking Strategy	<ul style="list-style-type: none"> A new parking area would need to be created on the Kable property. This new larger impervious surface would be created on an area that is not well drained, therefore requiring filling and significant storm conveyance. A limited amount of ADA and convenience parking could be provided immediately adjacent to the ballfield. A large stormwater management facility would be required in addition to the proposed stormwater pond as part of the public works yard restoration/stormwater management strategy.
Context Compatibility	<ul style="list-style-type: none"> Ballfield would be literally in the rear of residential properties unless the properties were acquired and raised.
Community/Economic Impact	<ul style="list-style-type: none"> Close proximity to downtown core. Creates major anchor along Evitts Run Greenway. Close to APUS campus.
Other Considerations	<ul style="list-style-type: none"> City already owns the former Dixie-Narco/Maytag and public works yard sites. Would require the acquisition of numerous additional parcels.

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS



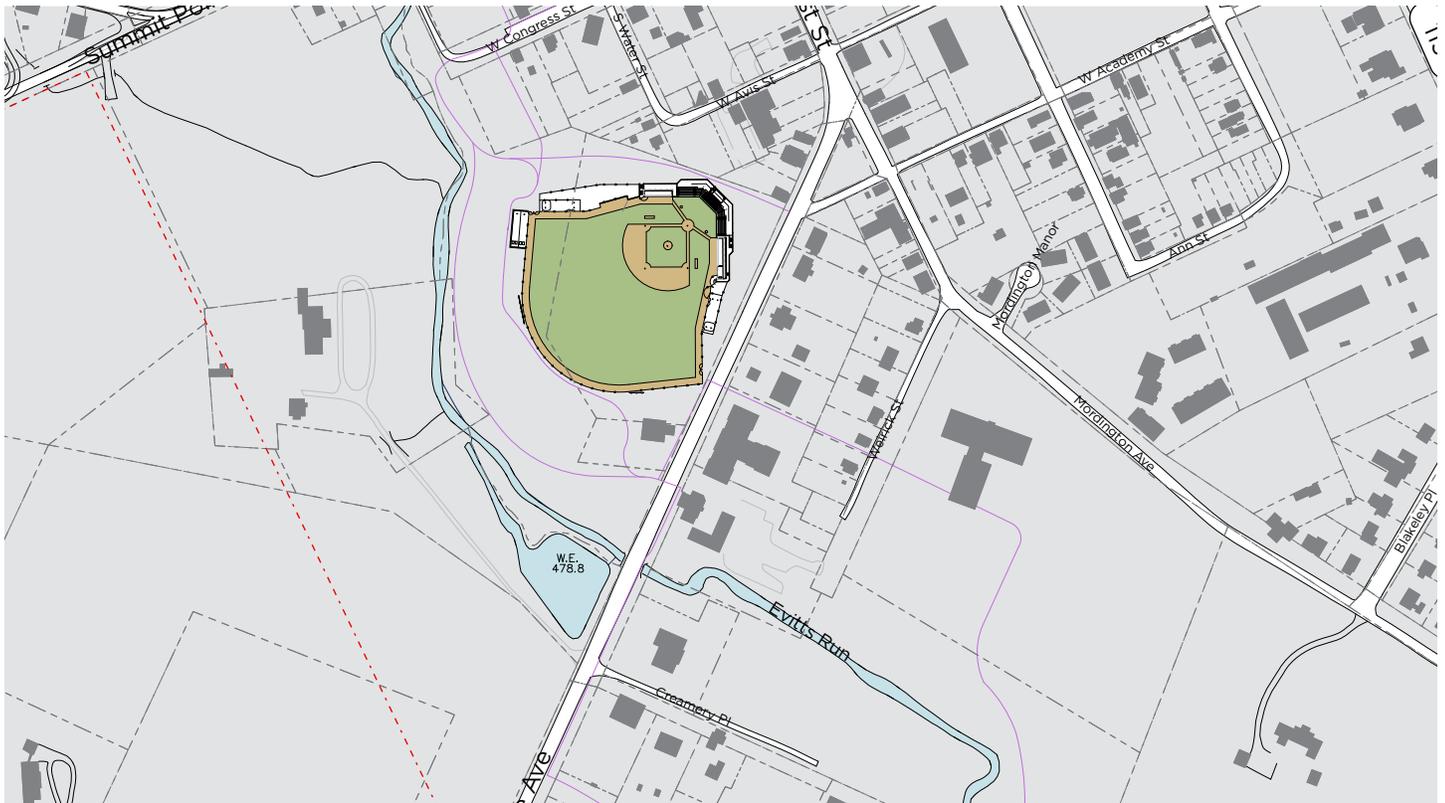
Alternative B - Kable Property + Dixie Narco Site	
Functionality	<ul style="list-style-type: none"> Regulation sized ballfield would fit on the property in the proper orientation. Site has a known drainage problem, so extensive fill and under-drainage would be required to provide a property turf field. A stormwater management facility would be required (although likely small than Alternative A) in addition to the proposed stormwater pond as part of the public works yard restoration/stormwater management strategy.
Parking Strategy	<ul style="list-style-type: none"> The former Dixie-Narco/Maytag site would be utilized for surface parking lot. A limited amount of ADA and convenience parking could be provided immediately adjacent to the ballfield.
Context Compatibility	<ul style="list-style-type: none"> Location is somewhat hidden from the core of downtown. Two sides of the ballfield would be bordered by freight railroad lines so impacts to adjacent uses would be limited. Access drive to Kable property would need to be modified.
Community/Economic Impact	<ul style="list-style-type: none"> Within walking distance of the downtown core, but less convenient than Alternative A. Creates major anchor along Evitts Run Greenway. Close to APUS campus.
Other Considerations	<ul style="list-style-type: none"> Would require the acquisition of a portion of the Kable property. City already owns the former Dixie-Narco/Maytag and public works yard sites.

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS



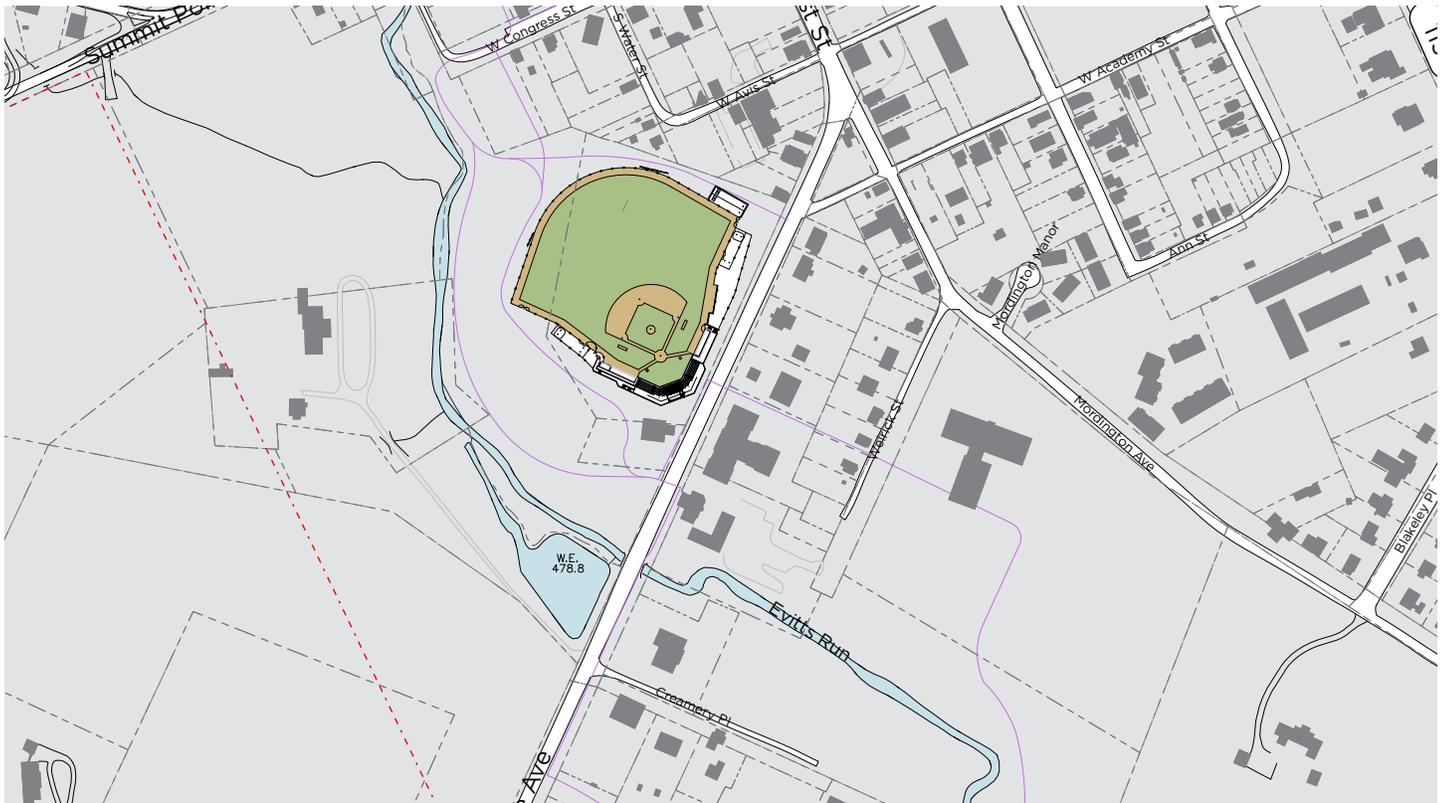
Alternative C.1 – Hilldale Shopping Center Site	
Functionality	<ul style="list-style-type: none"> Regulation sized ballfield with the ideal orientation has major encroachments on Evitts Run and adjacent wetland areas. Bulk of site is flat and is conducive to a ballfield use. The site would require some fill in the rear. A stormwater management facility would be required since the redevelopment of the shopping center would require that new development meet current stormwater regulations.
Parking Strategy	<ul style="list-style-type: none"> A limited amount of ADA and convenience parking could be provided immediately adjacent to the ballfield. Off-site parking would be needed.
Context Compatibility	<ul style="list-style-type: none"> The outfield would be near rear and side of yards of a limited number of existing residential properties along S. Water Street. Recreation use would be replacing a commercial use so the reuse should be equal or less impactful.
Community/Economic Impact	<ul style="list-style-type: none"> Within walking distance of the downtown core. Creates major anchor along Evitts Run Greenway. Retail/restaurant use could be located adjacent to the facility to create a leveraged economic asset that would take advantage of ballfield, Evitts Run Greenway and vehicular traffic along Augustine Avenue.
Other Considerations	<ul style="list-style-type: none"> Would require the acquisition of the Hilldale Shopping Center property.

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS



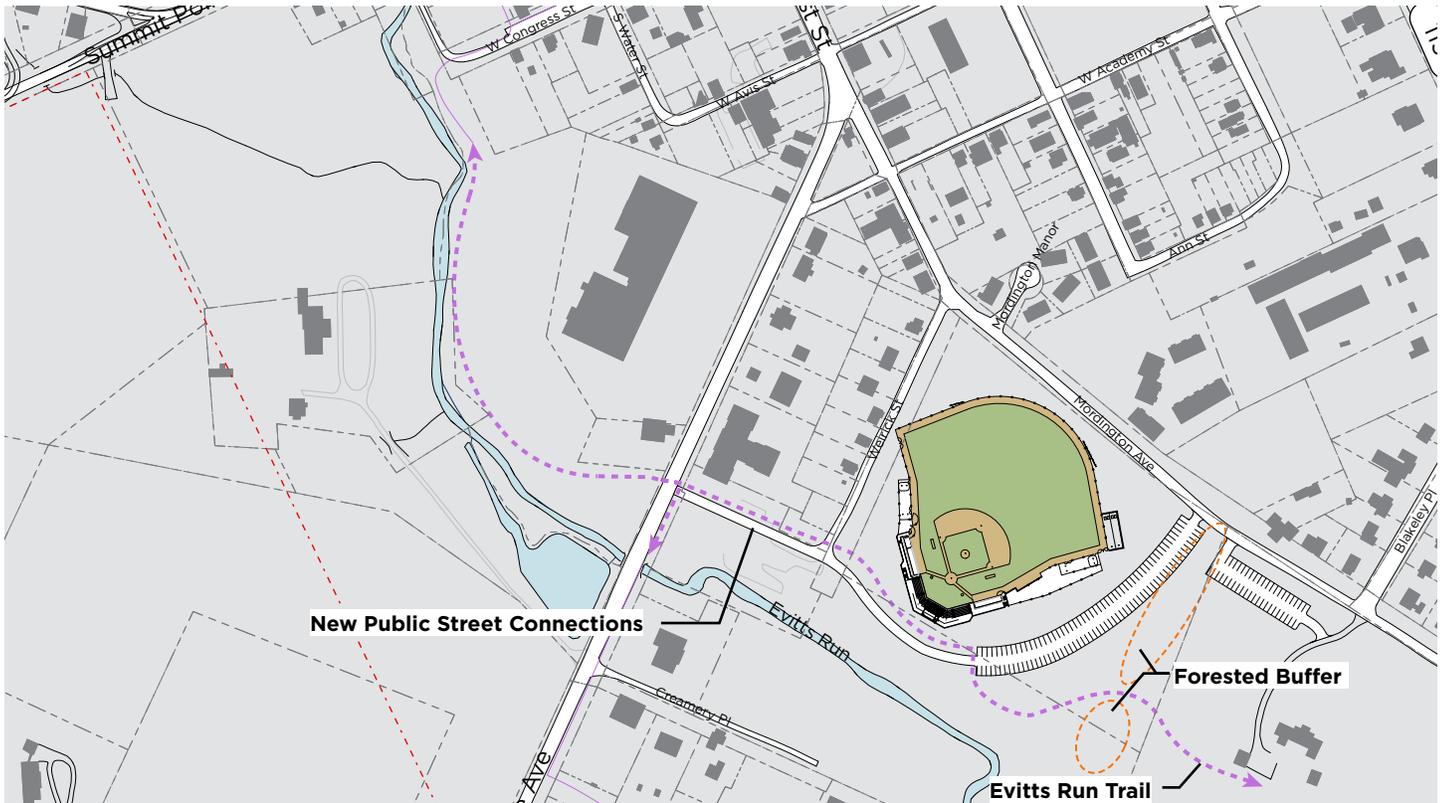
Alternative C.2 - Hilldale Shopping Center Site	
Functionality	<ul style="list-style-type: none"> Regulation sized ballfield with the less-ideal but still functional orientation has some encroachments on Evitts Run and adjacent wetland areas. Bulk of site is flat and is conducive to a ballfield use. Would require some fill but less than Alternative C.1. A stormwater management facility would be required since the redevelopment of the shopping center would require that new development meet current stormwater regulation.
Parking Strategy	<ul style="list-style-type: none"> A limited amount of ADA and convenience parking could be provided immediately adjacent to the ballfield. Off-site parking would be needed.
Context Compatibility	<ul style="list-style-type: none"> The grandstand would be near rear and side of yards of a limited number of existing residential properties along S. Water Street. Recreation use would be replacing a commercial use so the reuse should be equal or less impactful.
Community/Economic Impact	<ul style="list-style-type: none"> Within walking distance of the downtown core. Creates major anchor along Evitts Run Greenway. Retail/restaurant use could be located adjacent to the facility to create a leveraged economic asset that would take advantage of ballfield, Evitts Run Greenway and vehicular traffic along Augustine Avenue.
Other Considerations	<ul style="list-style-type: none"> Would require the acquisition of the Hilldale Shopping Center property. Location of 24" sewer interceptor through the site.

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS



Alternative C.3 - Hilldale Shopping Center Site	
Functionality	<ul style="list-style-type: none"> Regulation sized ballfield with a non-regulation orientation. May not be acceptable for regulation play. Some encroachments on Evitts Run and adjacent wetland areas. Bulk of site is flat and is conducive to a ballfield use. Would require some fill, more than Alternative C.2 but likely less than Alternative C.1. A stormwater management facility would be required since the redevelopment of the shopping center would require that new development meet current stormwater regulation.
Parking Strategy	<ul style="list-style-type: none"> A limited amount of ADA and convenience parking could be provided immediately adjacent to the ballfield. Off-site parking would be needed.
Context Compatibility	<ul style="list-style-type: none"> The outfield would be near rear and side of yards of a limited number of existing residential properties along S. Water Street. Grandstand would front onto Augustine Avenue creating a strong architectural front to the complex. Recreation use would be replacing a commercial use so the reuse should be equal or less impactful.
Community/Economic Impact	<ul style="list-style-type: none"> Within walking distance of the downtown core. Creates major anchor along Evitts Run Greenway. Retail/restaurant use could be located adjacent to the facility to create a leveraged economic asset that would take advantage of ballfield, Evitts Run Greenway and vehicular traffic along Augustine Avenue. Grandstand and former bank site could be combined to create inter-connected restaurant opportunity.
Other Considerations	<ul style="list-style-type: none"> Would require the acquisition of the Hilldale Shopping Center property.

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS

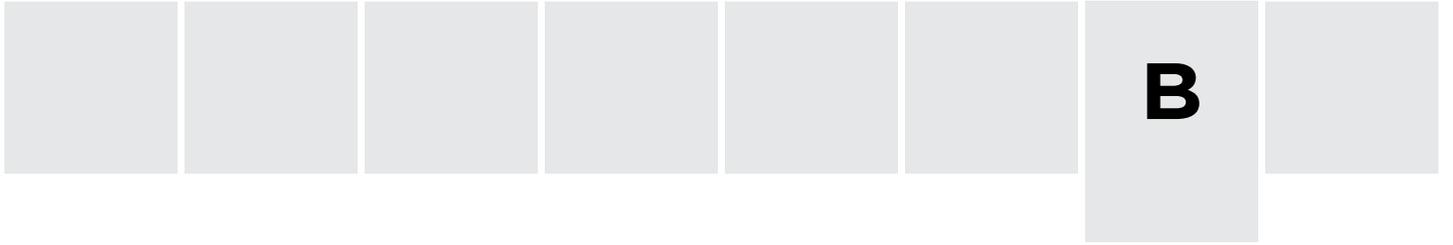


Alternative D – Board of Education Site	
Functionality	<ul style="list-style-type: none"> • Regulation sized ballfield will fit on the property in the proper orientation. • Bulk of site is flat or gently rolling and is conducive to a ballfield use. May require some fill along the south (Evitts Run) side of the property. • A stormwater management facility would be required since the redevelopment of the site would require that new development meet current stormwater regulation.
Parking Strategy	<ul style="list-style-type: none"> • Parking could be provided on-site and could be linked to on-site parking at Happy Retreat. • Opportunity to share parking facilities between ballfield and Happy Retreat as long as events are not scheduled simultaneously.
Context Compatibility	<ul style="list-style-type: none"> • The third base line would be along Weirick Street with the fronts of existing residential properties across the street. • Recreation use would be replacing an office and recreation use so the reuse should be equal or less impactful. • Would eliminate existing soccer field.
Community/Economic Impact	<ul style="list-style-type: none"> • Within walking distance of the downtown core. • Could connect to Evitts Run Greenway with additional feeder connections to trail along the opposite side of the stream. • Opportunity to link facilities with Happy Retreat, yet visually buffer the use.
Other Considerations	<ul style="list-style-type: none"> • Would require the acquisition of the Board of Education property.

APPENDIX A - BALLPARK SITE FEASIBILITY ANALYSIS



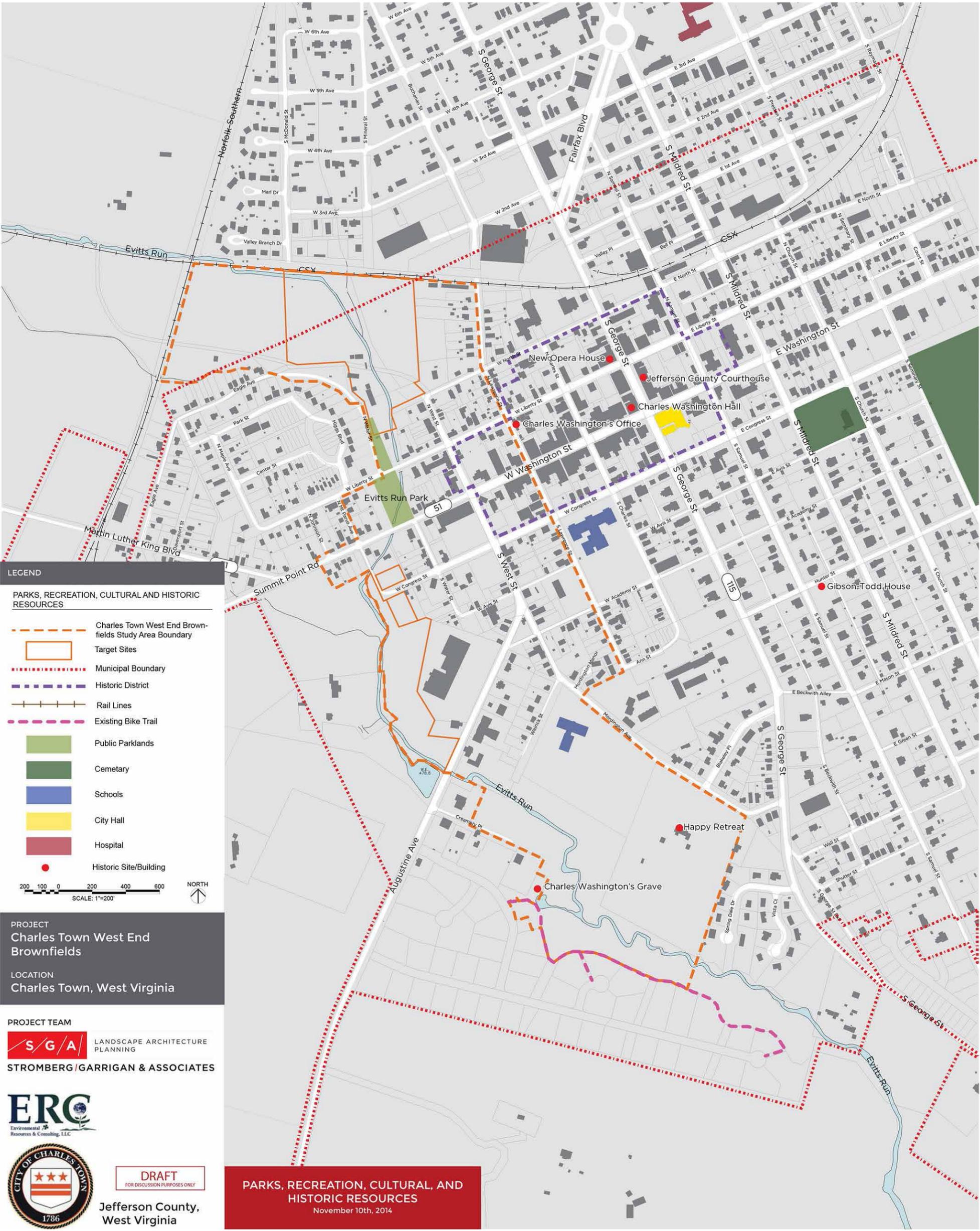
Alternative E - Perry Farm Property	
Functionality	<ul style="list-style-type: none"> • Regulation sized ballfield will fit on the property in the proper orientation. • Bulk of site is flat or gently rolling and is conducive to a ballfield use. Level site could be created by utilizing cut and fill from on-site resources. • A stormwater management facility would be required but could be integrated into a park-like amenity and linked to Evitts Run Greenway.
Parking Strategy	<ul style="list-style-type: none"> • Parking could be provided on-site.
Context Compatibility	<ul style="list-style-type: none"> • Currently farmland so would not be impacting adjacent uses with the exception of existing farm house complex and large estate property. • Facility could be densely buffered to create a park-like setting along Evitts Run, with a feeder trail to the greenway and provide a visual buffer to estate property.
Community/Economic Impact	<ul style="list-style-type: none"> • Further away from the downtown core than any of the other alternatives. Could be connected to developed area via multi-use trail along Augustine Avenue. • Could connect to Evitts Run Greenway and serve as an anchor with multi-use trail connection along Augustine Avenue.
Other Considerations	<ul style="list-style-type: none"> • Would require the acquisition of a portion of the portion of farm property. • Ability to capitalize on Augustine Avenue.



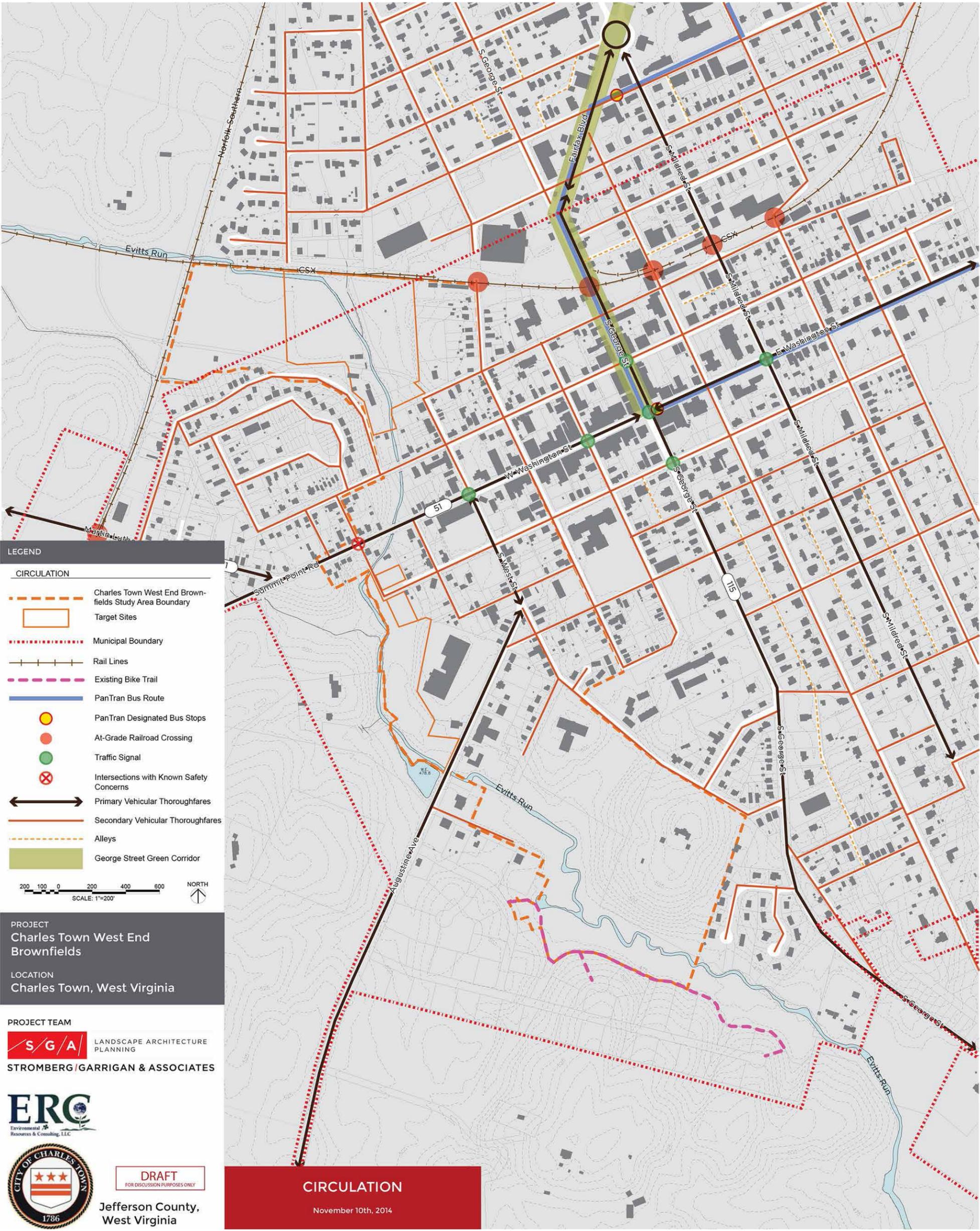
APPENDIX B

SITE ANALYSIS MAPPING

APPENDIX B - SITE ANALYSIS MAPPING



APPENDIX B - SITE ANALYSIS MAPPING



LEGEND

CIRCULATION

- Charles Town West End Brownfields Study Area Boundary
- Target Sites
- Municipal Boundary
- Rail Lines
- Existing Bike Trail
- PanTran Bus Route
- PanTran Designated Bus Stops
- At-Grade Railroad Crossing
- Traffic Signal
- ⊗ Intersections with Known Safety Concerns
- ↔ Primary Vehicular Thoroughfares
- ↔ Secondary Vehicular Thoroughfares
- Alleys
- George Street Green Corridor

200 100 0 200 400 600
SCALE: 1"=200'

NORTH

PROJECT
Charles Town West End Brownfields

LOCATION
Charles Town, West Virginia

PROJECT TEAM

S/G/A LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES

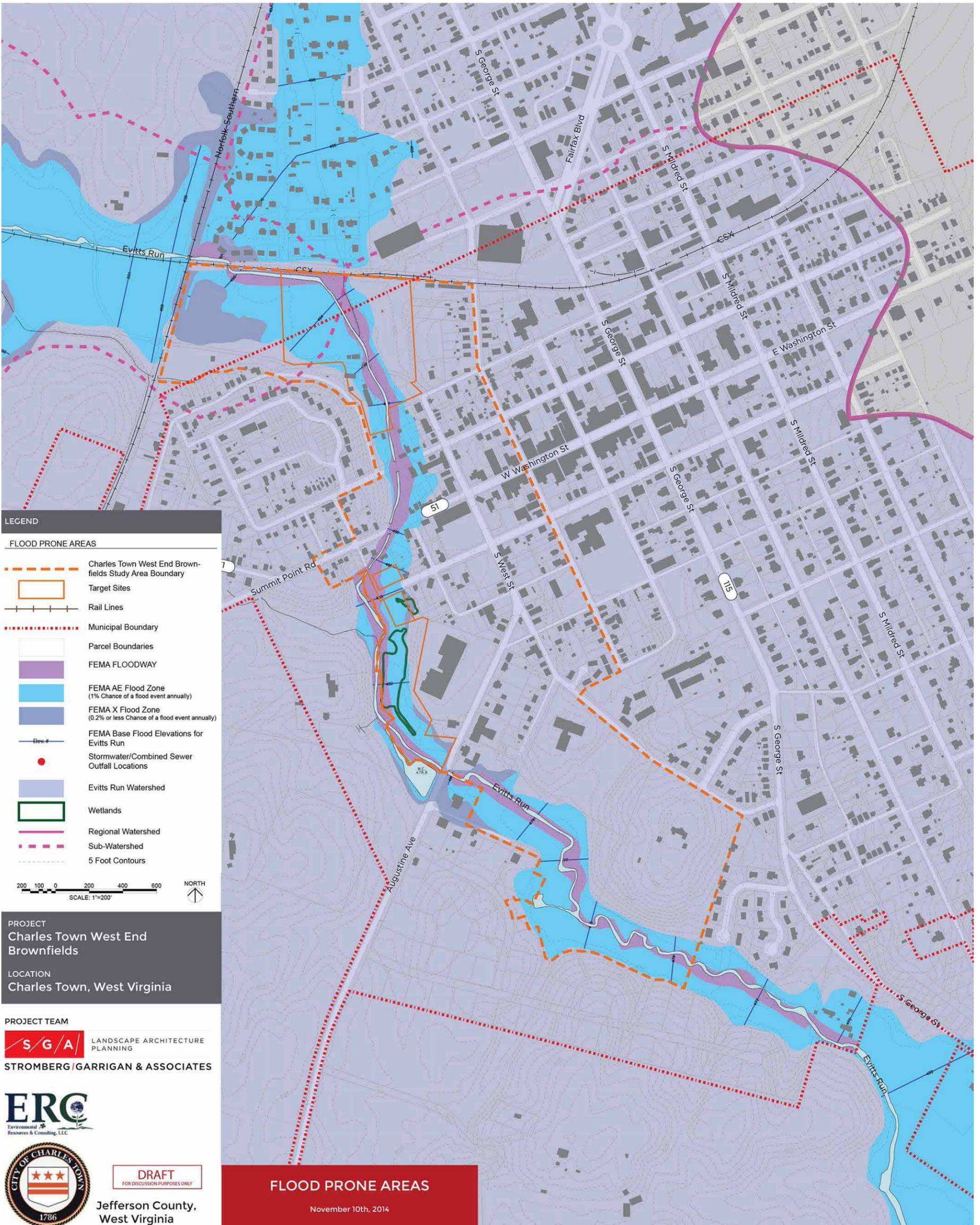


DRAFT
FOR DISCUSSION PURPOSES ONLY

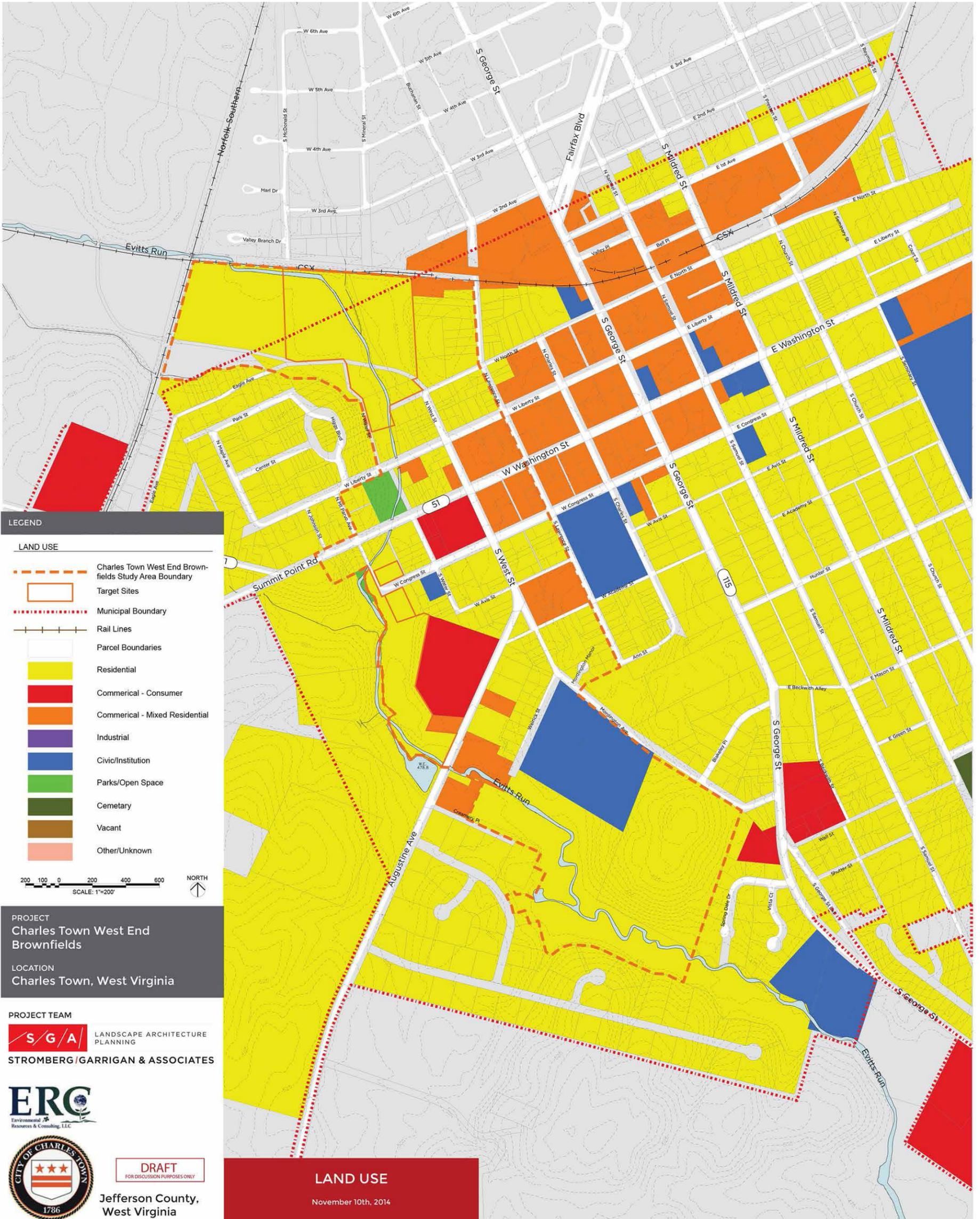
Jefferson County,
West Virginia

CIRCULATION
November 10th, 2014

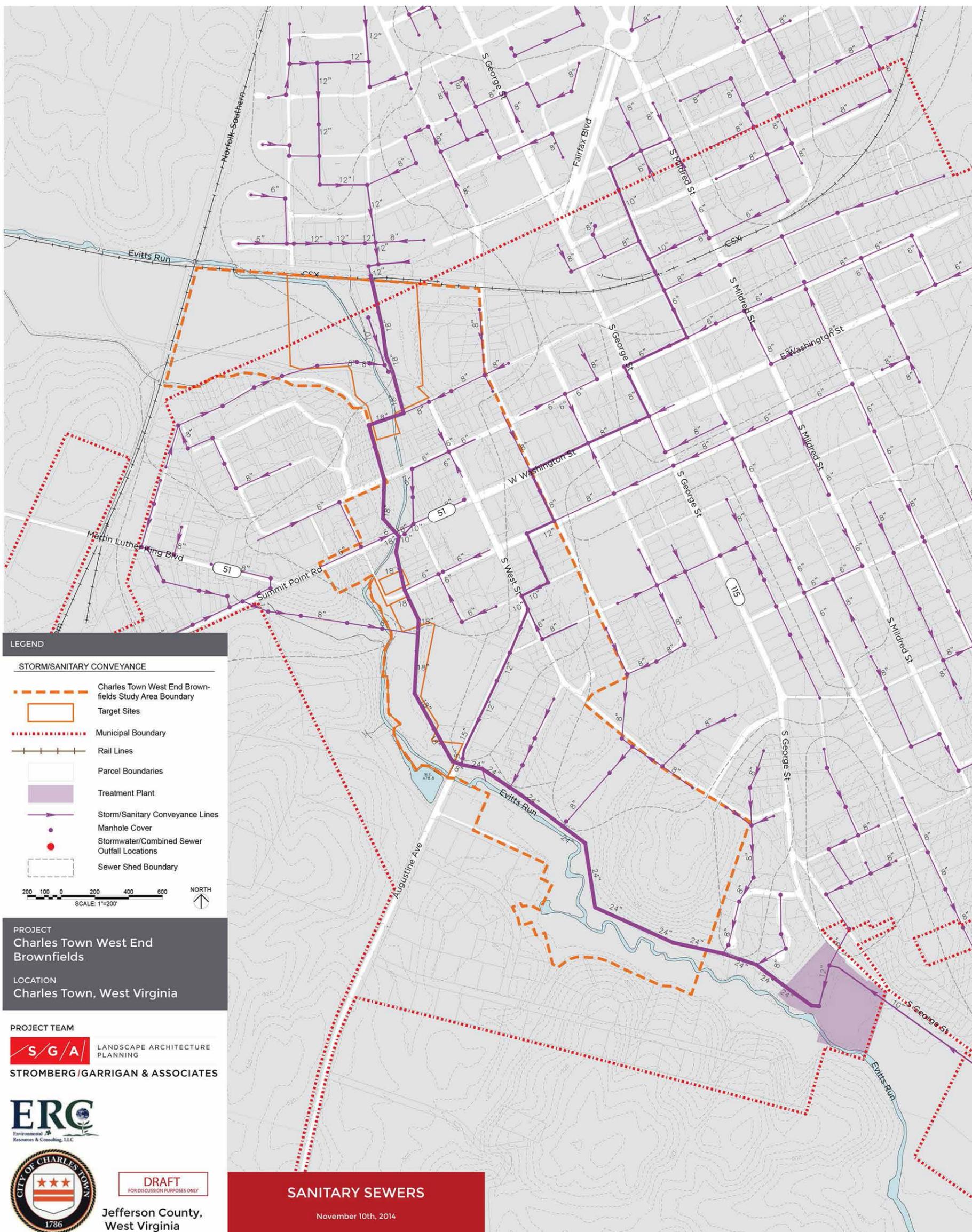
APPENDIX B - SITE ANALYSIS MAPPING



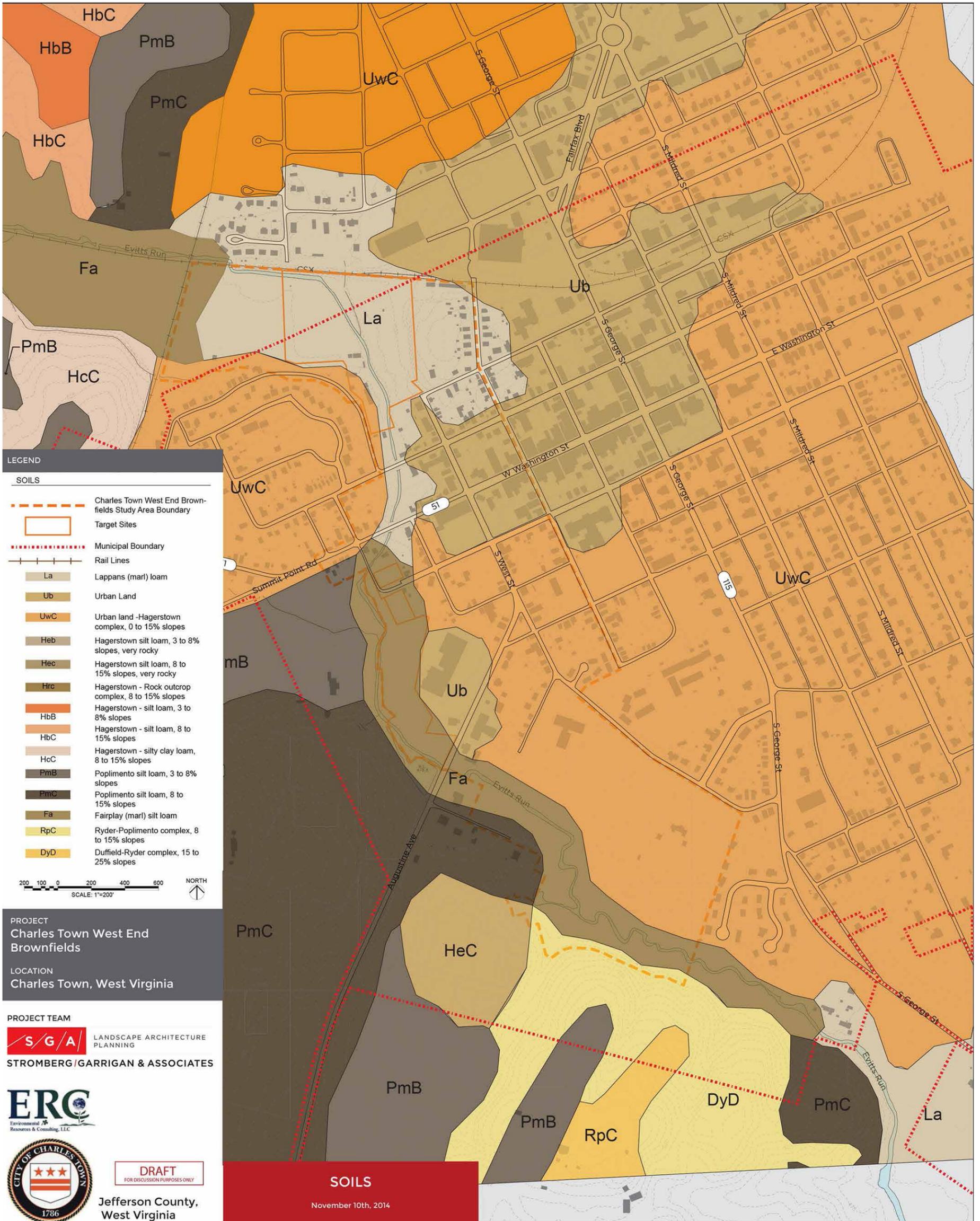
APPENDIX B - SITE ANALYSIS MAPPING



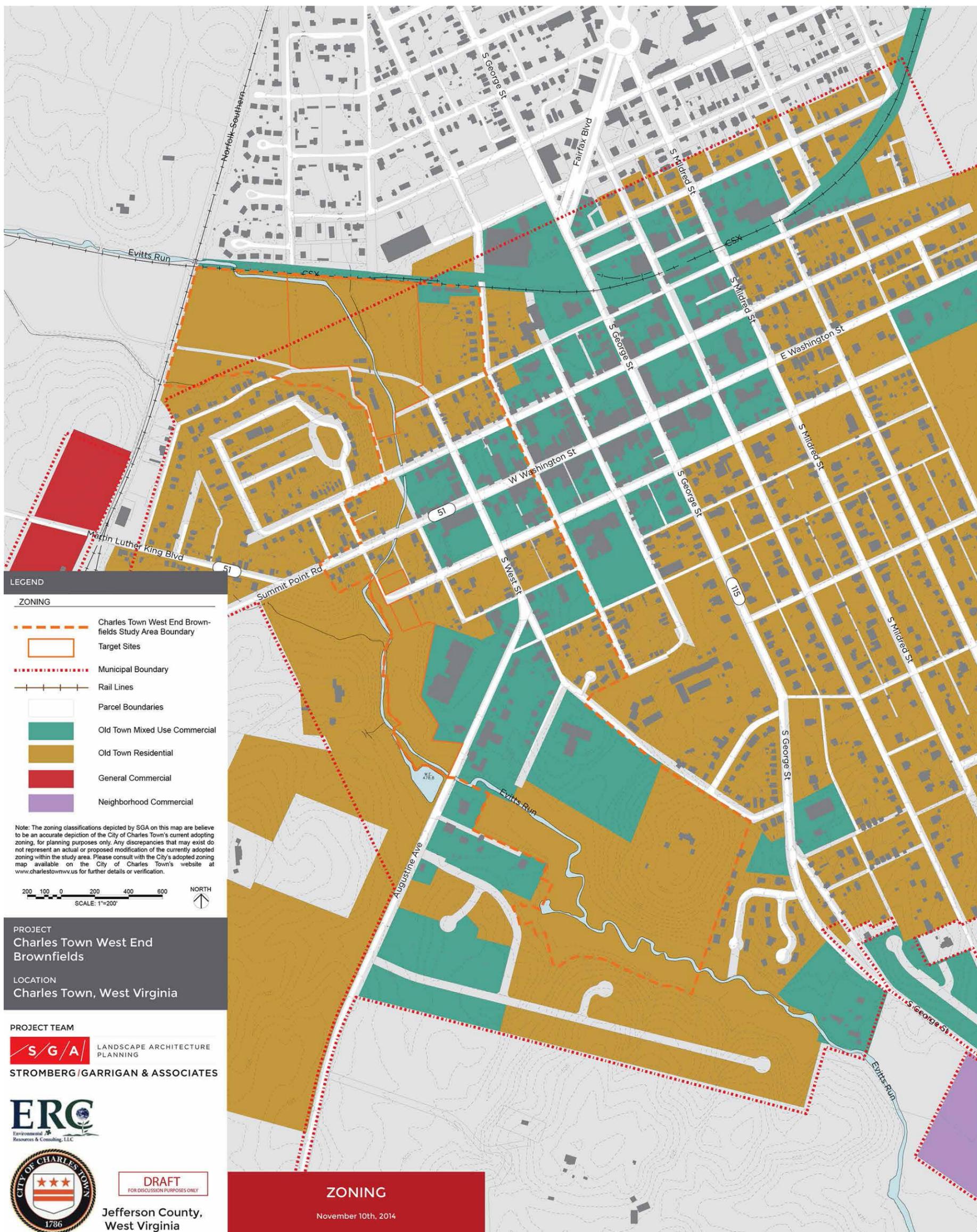
APPENDIX B - SITE ANALYSIS MAPPING



APPENDIX B - SITE ANALYSIS MAPPING



APPENDIX B - SITE ANALYSIS MAPPING



LEGEND

ZONING

- Charles Town West End Brownfields Study Area Boundary
- Target Sites
- Municipal Boundary
- Rail Lines
- Parcel Boundaries
- Old Town Mixed Use Commercial
- Old Town Residential
- General Commercial
- Neighborhood Commercial

Note: The zoning classifications depicted by SGA on this map are believed to be an accurate depiction of the City of Charles Town's current adopting zoning, for planning purposes only. Any discrepancies that may exist do not represent an actual or proposed modification of the currently adopted zoning within the study area. Please consult with the City's adopted zoning map available on the City of Charles Town's website at www.charlestownwv.us for further details or verification.

200 100 0 200 400 600
SCALE: 1"=200'

NORTH

PROJECT
Charles Town West End Brownfields

LOCATION
Charles Town, West Virginia

PROJECT TEAM

LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES



DRAFT
FOR DISCUSSION PURPOSES ONLY

Jefferson County,
West Virginia

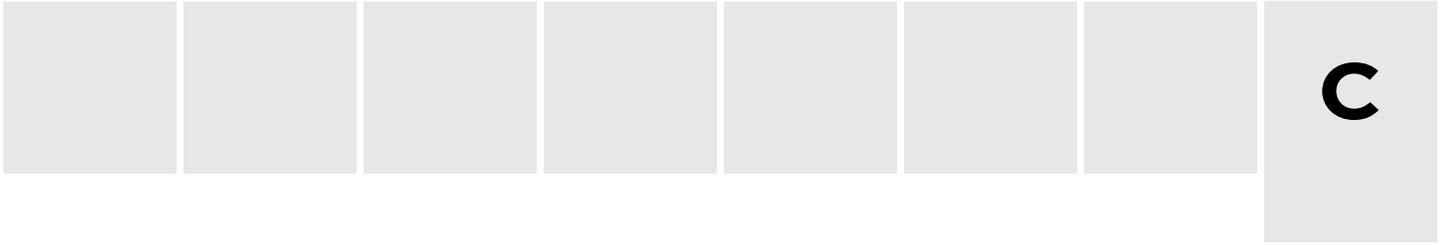
ZONING
November 10th, 2014

APPENDIX B - SITE ANALYSIS MAPPING



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APPENDIX C

ROUNDBOUT CASE STUDIES

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ROUNDABOUTS

Popularity of this type of circular intersection has only recently begun to increase within the United States. Prior to the FHWA publication “Roundabouts: An Informational Guide” there were no existing national guidelines to assist transportation professionals and engineers in developing and implementing roundabouts. Roundabouts also provide a number of advantages over traditional signalized stop controlled designs. These advantages include the following:

Increased Safety

- Roundabouts have fewer vehicle-vehicle conflict points than conventional four-leg intersections (8 vehicle-vehicle conflict points in a roundabout vs. 32 vehicle-vehicle conflict points in a conventional intersection).
- Roundabouts require vehicles that are entering or exiting to travel at lower speeds in a single direction, providing overall safer conditions.
- The geometric layout of a roundabout eliminates hazardous conflicts such as left-turn, head-on, and right-angle crashes. Roundabouts have been shown to reduce fatal crashes by 90 percent, injury crashes by 75 percent, pedestrian crashes by 30-40 percent, and bicycle crashes by 10 percent. These decreases are due to the entry angle being reduced from 90 degrees to 60 degrees, lower speeds, and the elimination of vehicles traveling in opposite directions.

Traffic Calming

- Reduced vehicle speeds in roundabouts have a traffic calming effect.

Increased Capacity/Reduced Delay

- During peak periods roundabouts typically carry 30 percent more vehicles than comparable signalized intersections.
- Roundabouts do not require yellow and red signal intervals, resulting in higher capacity and lower delays than signalized intersections, particularly during off-peak periods.
- Vehicles are able to enter roundabouts from each leg simultaneously.

Environment & Aesthetics

- Roundabouts can lower noise and air pollution through reductions in the number of acceleration/deceleration cycles and vehicle idling
- Fuel consumption is reduced.

Reduced Maintenance

- Roundabouts are self-regulating, whereas a signal requires periodic adjustments to its timing sequence.



Morgantown, WV
Photo Credit: Kim Carr, WV LTAP



Linglestown, Dauphin County, PA
Photo Credit: PennDOT



Spring Grove, York County, PA
Photo Credit: PennDOT