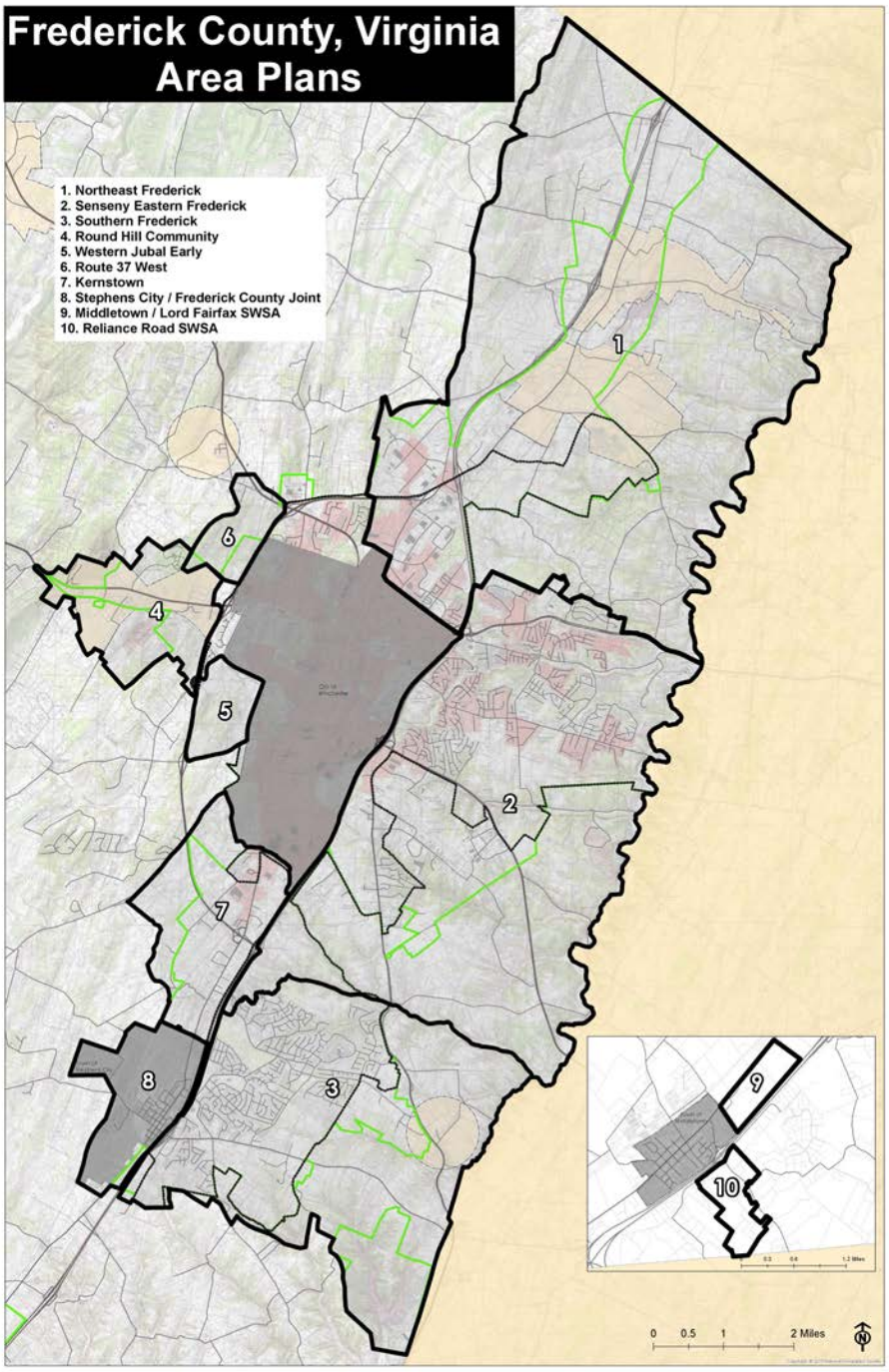
THE 2035 COMPREHENSIVE PLAN

APPENDIX I – AREA PLANS

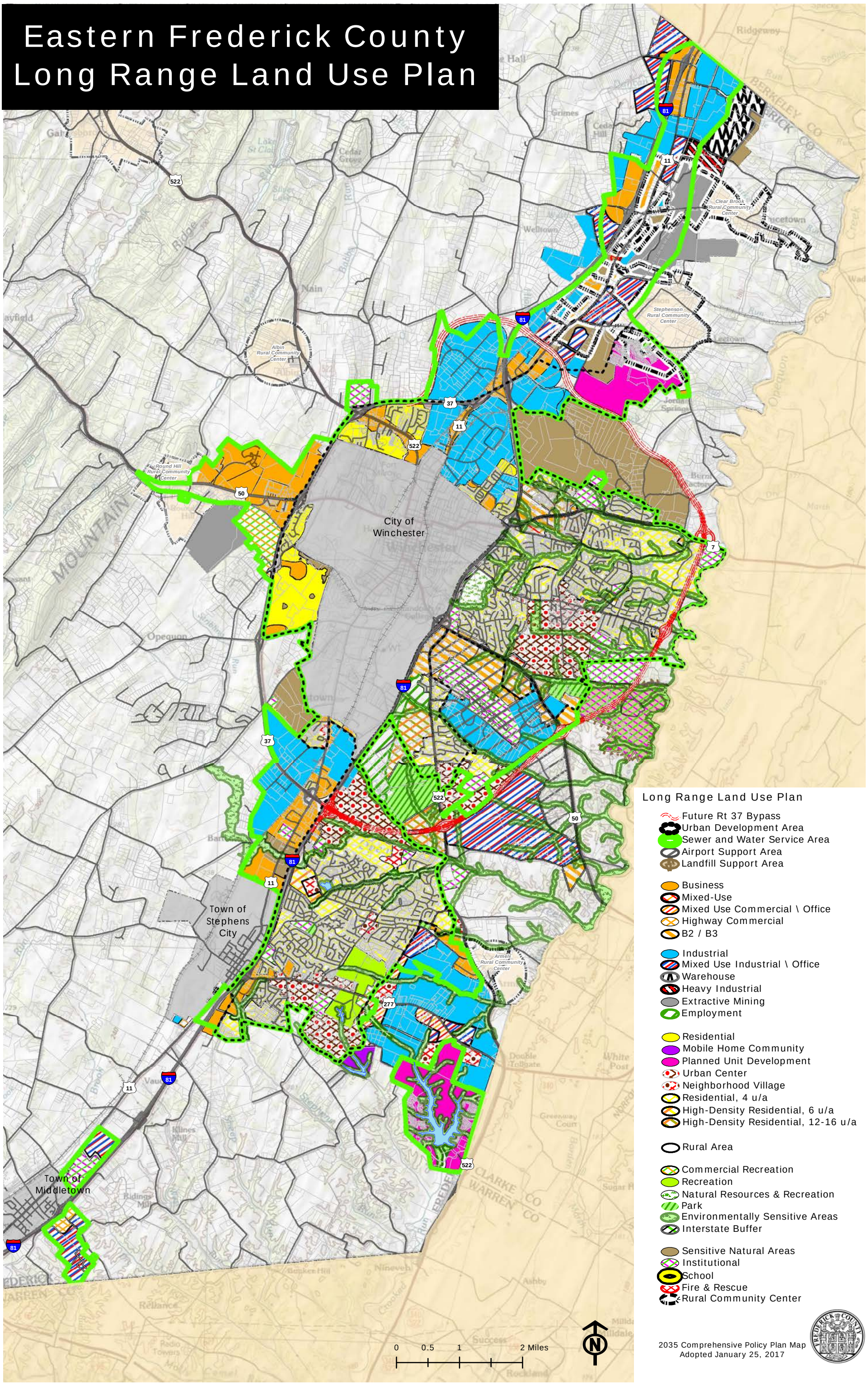


AREA PLANS

THE EASTERN FREDERICK COUNTY LONG RANGE LAND USE PLAN

- NORTHEAST FREDERICK LAND USE PLAN
- SENSENY EASTERN FREDERICK URBAN AREA PLAN
- SOUTHERN FREDERICK LAND USE PLAN
- ROUND HILL COMMUNITY LAND USE PLAN
- WESTERN JUBAL EARLY LAND USE PLAN
- ROUTE 37 WEST LAND USE PLAN
- **KERNSTOWN AREA PLAN**
- STEPHENS CITY/FREDERICK COUNTY JOINT LAND USE PLAN
- MIDDLETOWN/LORD FAIRFAX SWSA
- RELIANCE ROAD SWSA

Eastern Frederick County Long Range Land Use Plan



NORTHEAST FREDERICK LAND USE PLAN

NELUP

- INCLUDING TEXT APPROVED WITH THE FOLLOWING AMENDMENTS;

- **MCCANN-SLAUGHTER AMENDMENT**
  Approved by the Board of Supervisors on August 13, 2014

- **BLAIN AMENDMENT**
  Approved by the Board of Supervisors on February 25, 2015

The Northeast Frederick Land Use Plan, NELUP, was approved by the Board of Supervisors on July 14th, 2011. At that time, the series of four maps detailing the Plan were approved. Text describing the Plan was not included. Subsequently, the two amendments to this plan noted above have included a text component. The text component of the plan follows.

MCCANN-SLAUGHTER AMENDMENT

(BOS APPROVED AUGUST 13, 2014)

The Comprehensive Plans and Programs Committee (CPPC), at their April 14, 2014 meeting, recommended that the following amendment be incorporated into the Northeast Land Use Plan:

The CPPC proposed the following balanced approach as an amendment to the Northeast Land Use Plan for the McCann-Slaughter properties located near the intersection of Martinsburg Pike (Route 11) and Old Charlestown Road (Route 761). This location has historically been identified as a Sensitive Natural Area (NSA) due to the environmental and historical features on and around the site, most notably Stephenson's Depot.

- Protection of the environmental features of the site.
- Preservation of those areas identified with NSA's and development limited to those areas to the south of the NSA's and south of McCann's Road.
- Utilizing McCann's Road and other historical features, such as Milburn Road, as features to be protected and potentially used in a manner that promotes their historical context (an extension of the historical trail system in the area).
- An O.M. (Mixed Use Office/Industrial) land use designation.
- Access to be provided via a new north south road that would generally be adjacent to the border of the Sensitive Natural Area (NSA) providing access from Old Charles Town Road to McCann's Lane and the southern portion of the property. Ultimately, Route 37 would divide the southern portion of the property. No access would be permitted to McCann's Lane for vehicular access to Martinsburg Pike or Milburn Road.

Subsequently, the proposal was further evaluated to determine if other elements could be incorporated into the proposed amendment that would further ensure the environmental, historical, and development resources were protected, promoted, and sensitively integrated together in this balanced amendment to the Northeast Land Use Plan. To that end, the following items should be addressed with the future development of this area.

- *A buffer adjacent to McCann's lane that is approximately 50' in width (from the centerline). Contained within this area; native landscape plantings and preservation of the existing hedgerows aimed at*

preserving this resource and its character, interpreting the historical landscape, and buffering the future development.

- *A transitional buffer between the existing floodplain and future land uses that promotes environmental best management practices and buffers the historical NSA from the future land uses (landscaping, building height transitions, view sheds). This buffer may include areas of the identified environmental resources.*
- *The ability to include a small area of neighborhood commercial land use in support of the proposed OM land use. This would be located in the northern portion of the OM land use adjacent to the future road.*
- *An interpretive trail head/parking area in the northern portion of this area adjacent to the proposed road could be incorporated into the design of the project, potentially in conjunction with a small area of neighborhood commercial. The interpretation may be reflective of the environmental and historical resources of the site and area.*
- *The CPPC recommended the OM land use designation extends to the center of the stream. (A subsequent evaluation of this indicated it would be more appropriate to have the edge of the ultimate floodplain be the common boundary as a floodplain is, by definition in the 2030 Comprehensive Plan, an identified Sensitive Natural Area).*
- *The location and design of the road should be sensitive to the environmental and historical resources and should have minimal impact.*
- *Historical signage consistent with currently used signage should be provided.*
- *Historically relevant features, such as split rail fences, should be considered as a feature of the future development. But care should be taken to ensure the character of the resource isn't changed.*
- *Appropriate traffic controls should be provided on McCann's Lane to ensure that it is used only for pedestrian and bicycle users.*

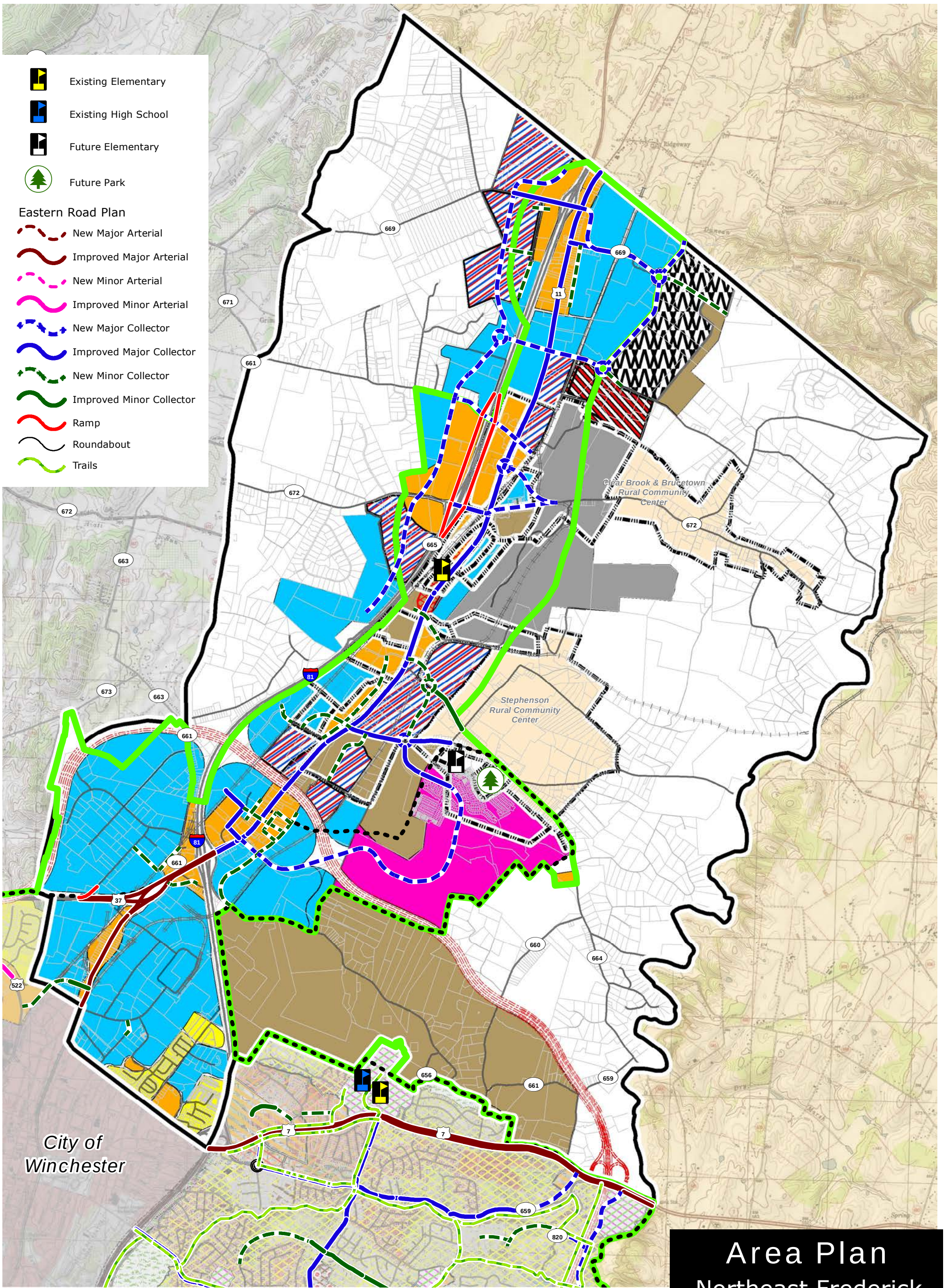
In general, balance was maintained as the overarching theme of the discussion of the CPPC, and subsequently, the discussion of the ad-hoc CPPC/HRAB group.

BLAIN PROPERTIES AMENDMENT

(BOS APPROVED FEBRUARY 25, 2015)

Approved language:

The area of land use northwest of Exit 321, Interstate 81, Hopewell Road, and south of Cedar Hill Road is commercial and industrial in character. In general, the north−south major collector road that has been identified and is necessary to support this area of land use serves as a boundary between the commercial and industrial land uses. Flexibility should be offered in the final balance and location of land uses. Future applications for rezoning in this area shall adequately address any potential impacts to public facilities, in particular transportation, and shall implement any necessary transportation improvements.



Area Plan

Northeast Frederick Land Use Plan

Urban Development Area

Sewer and Water Service Area

Future Rt 37 Bypass

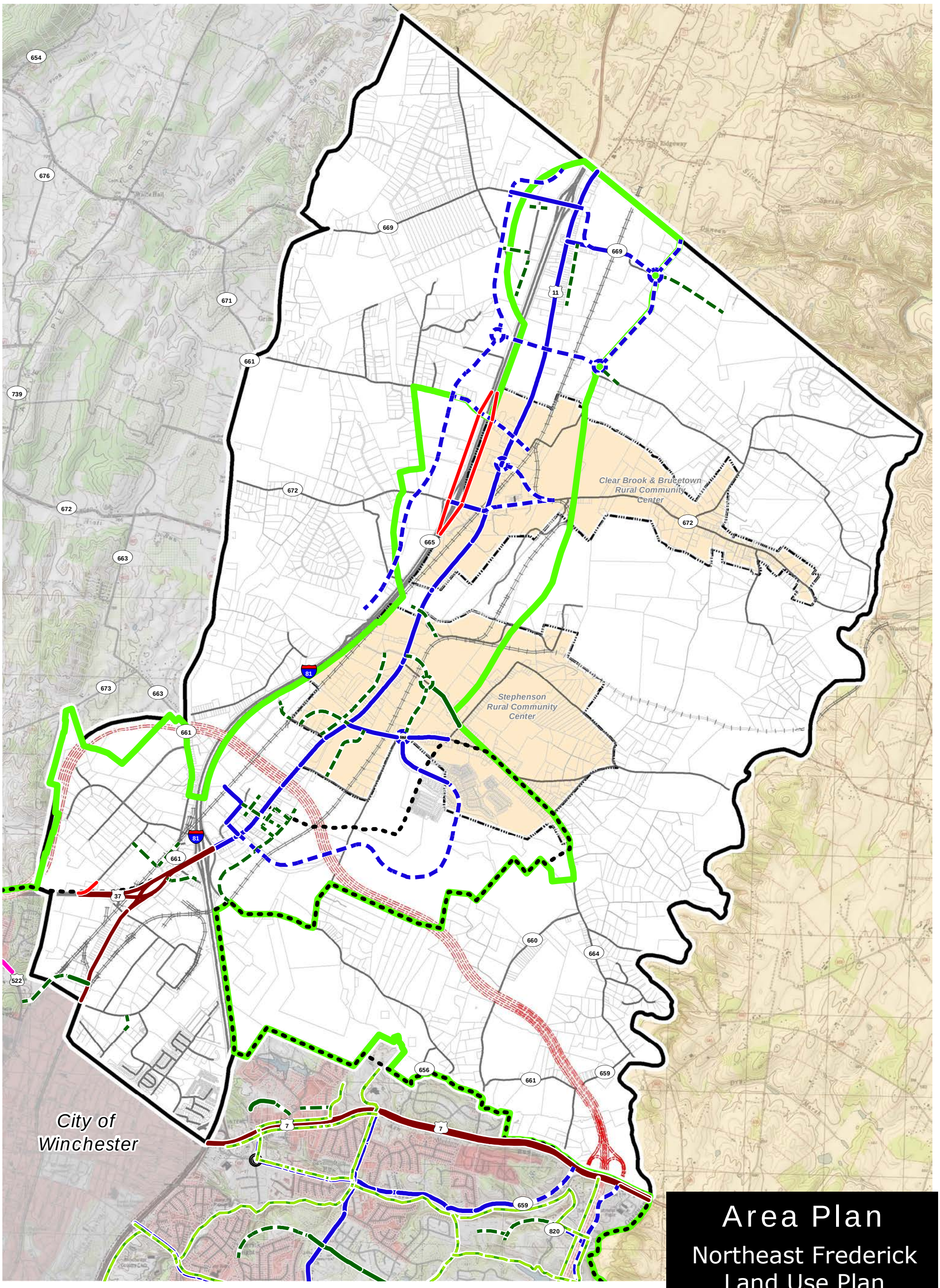
Land Use Legend

- Business
- Mixed-Use
- Mixed Use Commercial \ Office
- Highway Commercial
- Industrial
- Warehouse
- Heavy Industrial
- Mixed Use Industrial \ Office
- Extractive Mining
- Residential
- Planned Unit Development
- Urban Center
- Neighborhood Village
- Commercial Recreation
- Recreation
- Natural Resources & Recreation
- Park
- Sensitive Natural Areas
- Fire & Rescue
- Institutional
- School
- Rural Community Center

0 0.25 0.5 1 1.5 Miles

N W E S

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017



Area Plan

Northeast Frederick Land Use Plan Transportation Map

Urban Development Area

Sewer and Water Service Area

Future Rt 37 Bypass

New Major Arterial

Improved Major Arterial

New Minor Arterial

Improved Minor Arterial

New Major Collector

Improved Major Collector

New Minor Collector

Improved Minor Collector

Ramp

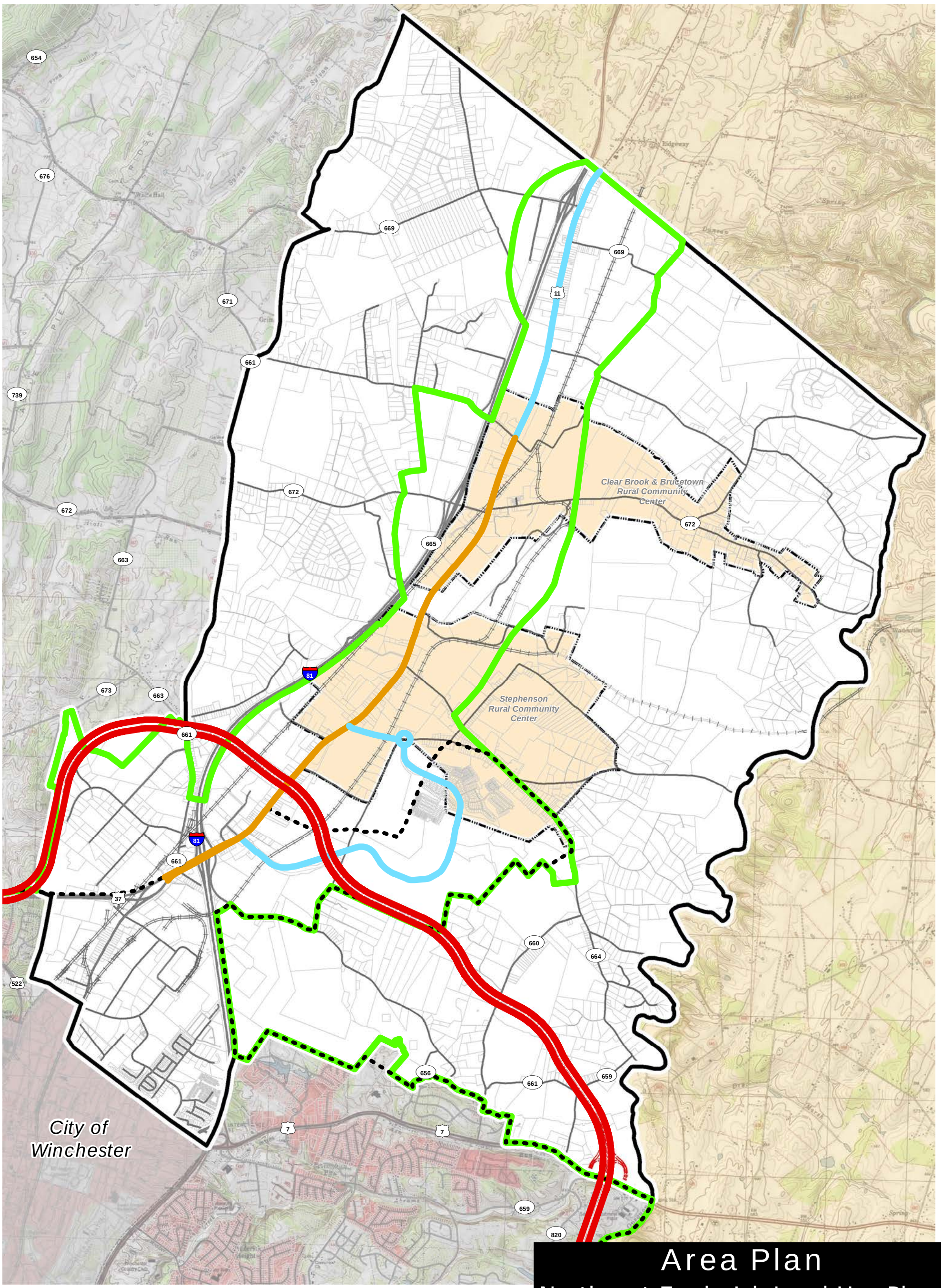
Roundabout

Trails

0 0.25 0.5 1 Miles

N W E S

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017



Area Plan

Northeast Frederick Land Use Plan Transportation Map - Lane Divides

Urban Development Area

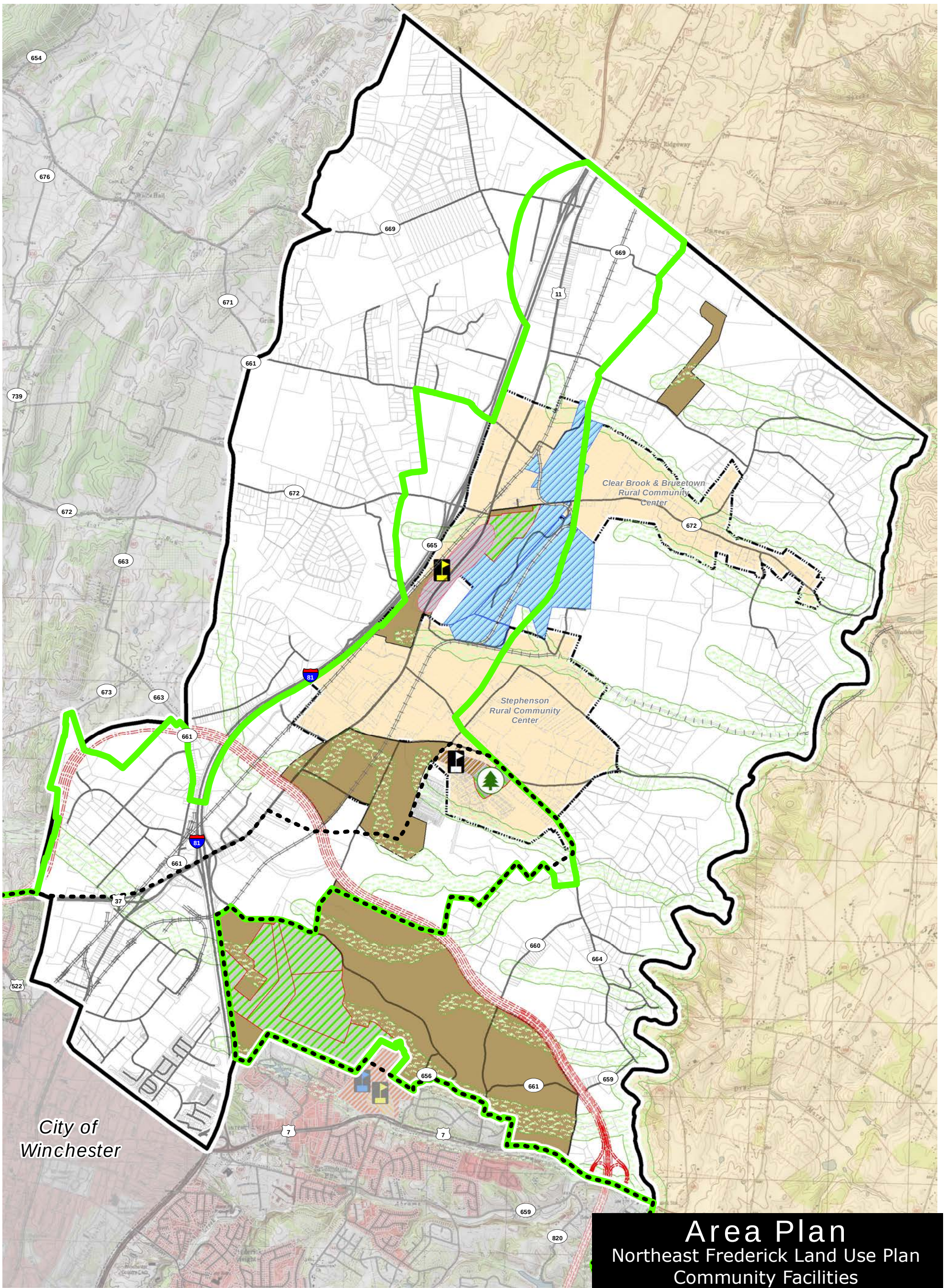
Sewer and Water Service Area

Proposed Lane Divides

- 4 Lane Limited Access w/ CD Lanes (if required)
- 6 Lane Divided
- 4 Lane Divided

0 0.25 0.5 1 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017



Area Plan

Northeast Frederick Land Use Plan
Community Facilities
Natural and Recreational Resources Plan

Urban Development Area
Sewer and Water Service Area
Future Rt 37 Bypass

Facilities
- Existing Elementary
- Existing High School
- Future Elementary
- Future Park

Community Facilities
- Elementary School
- Future Elementary School
- Middle School
- High School
- Fire & Rescue Station
- Park
- Future Park
- Water Resources Area
- Natural Resource & Recreation Areas
- Sensitive Natural Areas
- Rural Community Center

0 0.25 0.5 1 Miles

N W E S

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

SENSENY / EASTERN FREDERICK URBAN AREA PLAN

SEFUAP

SENSENY / EASTERN FREDERICK URBAN AREA PLAN

This area is home to many families and successful businesses, and contains some of the area's most accessible natural resources and environmental features, historic resources, and public facilities. The Senseny/Eastern Frederick Urban Area Plan effort builds upon these great assets and has identified opportunities to; create new communities, integrate land use and transportation choices, address community infrastructure needs, and expand the County's goals for economic development.

A series of maps have been prepared which identify Future Land Use, Transportation, and Historical Resources, Natural Resources and Public Facilities within the study area.

The Senseny/Eastern Frederick Urban Area Plan incorporates the following areas of new land use focus: *the Urban Centers, the Parkins Mill Economic Development Area, Interstate and Highway Commercial at Routes 7, 50 and 522, Warrior Drive Employment and Commercial Center, and others.*

The above areas combine to form the County's urban areas between the City of Winchester and Clarke County.

> *The study encompasses the area of the County that is generally east of the City of Winchester and Route 522, South to the Clarke County line and from Redbud Run in the north to the Opequon Creek in the south. This study area includes the Route 7 and Route 50 Business Corridor Plans which were both adopted in 1994, and the eastern portion of the Southern Frederick Land Use Plan which was adopted in 1999, generally north of the Opequon Creek. The study area includes both the Red Bud and Shawnee Magisterial Districts and a small portion of the Stonewall Magisterial District.*

An overview to planning in Frederick County.

Planning efforts, such as the Senseny Eastern Frederick Urban Area Plan, enables the community to anticipate and deal constructively with changes occurring in the community. Planning helps guide the future growth of the community and is intended to improve the public health, safety, convenience and welfare of its citizens.

The Plan provides a guide for future land use and was a collaborative effort of the citizens of Frederick County, County Planning Staff, Planning Commissioners, and Board of Supervisors. However, it is the property owners who are the ones who make the decision as to whether or not to implement the Plan as it applies to their property.

Future rezoning is a means of implementing the Plan. Rezonings in Frederick County have historically been initiated by the property owner, or with their consent. There is no reason to expect that this will change in the future.

Therefore, it is important to remember that the Plan is a guide for the future of the community, but that the property owner is ultimately the one who controls the future use of their property.

Land Use

Urban Centers

The Urban Centers are envisioned to be intensive, walkable urban areas that are well integrated with the surrounding community. The urban center should be based on the principles of New Urbanism or Traditional Neighborhood Design promoted in the 2035 Comprehensive Plan. They shall contain a large commercial core, generally higher residential densities with a mix of housing types, an interconnected street system, and public open space around which the urban center is designed. Multiple uses are envisioned in single structures. Community facilities shall also provide a focal point for the urban center and surrounding community. Public spaces in the form of pocket parks, plazas, or greens shall be further integrated into the design of the Urban Centers.

Presently, Greenwood Mill Elementary School, Admiral Byrd Middle School and Evendale Elementary School provide a focal point for community activity. In the future, these resources shall be complemented by a new High School, Middle School, and Elementary School which shall serve the existing and future population and be located within close proximity to the centers.

The Urban Centers are centrally located in the study area. The commercial and residential mix of land uses shall have a strong street presence and shall relate to existing and planned road infrastructure. The mix of commercial, residential, employment, and community uses shall be linked to the surrounding area with inter-modal transportation choices and public open spaces. While the core characteristics of the urban centers are the same, each urban center is envisioned to be more individual, of a varying scale, and distinctive of their particular location.

The following describes what an urban center in Frederick County may look like. The land use and/or building types could include, in addition to commercial and residential, community oriented types such as civic, religious, fraternal, or institutional uses. In the core area one may find 2 to 4 story buildings that, at the center, share party walls and front directly on the sidewalk; at the first or ground floor one will find retail and commercial uses, upper stories will have offices in some buildings and others will have apartments; and parking of cars will be on the street or in lots behind the buildings and possibly in parking decks if there is such need for structured parking. These types of structures will be readily accessible from the boulevards that serve the urban center.

The Crosspointe Urban Center

The designated Crosspointe Urban Center provides an opportunity to enable either the currently approved project or an intensification of the proposal to allow for a greater mix of land uses, including residential, for a greater economic return to both the County and the property owner. The Crosspointe Urban Center is envisioned to be the most commercial and urban of the urban centers and, at the convergence of Interstate 81, Route 37 and future Warrior Drive, is ideally located to be the most intensive. The residential densities in this area have the potential to be the highest in the County's urban areas. Opportunities exist to further the entertainment characteristics of this area based on its location, visibility and accessibility.

The Greenwood Urban Center

The designated Greenwood Urban Center provides an opportunity for a focal point for an area where most of the recent suburban residential development has occurred. The Greenwood Urban Center is envisioned to introduce a mix of uses into already developed areas in a way that builds the identity and enhances it livability.

This Urban Center should embrace a traditional main-street feel, be pedestrian-friendly, ecologically sensitive and architecturally distinctive, honor our region's local heritage and look to the future by promoting urban life in a dynamic new way. This lifestyle center should be defined by tree-lined boulevards and an inviting central park area oriented around the existing historic farm house and grounds.

The residential densities in the core of this area are envisioned to be in the 12-16 units per acre range, tapering off to 6 units per acre on its perimeter. Anchored in all directions by existing and proposed schools and park areas, this Urban Center is tailored to be the future focal point of the Senseny Road and Greenwood area.

The Parkins Mill Urban Center/Neighborhood Village

This designated urban center provides an opportunity to introduce a mix of uses into a largely undeveloped area in a way that builds the identity and enhances the economic performance of these communities. This area is already anchored by an elementary school and middle school.

Similar to the Senseny and Greenwood Urban Center, this Urban Center should also embrace a traditional main-street feel, be pedestrian-friendly, ecologically sensitive and architecturally distinctive, honor the area's local heritage and promote urban life in a dynamic new way. This urban center should be defined by tree-lined boulevards and an inviting central park area oriented around the existing public facilities.

The residential densities in the center of this area are envisioned to be 10-12 units per acre in the core area, tapering off to 6 units per acre on its perimeter adjacent to the existing residential land uses.

Residential Land Uses

Outside of the Urban Centers described above, the residential land uses in the Senseny/Eastern Frederick study area are defined in three main categories:

- R4 – these are generally reflective of our existing residential densities at approximately 4 units per acre.
- R6 – these are slightly higher residential densities at approximately 6 units per acre (this is generally attached house development).
- Higher density residential – these are generally multifamily and a mix of other housing types with densities of approximately 12-16 units per acre (this density is necessary to accommodate the anticipated growth of the County within the urban areas and is essential to support the urban center concept identified in the Comprehensive Plan and this study).

The residential land uses outside and east of Route 37 are envisioned to be rural area residential in character. Route 37, to the north and east of Route 50, may generally be considered as the boundary between the urban areas and rural areas within this study area. This provides a transition area to the Opequon Creek and to the well-established rural character of adjacent Clarke County.

A buffer area along and adjacent to Interstate 81 has been identified where future residential land uses are not appropriate. Commercial and Industrial uses are preferred. Within this buffer area, a linear trail system is promoted. The buffer area also provides for the reservation of additional right-of-way along 81 which may be necessary in the future. Noise abatement techniques should be a consideration in the Interstate 81 corridor to minimize the impact from vehicular traffic on the residents of the area.

Shenandoah University's campus extends into this portion of the County. The plan recognizes and supports Shenandoah University and the University's presence in Frederick County, especially in and around its current location on the east side of Interstate 81 and north of Route 50, as well as the potential for future residential uses associated with the university in the area in the form of urban residential housing in redeveloped existing commercial properties.

The Airport Support Area has been bolstered with the addition of land to the south east. The Airport Support Area was established to ensure the feasibility of continued airport- associated use and future airport expansion. The Comprehensive Plan reiterates that residential land uses are not desirable in the Airport Support Area. Business and industrial uses should be the primary land use.

Other recommendations from the residential group:

- Utilize additional municipal land uses adjacent to the Frederick County Landfill as a buffer to non-compatible land uses, particularly residential.
- Provide for additional institutional opportunities in the southern part of the study area, west of Route 522.
- Consider another community college presence within this area plan.
- Establish a linear park area east of existing Greenwood Road, and a new park area west of the Justes Drive School cluster.
- Supply additional locations for C & I land uses in the areas identified which are adjacent to transportation corridors and urban centers. These include:
    - An area of commercial and light industrial north of Route 7, buffered by higher density residential to the east, transitioning to existing school uses.
    - An area of medical office uses adjacent to and east of proposed Senseny Road Urban Center.
    - An area of commercial and employment land uses with significant office space availability north of Crosspointe Urban Center buffering into the high density residential areas.
- An area of commercial and employment land use with significant office space availability north of the Crosspointe Urban Center buffering the high density residential areas.

Business Development Land Uses

Parkins Mill Economic Development Area

The Parkins Mill Economic Development Area is intended to be a significant area of commercial and industrial use that is fully supportive of the Winchester – Frederick County Economic Development Commission's targeted goals and strategies. The intent of the mixed use designation is to further enhance the County's commercial and industrial areas and to provide focus to the County's future regional employment centers.

This area has been established to be a progressive location for economic development opportunities in eastern Frederick County. Targeted businesses include:

- Defense and Advanced Security
- Life Sciences
- Business Services
- Assembly
- Food Processing

In prominent locations, office use with a mix of flexible space is encouraged. Such areas will be the entrance to clusters of industrial and commercial space, and contain distinctive architecture and site design that is aesthetically unique and attractive. It is the intent of such areas to promote a strong positive community image. In addition, this development will support businesses that encourage viable environmental practices and community oriented operating

philosophies. Residential land use is not compatible with this development and will not be permitted.

Interstate and Highway Commercial at Routes 7 and 50

These areas of land use are located at highly visible locations on prominent interstate interchanges, and along the primary arterial roads that feed into the Interstate. They shall be designed specifically to accommodate and promote highway commercial land uses. Particular effort must be made to ensure that access management for the supporting transportation network is a key priority, as the function of the interstate and primary road network is of paramount importance. The site layout and building design should recognize the nature of the region and land plans should not focus on the minor use, but the comprehensive macro use. In addition, an enhanced area of buffer and landscaping shall be provided adjacent to the Interstate 81 right-of-way and its ramps. Corridor design recommendations are discussed later in this plan.

Warrior Drive Employment and Commercial Center

A major employment and commercial area is proposed primarily along the west side of future Warrior Drive and adjacent to the east side of Interstate 81. This area extends east of Warrior Drive along Airport Road. This major employment area would be centered on the proposed future interchange at Interstate 81 at Papermill Road. Supported by future high density residential areas and central to proposed urban centers, this employment center will be ideally placed to capitalize on this core location. Emphasis should be placed on quality building and site design.

<u>Other recommendations from the business development group:</u>

- New Retail/Service Land Use adjacent to the future Route 37 interchange areas with Route 522 South and Route 50 East to facilitate regional shopping opportunities.
- New Retail/Service Land Use adjacent to the future realignment of Valley Mill Road and Route 7 East.
- Infill Retail/Service Land Use within existing residential developments between Route 7 East and Senseny Road.
- Intensive Retail and Office use lie within the Urban Center planned between Senseny Road, Greenwood Road, Inverlee Way Extension and Channing Drive Extension. This area has been incorporated into the Senseny and Greenwood Urban Center.
- New Neighborhood Retail/Service and Office Land Use within the Mixed Use area planned around existing public school facilities and church facilities near Route 522 South and Justes Drive. This area has been incorporated into the Justes Drive and Evendale Urban Center.
- New Employment Centers are appropriate for the land between Route 522 South and Interstate 81 adjacent to the Paper Mill Road flyover bridge and the future Battaile Drive interchange with Interstate 81, and the future Warrior Drive extension and Tasker Road extension. New Employment Centers are envisioned to allow for intensive Retail, Office, Flex-Tech, and/or Light Industrial Land Use in planned business

park settings. This area has been incorporated into the Warrior Drive Employment and Commercial Center.
- A new Industrial Park is planned between Route 522 South, Route 50 East, Parkins Mill Road, and future Route 37. This area has been incorporated into the Parkins Mill Economic Development Area.

The business development recommendations of this plan seek to implement the 2035 Comprehensive Plan by promoting the efficient utilization of existing and planned land areas and transportation networks. Further, the recommendations promote commercial, industrial, and employment land use areas to assure the County's desired taxable value ratio of 25 percent commercial/industrial to 75 percent residential and other land use is achieved.

The Plan provides new industrial park and employment center areas to match the Economic Development Commission's vision for this portion of Frederick County.

The plan identifies prime areas for Urban Center development to capitalize on future commercial and employment opportunities. In addition, areas are identified for neighborhood commercial retail use to accommodate existing residential communities.

Existing commercial land uses are promoted that facilitate tourism and short-term visitor experiences and revenue growth.

Specific Implementation Steps have been identified which would further promote business development opportunities in the Senseny/Eastern Frederick County Urban Area Plan and Frederick County in general. These include:

- The creation of a Future Land Use Revenue Incentive Program that provides property owners with the ability to sell residential density rights to keep their property available for future employment, commercial, or industrial land use as recommended by the Comprehensive Policy Plan. This program would incentivize the property owner by providing a revenue income source in the near term and future revenue income when the property is zoned for employment, commercial or industrial land use.
- Incentivize the property owner with automatic placement of the property into the Sewer and Water Service Area (SWSA) if a rezoning application is processed for future employment, commercial, or industrial land use.
- Incentivize the property owner with County endorsement of Economic Development Access (EDA) funds and/or Revenue Sharing Funds to assist in the financing of major road infrastructure needed to serve the development project. Additionally, provide for County-managed support of the major road infrastructure projects to streamline the approval process for project design and construction management.
- Incentivize the property owner through the implementation of expedited rezoning processes for future employment, commercial, or industrial land use as recommended by the Comprehensive Policy Plan.

- The creation of new Zoning Ordinance requirements that facilitate more intensive Floor to Area Ration (FAR) and height allowances for future employment, commercial or industrial land use, especially in the urban centers.
- The County should support and partner with various athletic organizations to sponsor regional or state tournaments and events using existing facilities to promote tourism in support of existing hotels, restaurants, and attractions.

Corridor Design

The Route 522, 50, and 7 corridor design guidelines should be reaffirmed. In addition, the following locations have been identified as priority corridor appearance and multi-modal locations:

- Route 50 between Interstate 81 and Prince Frederick Drive, to include Shenandoah University and prime commercial locations.
- Route 7 between Interstate 81 and Greenwood Road, to include Millbrook High School, Redbud Run Elementary School and prime commercial locations.
- Senseny and Greenwood Roads and Channing Drive, to include the area encompassed by the urban center and Senseny Road in its entirety.

A significant corridor appearance buffer is proposed along Route 522 similar to that established for the Route 50 West corridor in the Round Hill Land Use Plan, which consisted of a 50 foot buffer area, landscaping, and bike path. The Route 50 and 7 corridors are more urban. Sufficient right-of-way is needed and street frontage is approached differently.

Transportation

In support of the new areas of land use, a transportation network has been proposed which relates to the location and context of the areas of land use, promotes multi-modal transportation choices and walkability, and furthers the efforts of the Win-Fred MPO. In this study, there is a direct nexus between transportation and land use.

Interstate 81, future Route 37, Route 7, Route 50, and Route 522, provide orientation for the County's primary road system and provide new opportunities to create a transportation network which supports the future growth of the community in the right location, in this study area, generally inside future Route 37.

Access Management is a significant consideration of this study and is a key element of all existing and future roads. The use of frontage roads, minor collector roads, and inter parcel connections to bring traffic to access points is promoted on the above roads. Access Management is also a key consideration on other roads within the study area; however, within a different context.

The study also proposes a new and extended major collector network supplemented by interconnected minor collector street network in support of a significant urban center and new areas of economic growth - Warrior Drive, Justes Drive, Channing Drive, Inverlee Way.

The context of the collector road network is proposed to be significantly different, however, than that of Route 37, with the focus being placed on a more walkable and friendly street thoroughfare design. The change in context is based upon the classification of a road and to ensure compatibility with adjacent land uses and community goals. Particular attention should be paid to street network within the Urban Center. The surrounding land use, site design, and building design are features that will help create context and promote the creation of new communities, places, and focal points. Attention should also be provided to the context of the street in the immediate vicinity of existing and future schools, and the Neighborhood Village Commercial Areas to ensure that these prominent locations are safe and accessible to all modes of transportation. Bicycle and pedestrian accommodations should be fully integrated into street designs. Appropriately designed intersection accommodations should include pedestrian refuge islands and pedestrian actualized signals.

More specific transportation considerations for Millbrook High School and the adjacent park areas include taking a proactive approach in creating safe interconnected routes to the park from the adjacent areas.

Roundabouts should be considered as a priority preference for intersection design. Roundabouts are particularly effective when used in series.

Consistent application of Comprehensive Plan goals to achieve an acceptable Level of Service on area roads and overall transportation network, Level of Service C or better, should be promoted. Further, efforts should be made to ensure that additional degradation of the transportation beyond an acceptable Level of Service shall be avoided. Consideration of future development applications within the study area should only occur when an acceptable Level of Service has been achieved and key elements and connections identified in this plan have been provided.

<u>Other recommendations from the transportation group:</u>

- Emphasize the role of the State and the development community in the implementation of the planned road system.
- Use modeling to determine lane needs based upon build out of planned land uses, but consider plans of neighboring localities when making recommendations (for example Senseny Road where it enters the City of Winchester or Clarke County)
- Consider the needs of bicycle users and pedestrians in the following ways:
    - Continue to plan for multi-modal street deigns that will take all users into consideration.

  - Within residential neighborhoods, this would mean that sidewalks be used and cyclists share the roads. Use of striping that defines parking bays or cycling areas would be preferred.
  - On collector roadways or higher, make use of separated multi-use paths at least 10 feet in width.
  - Incorporate wide shoulders or bike lanes into roadways that have budgetary or right-of-way limitations. This would be viewed as a step toward the ultimate goal of a separated facility.
  - Make use of paved shoulders with striping on rural roadways as a long term measure. Rural roadways would be defined by traffic count or as roadways outside of the UDA that are not part of the Primary System (ex. Route 50 or 522).
  - Bike paths should be constructed on the same grade as the adjacent roadway.
  - Bike path maintenance should be addressed by adjacent property owner groups whenever possible.
- Continue to enforce improved access management with redevelopment or new development.
  - This includes, but is not limited to, entrance location and spacing as well as traffic signal location and spacing.
- Roundabout use is preferred over signalization of intersections where traffic control is needed.
- Attractive median treatments (as alternative to standard grey concrete median) other than grass or other landscaping should be considered when maintenance agreements with VDOT cannot be achieved.
  - Treatments should be reasonably consistent
- Street sections could be modified due to DCR changes specific to drainage requirements.

Natural Resources, Historic Resources, and Public Facilities.

Natural Resources

Frederick County is a community that values and protects its natural resources.

Frederick County should create a green infrastructure inventory for the study area as well as the County as a whole. This inventory should guide land use and development to best preserve and protect natural resources. Developers should complete detailed environmental analysis for properties proposed for development. This information could be utilized to supplement the green infrastructure inventory.

Within the Senseny/Eastern Frederick Urban Areas Plan, effort should focus on the creation of greenways, stream valley parks and stream buffers around waterways, while taking into account environmentally sensitive areas. Pedestrian facilities should be constructed that connect these features to other public facilities. Many such examples have been identified on the accompanying map.

Environmental corridors should be incorporated with all development activities to ensure safe movement and protection of species and future development within the study area should take into account the natural resources located on and around their property.

Businesses that utilize environmental management systems should be targeted by Frederick County. Further, developers should consider available renewable energy options with their projects.

Historic Resources

Frederick County is a community that recognizes and protects the historic structures and sites within the study area.

Possible historic districts and significant structures have been identified and recognized. Priority sites for preservation within the study area should be identified and efforts initiated to preserve those of highest need. These include Frederick Hall/Parkins Mill Battery and the historic area around Carpers Valley Road.

Increase the rehabilitation, adaptive reuse, or restoration of historic structures.

Heritage tourism should be promoted within the study area.

The Comprehensive Plan calls for the adaptive reuse of historic structures, future development applications that have historic resources on the property should incorporate the site into development.

Sensitive Natural Areas and Historic Areas are shown on the land use map for the study area. By recognizing these historic sites and structures, we are implementing the policies of the Comprehensive Plan.

Other recommendations from the group:

- Require archaeological surveys to be conducted prior to development, particularly any that involve battlefield areas, homesteads, Indian encampments, and waterways.
- Significant structures and properties should be shown with a sensitive natural/historic designation. These NSA's should be protected through historic districts and/or buffered from adjacent development activity.
- The historic areas around Frederick Hall/Parkins Mill Battery and the historic area around Carpers Valley Road should be considered for possible historic districts.
- Developments should incorporate and/or convert historic properties into recreational elements, including pedestrian trails, parks, and museums. Establish a linear historic greenway between Crosspointe (Hillandale, Carysbrooke, and the preservation park) and the fort (at Parkins Mill Battery), preserving the natural, recreational, and historical features and promoting accessibility.
- Create a Historic Gateway park to Frederick County by supporting the restoration and adaptive reuse of the Millbank House in conjunction with other preservation partners.
- The historic one-lane bridge located on Valley Mill Road should be maintained and preserved.
- Ensure connectivity of bicycle or pedestrian transportation accommodations to existing or proposed public facilities and historic resource areas.

A regional park site has been identified on Senseny Road; this site contains a potentially significant structure and one of the few remaining farming complexes within the developed area of the study area. This park should incorporate the historical farm house and contributing structure as a means to demonstrate urban agriculture.

Public Facilities

The need for public spaces within the study area (such as schools, neighborhood parks, and regional parks) is recognized and addressed. The accompanying maps identify general locations within the Senseny/Eastern Frederick Urban Area Plan where such facilities should be accommodated in order to ensure adequate public facilities corresponding with the growth of the community.

Future school sites should be located within or near established or planned residential areas to encourage walk zones, as well as create a focus point for

the community. Residential land uses that complement existing public facilities and schools are encouraged.

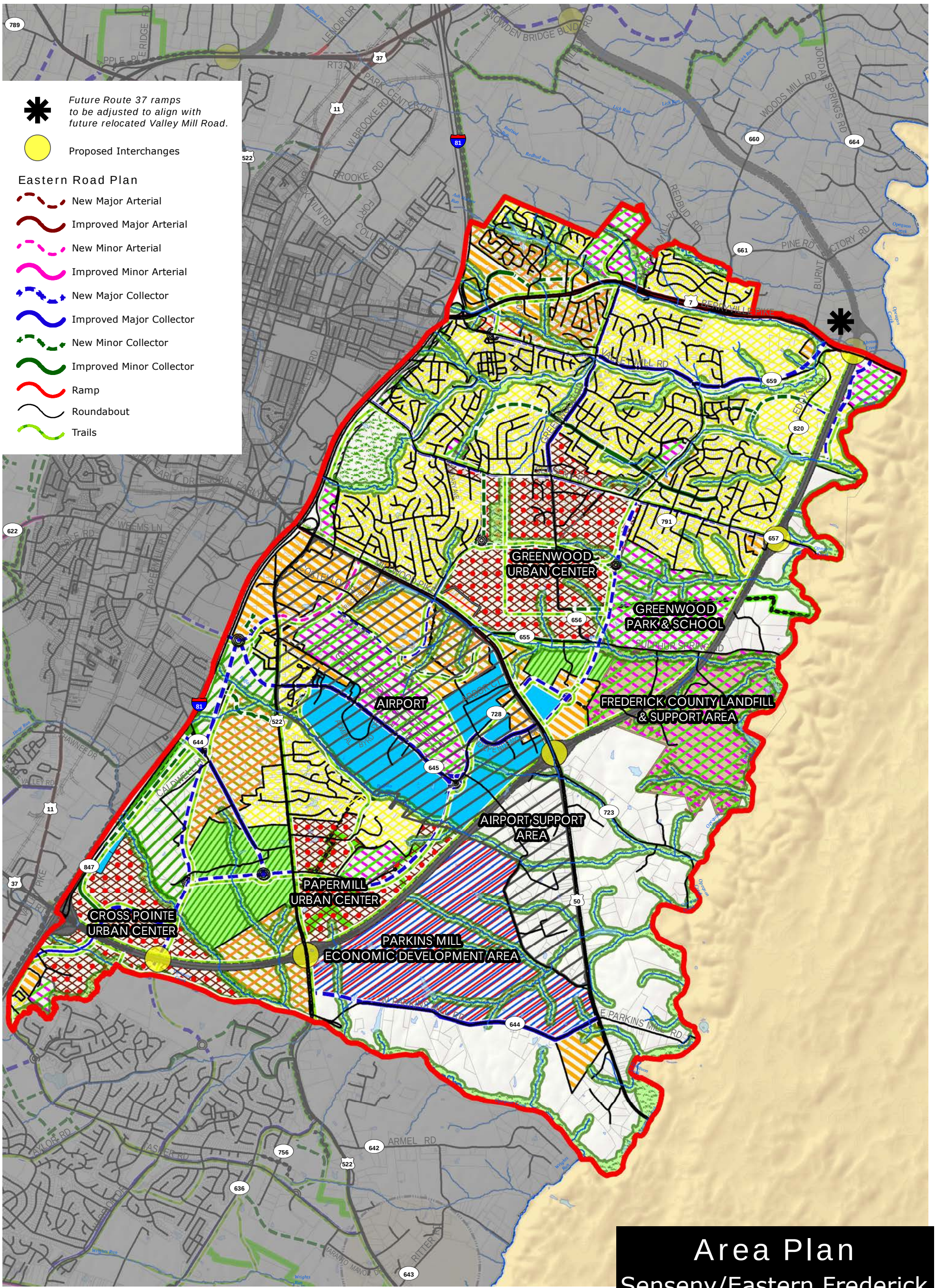
Utilities and infrastructure will be needed within the study to accommodate future growth. Frederick County needs to look at preserving the intent of the landowner when planning for public facilities while still meeting the needs of the community.

Other recommendations from the group:

- On any given request for development, the development community should work with all public facility providers to determine future public facility needs based upon this plan and the established standards of the public facility providers.
- The Parks & Recreation Department should continue to evaluate the "ideal" park site rings that are within the 2035 Comprehensive Plan. Sites that are outside of the identified park rings should be considered if they meet the needs of the community.
- A regional park is envisioned within the study area. In addition, a smaller park is envisioned within the Greenwood Urban Center that should incorporate the historical farm house and contributing structure as a means to demonstrate urban agriculture.
- Urban parks and other public spaces should be constructed within or near communities. These parks should be open to the public and connected not only by road, but by various pedestrian facilities.
- The 42 acre parcel owned by the landfill (old landfill site) could be considered for future use as a park.
- Public access areas to the Opequon Creek should be constructed, taking into account environmentally sensitive areas.
- The bicycle and pedestrian facilities shown on the map and the 2007 Win-Fred MPO Bicycle & Pedestrian Mobility Plan should be implemented.
- The 2007 Win-Fred MPO Bicycle & Pedestrian Mobility Plan should be utilized as a reference for accommodation recommendations and guidelines.
- Pedestrian facilities should be constructed that connect existing and future neighborhoods to school, park and library facilities to promote access and walkability. A trail or sidewalk should be provided along Greenwood Road.
- Support completion of a linear recreation path encompassing the Senseny Road, Abrams Creek, Channing Drive areas.
- Ensure connectivity of bicycle or pedestrian transportation accommodations to existing or proposed public facilities and historic resource areas.
- Ensure connectivity with existing or proposed bicycle or pedestrian transportation accommodations wherever possible.
- A pedestrian crossing over Route 7 in the Millbrook School area should be provided.
- Handley Regional Library needs should be recognized and addressed within the study area. A satellite library location should be provided within the study area (similar to Bowman Library) to meet this need.

Frederick County Public Schools should also work with the Handley Regional Library to provide public library locations within new school locations.

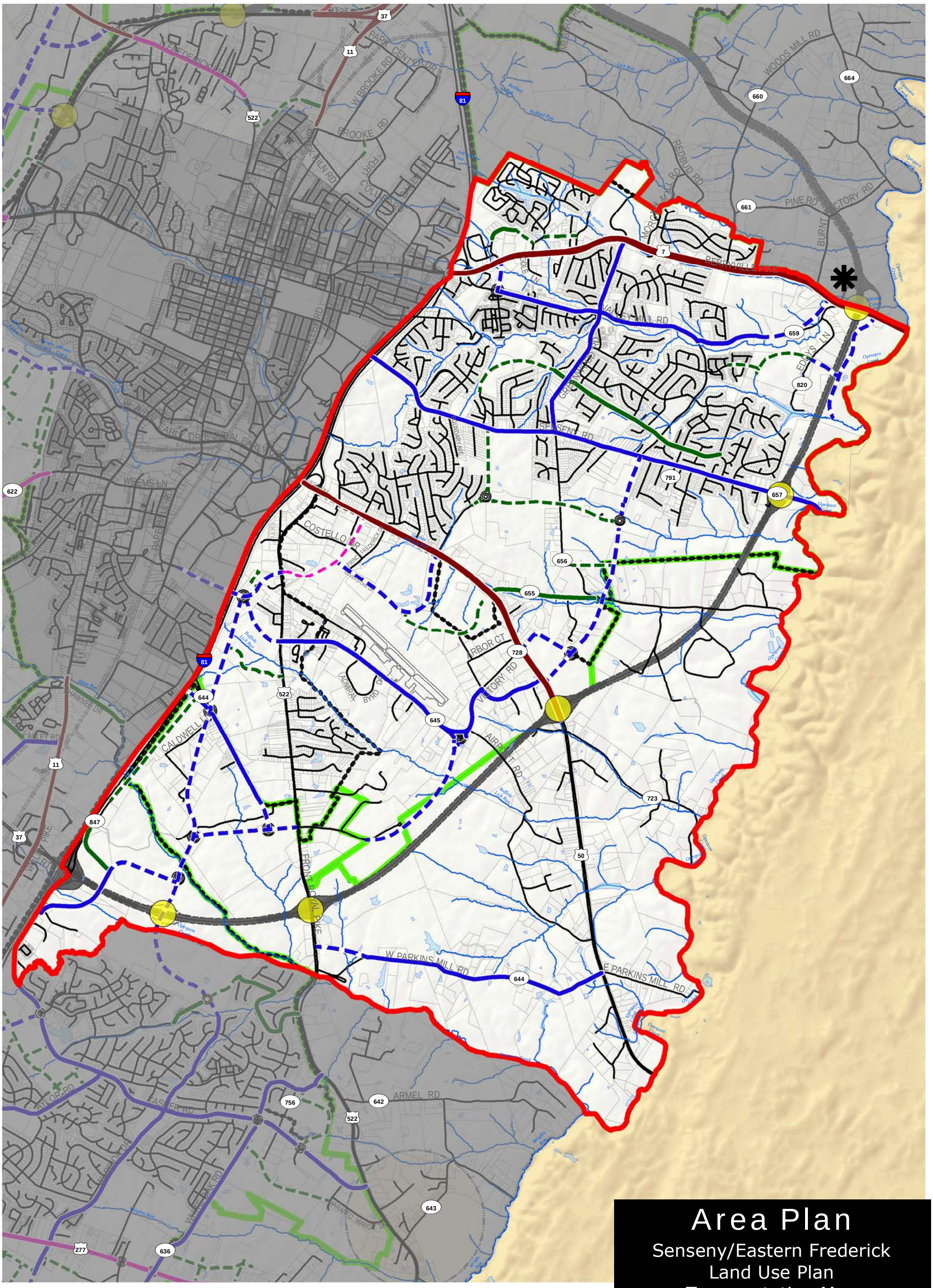
- Future areas for Fire & Rescue stations have been identified on the map; development proposals in these areas should take this future need into account.
- The Airport has a 20 year Master Plan that outlines their ultimate expansion goals for this facility. Development proposals should not be considered on properties that fall within this planned expansion area. Also, development proposals considered within the Airport Support Area should not impact the current or future needs of the Airport.
- Incompatible development should be avoided near the landfill to ensure that their operations are not impacted (i.e., residential, urban, etc.). Industrial uses may be appropriate near the landfill. A landfill support area should be created around the landfill similar to the Airport Support Area. This support area should extend 1,000 feet from the boundaries of the landfill.



Area Plan

Senseny/Eastern Frederick Land Use Plan

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017


Area Plan
Senseny/Eastern Frederick
Land Use Plan
Transportation Map
Urban Development Area
Sewer and Water Service Area
Future Rt 37 Bypass
Future Route 37 ramps to be adjusted to align with future relocated Valley Mill Road.
Proposed Interchanges
New Major Arterial
Improved Major Arterial
New Minor Arterial
Improved Minor Arterial
New Major Collector
Improved Major Collector
New Minor Collector
Improved Minor Collector
Ramp
Roundabout
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2035 Comprehensive Policy Plan Map
Adopted January 25, 2017
BERRYVILLE PIKE
VALLEY MILL RD
SENSENY RD
COSTELLO DR
VICTORY RD
AIRPORT RD
CALDWELL LN
FRONTIER PIKE
W PARKINS MILL RD
E PARKINS MILL RD
ARMEL RD
WOODS MILL RD
REDBUD RD
PINE RD
BURNT FACTORY RD
EDDYS LN
PAPER MILL RD
WEEMS LN
HAWNEE DR
VALLEY PIKE
W BROOKE RD
BROOKE RD
PARK CENTER DR
N FREDERICK RD
MILBURN RD
MORGAN MILL RD
GREENWOOD RD
BOUNDARY AVE
ADMIRAL BYRD DR
ARBOR CT
TASTER RD
TAYLOR RD
WHITE OAK RD
ARANTO MANOR DR
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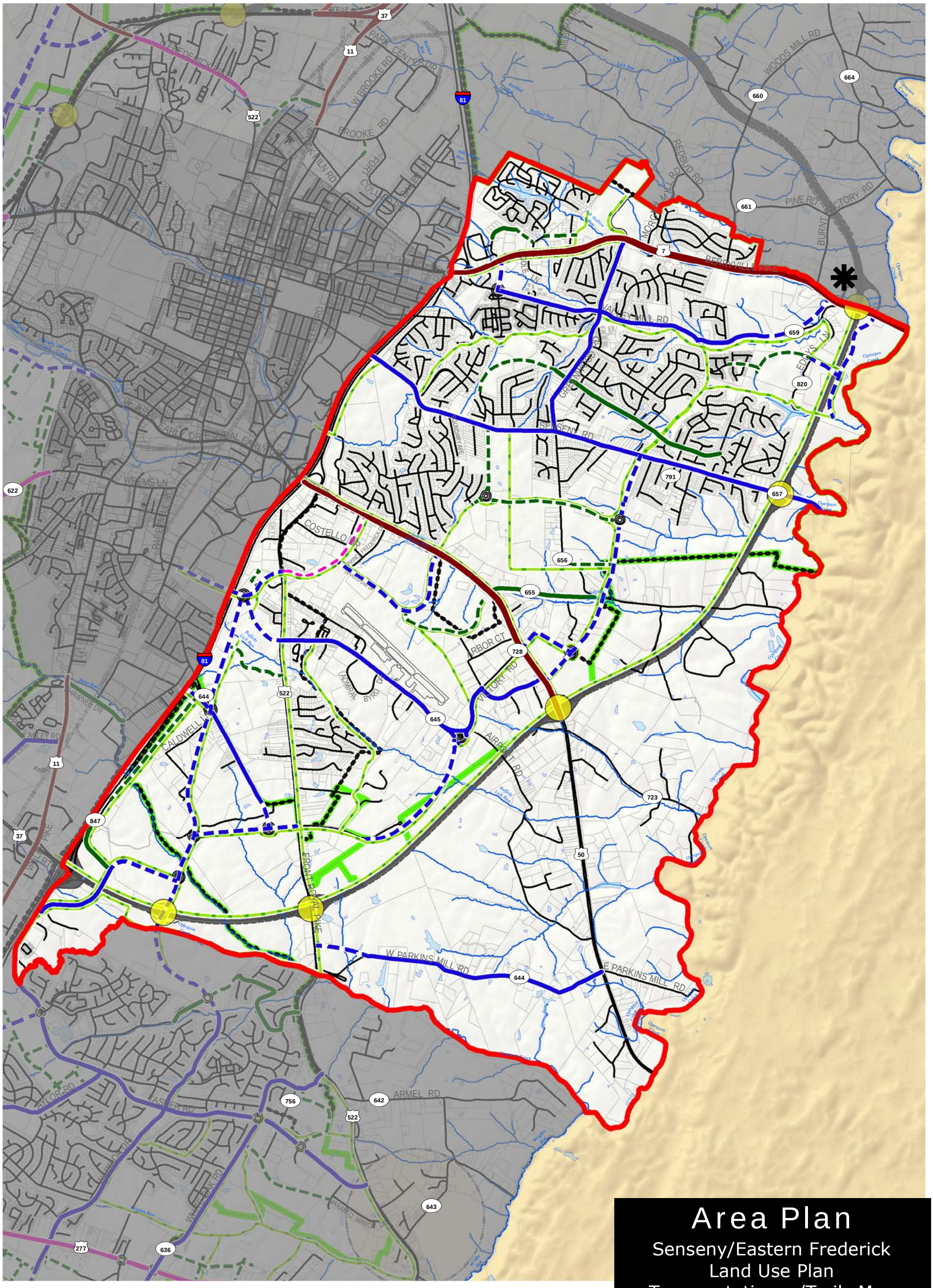
Area Plan
Senseny/Eastern Frederick
Land Use Plan
Transportation w/Trails Map
Urban Development Area
Sewer and Water Service Area
Future Rt 37 Bypass
Future Route 37 ramps to be adjusted to align with future relocated Valley Mill Road.
Proposed Interchanges
Eastern Road Plan
New Major Arterial
Improved Major Arterial
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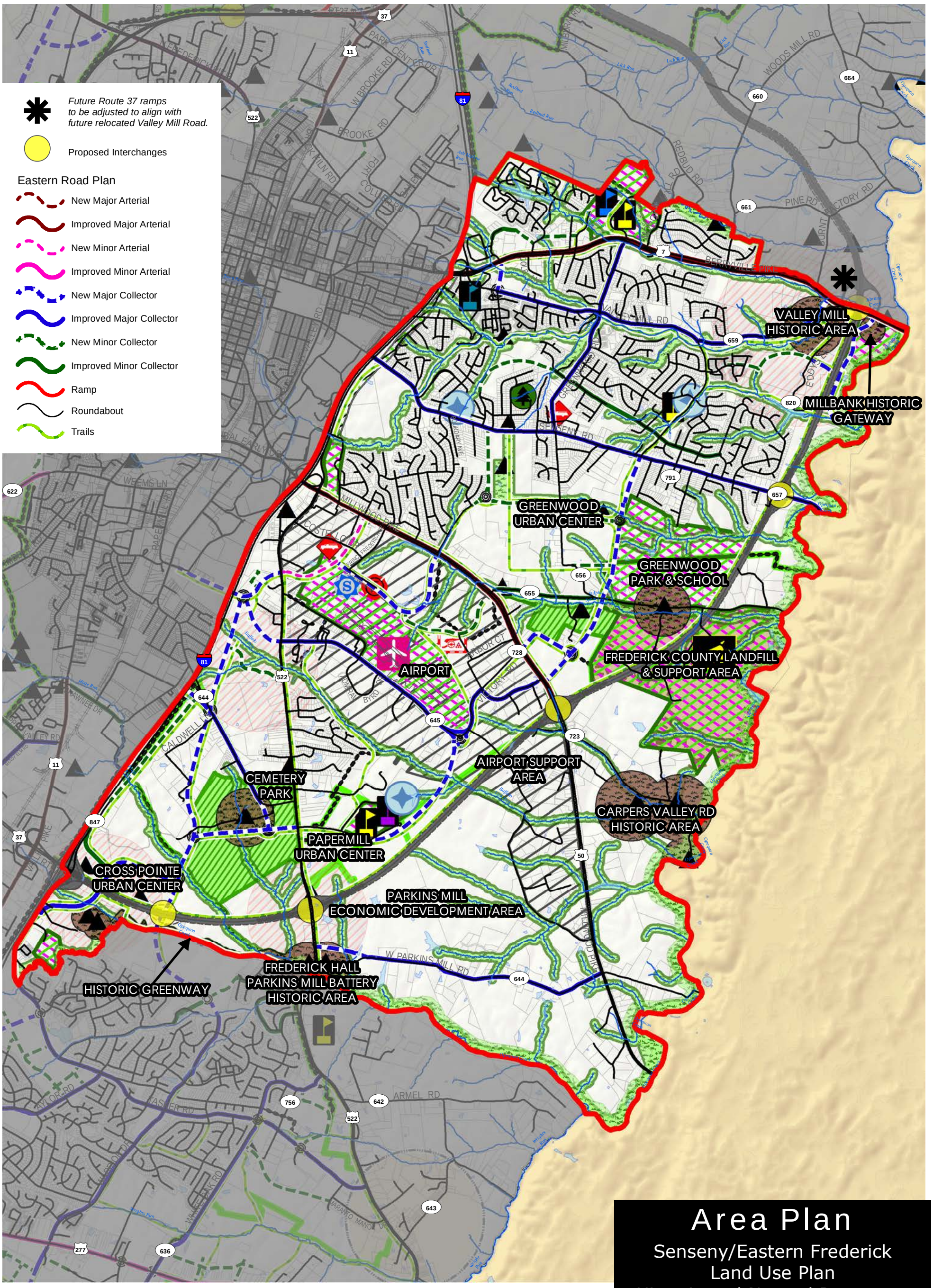
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Improved Minor Collector
Ramp
Roundabout
Trails
VALLEY MILL HISTORIC AREA
MILLBANK HISTORIC GATEWAY
GREENWOOD URBAN CENTER
GREENWOOD PARK & SCHOOL
FREDERICK COUNTY LANDFILL & SUPPORT AREA
AIRPORT
AIRPORT SUPPORT AREA
CEMETERY PARK
CARPERS VALLEY RD HISTORIC AREA
PAPERMILL URBAN CENTER
CROSS POINTE URBAN CENTER
PARKINS MILL ECONOMIC DEVELOPMENT AREA
FREDERICK HALL PARKINS MILL BATTERY HISTORIC AREA
HISTORIC GREENWAY
Area Plan
Senseny/Eastern Frederick
Land Use Plan
Historic and Natural Resources
Urban Development Area
Sewer and Water Service Area
Future Rt 37 Bypass
Facilities
Existing Elementary
Existing High School
Existing Middle School
Future Elementary
Existing Vocational School
Future Park
Existing Airport
Armory
Existing Community Center Facility
Existing Fire Station
Existing Landfill
Existing Public Safety
Existing Park
Historic Rural Landmarks
Environmentally Sensitive Areas
Land
Institutional
Interstate Buffer
Park
Natural Resources & Recreation
Landfill Support Area
Possible Historic District
Possible Fire Station
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2035 Comprehensive Policy Plan Map
Adopted January 25, 2017
0 0.25 0.5 1 Miles

SOUTHERN FREDERICK AREA PLAN

SOFRED

BOARD OF SUPERVISORS

APPROVED ON NOVEMBER 12, 2014

PLANNING COMMISSION

RECOMMENDED APPROVAL OCTOBER 1, 2014

ENDORSED BY THE

COMPREHENSIVE PLANS AND PROGRAMS COMMITTEE

SEPTEMBER 8, 2014

-INCLUDING TEXT APPROVED WITH THE FOLLOWING AMENDMENT:

- LEONARD PROPERTY

APPROVED BY THE BOARD OF SUPERVISORS ON JANUARY 25, 2017

SOUTHERN FREDERICK AREA PLAN

The Southern Frederick Area Plan builds on the Route 277 Triangle and Urban Center Plan, consolidates the Tasker Woods Plan, and incorporates previously unplanned areas within the study boundary into a cohesive and proactive area plan.

The Southern Frederick Area Plan continues to identify opportunities to create new communities, integrate land use and transportation choices, address community infrastructure needs, and expand the County's goals for economic development.

A series of maps have been prepared which identify Future Land Use, Transportation, and Natural, Historical, and Community Facilities within the study area.

The Southern Frederick Area Plan originally promoted five main areas of new land use focus; the Sherando Center, the Route 277 Triangle; Center of Economy, Interstate Commercial @ 307, White Oak Woods Neighborhood Village, and Tasker Woods. In the 2014 update, several additional areas of land use focus were envisioned; Lakeside Neighborhood Village, Artrip Neighborhood Village, Warrior and Tasker Neighborhood Village, and Lake Frederick Neighborhood Village.

The above areas combine to frame the southern boundary of the County's urban areas. In addition, Route 522 South within the study area defines the eastern boundary of the County's urban areas. South and east of this study area; the County's rural areas are strengthened as the primary land use designation. The Lake Frederick Sewer and Water Service Area (SWSA) is recognized in this area plan.

An overview to planning in Frederick County.

Planning efforts, such as the Southern Frederick Area Plan, enable the community to anticipate and deal constructively with changes occurring in the community. Planning helps guide the future growth of the community and is intended to improve the public health, safety, convenience, and welfare of its citizens.

The Plan provides a guide for future land use and was a collaborative effort of the citizens of Frederick County, County Planning Staff, Planning Commissioners, and Board of Supervisors. However, it is the property owners who are the ones who make the decision as to whether or not to implement the Plan as it applies to their property.

Future rezoning is a means of implementing the Plan. Rezonings in Frederick County have historically been initiated by the property owner, or with their consent. There is no reason to expect that this will change in the future.

Therefore, it is important to remember that the Plan is a guide for the future of the community, but that the property owner is ultimately the one who controls the future use of their property.

Land Use

The Sherando Center

The Sherando Center is envisioned to be an intensive, walkable urban area that is well integrated with the surrounding community. The center should be based on the principles of New Urbanism or Traditional Neighborhood Design promoted in the 2030 Comprehensive Plan. It shall contain a large commercial core, generally higher residential densities with a mix of housing types, an interconnected street system, and public open space around which the center is designed. Community facilities shall also provide a focal point for the center and surrounding community. Presently, Sherando High School and Sherando Park provide this function. In the future, these resources shall be complemented by a new Elementary School which shall serve the existing and future population and be located within the center. Public spaces in the form of pocket parks, plazas, or greens shall be further integrated into the design of the Sherando Center.

The Sherando Center is centrally located to the community and is in the short term, respectful to the Agricultural District. The commercial and residential mix of land uses shall have a strong street presence and shall relate to existing Route 277, Warrior Drive and Double Church Road. The mix of commercial, residential, employment, and community uses shall be linked to the surrounding community with inter modal transportation choices and public open spaces.

Route 277 Triangle; Centers of Economy

Route 277 Triangle; Centers of Economy is designed to be a significant area of commercial and industrial opportunity that is fully supportive of the County Economic Development Commission's targeted goals and strategies. The intent of the mixed use designation is to further enhance the County's commercial and industrial areas and to provide focus to the County's future regional employment centers. In specific areas a mix of flexible uses, with office uses in prominent locations is encouraged. Such areas are supported

by substantial areas of industrial and commercial opportunity, and provide for areas that are well designed with high quality architecture and site design. It is the intent of such areas to promote a strong positive community image. Residential land uses are not permitted.

Lake Frederick Neighborhood Village

Lake Frederick Neighborhood Village serves as a focal point to the 277 Triangle; Centers of Economy and as a gateway feature for the Shenandoah/Lake Frederick community and on a broader scale, a gateway feature for Frederick County as citizens and visitors approach the County from the east. This neighborhood village should promote a strong positive community image. Residential land uses would be permitted only as an accessory component of the neighborhood village commercial land uses. Previously, a small area of neighborhood village commercial was identified on the south side of Route 277 in the general vicinity of the future entrance of Shenandoah and the existing Sandy's Mobile Home Park. The 2014 update to the Plan provides for an overall greater area and greater mix of uses in this area that is reflective of a stronger desire to create a more substantial focal point for activity. This is primarily based on the growth and development of the Lake Frederick Community and the involvement of new residents from this area.

Interstate Commercial @ 307

Located at a highly visible location on a prominent interstate interchange, this area of land use shall be designed specifically to accommodate and promote highway commercial land uses. Particular effort must be made to ensure that access management for the supporting transportation network is a key priority as the function of the interstate and primary road network is of paramount importance. Access to the areas of interstate commercial land uses shall be carefully designed. The building and site layout and design of the projects shall be of a high quality. In addition, an enhanced buffer and landscaping area shall be provided adjacent to the Interstate 81 right-of-way, its ramps, and the new arterial road, the South Frederick Parkway, and adjacent to Route 11.

White Oak Woods Neighborhood Village

The White Oak Woods Neighborhood Village is a neighborhood village commercial area that is proposed at White Oak Road and Route 277 which is sensitive to the existing character and scale of the location, adjacent to Sherando Park and the White Oak Campground. The orientation of this

neighborhood commercial shall be to the park and adjoining street network. A new Fire and Rescue Facility and Community Facility shall provide an additional focal point to this area. This facility and the commercial land uses shall be of a general scale and context similar to projects such as Creekside. High quality building and site design is a priority. Accessory residential uses are only permitted as an accessory component of the neighborhood village commercial land uses.

Tasker Woods

The Tasker Woods area provides guidance on the future land use for all of the land area between Route 522, Tasker Road, and White Oak Road. An area of Neighborhood Village Commercial is proposed between the originally proposed residential areas and Route 522, serving the Tasker Woods area. An internal access road serving this area has been provided with the Tasker Woods project. Therefore, no new commercial entrances shall be permitted on Route 522. Access Management is a priority along the Route 522 corridor. A significant corridor appearance buffer is proposed along Route 522 similar to that established for Route 50 West corridor in the Round Hill Land Use Plan which consisted of a 50' buffer area, landscaping, and bike path. Accessory residential uses are only permitted as an accessory component of the neighborhood village commercial land uses within the Neighborhood Village area.

The area of natural resources connecting Tasker Woods with Route 522, including the existing pond shall continue to be recognized in this plan. An extension of the neighborhood commercial land uses may be appropriate on the east and west sides of the existing pond if a balance is achieved between protecting the environmental features and allowing compatible neighborhood commercial uses, which may also include commercial recreational uses.

In addition to the Neighborhood Village Commercial land uses, an area of commercial land use is proposed generally north of Tasker Road. This is an extension of the previously planned commercial area on Tasker Road. Two areas have been identified as recreational and natural resources and have been connected together in an effort to protect the existing natural resources and provide additional recreational opportunities for the Tasker Woods area.

Lakeside Neighborhood Village

A Neighborhood Village Commercial area is proposed along Tasker Road in the in the Lakeside area, in the vicinity of the Lakeside Library. This small scale commercial area is sensitive to the existing character and scale of the location, the Lakeside Library and the adjacent lake, and the historic and

natural resources in this area. The orientation of this neighborhood commercial shall be on the opposite side of Tasker Road to the library and lake with a new street network providing the framework for the new neighborhood. The Lakeside Library, an invaluable community facility for the area shall provide a focal point to this area. The commercial land uses shall be of a general scale and context similar to projects such as Creekside. High quality building and site design is a priority. Accessory residential uses are only permitted as an accessory component of the neighborhood village commercial land uses within the core area. An area of residential land use is proposed to surround the core neighborhood village area that shall be of a higher density than that typically found in this general area.

Artrip Neighborhood Village

The Villages at Artrip contains approximately 170 acres of land designed as a neo-traditional village community. This neighborhood village was designed to provide an urban feel in what was historically a rural setting. This development was rezoned in 2006 and is anticipated to include a mix of 900 single family homes and townhouses, over 100,000 square feet of retail, as well as numerous restaurants and office space. A future elementary school is proposed in this area which will ensure that such an important community facility will provide a focal point and valuable community resource for this area of new development.

Warrior & Tasker Neighborhood Village

A Neighborhood Village Commercial area is proposed along Warrior Drive, adjacent to the intersection of Warrior Drive and Tasker Road. This small scale commercial area is sensitive to the existing residential character of the area, in particular the scale of the adjacent neighborhoods, yet seeks to build upon the existing commercial character of this intersection. The commercial land uses shall be of a general scale and context similar to projects such as Creekside. High quality building and site design is a priority. Accessory residential uses are only permitted as an accessory component of the neighborhood village commercial land uses within the core area.

Defined Rural Areas

The Southern Frederick Area Plan has sought to further define the boundary between the Rural and Urban Areas of the community. As noted, the above areas of proposed land use combine to frame the southern boundary of the County's urban areas. In addition, the rural areas to the east of Route 522

south further define the County's urban area in this location. The plan provides enhanced recognition of Double Church Agricultural District. This recognition and the location and boundaries of the proposed land uses further promote a clean separation between the County's rural and urban areas.

Armel Rural Community Center

The general location of the Armed Rural Community center was identified in earlier versions of the Comprehensive Plan as one of several rural community centers in Frederick County that have a role to play as service centers for the County's Rural Areas. This identification was largely based on the historical role they played to that end. The Southern Frederick Area Plan seeks to further define the Armel Rural Community Center and promote future consideration of this unique area, an area that should remain distinct from the general urban development occurring in the urban areas of the plan. Future policies for this rural community center should reflect the particular characteristics of the center and the desires of its residents. This could be achieved through a broader effort to plan the County's Rural Community Centers.

Sherando-Lake Frederick Trailway

For the Southern Frederick Area Plan, it is recommended that a new multi-purpose path be constructed from the planned lakeside path at Lake Fredrick westward along Crooked Run and other connecting areas to intersect with a Sherando Park trail. This pathway surface should be consistent with that of the Sherando Park paths and trails. The new pathway will connect large segments of Southern Frederick trails and provide additional public to access Lake Frederick's lakeside trails and other constructed facilities. Such an environmental and recreational resource would provide an excellent example for other opportunities in the County.

Residential Development

Outside of the Sherando Center and Neighborhood Villages described above, the residential land uses in the Southern Frederick study area are defined in two main categories:

- R4 – these are generally reflective of our existing residential densities at approximately 4 units per acre.
- R6 – these are slightly higher residential densities that may fall within the 6-12 units per acre range (this is generally attached house and may also include multifamily and a mix of other housing types).

These densities are necessary to accommodate the anticipated growth of the County within the urban areas and are consistent with established patterns within the study area and the densities needed to support the future residential land uses envisioned in the Plan.

The residential land uses east of Route 522 South within the study area are envisioned to be rural area residential in character. Route 522 South may generally be considered as the boundary between the urban areas and rural areas within the eastern part of this study area. This provides a transition area to the Opequon Creek and Wrights Run and to the well-established rural character of adjacent Clarke County.

Business Development

The business development section of the plan seeks to identify items that would be complementary to the Urban Areas and Residential Development, Transportation and Natural Resources, Historic Resources and Public Facilities portion of the plan.

The business development recommendations are also intended to implement the 2030 Comprehensive Plan by promoting the efficient utilization of existing and planned land areas and transportation networks. Further, the recommendations promote commercial, industrial, and employment land use areas to assure the County's desired taxable value ratio of 25 percent commercial/industrial to 75 percent residential and other land use is achieved.

The Plan provides for new industrial park and employment center areas to match the Economic Development Commission's vision for this portion of Frederick County.

The Plan identifies a prime area for Mixed Use development, the Sherando Center, to capitalize on future commercial and employment opportunities. In addition, areas are identified for neighborhood village commercial use, including retail, to accommodate existing residential communities.

The relocation of the Exit 307 Interchange on interstate 81 provides a significant commercial opportunity that the Plan seeks to take advantage of by identifying the Interstate Commercial @ 307 area of land use.

The business development recommendations identified desirable business types to draw to the area. Including, but not limited to;

- Light Industrial/High Tech targeted businesses.

- Lodging / Event / Dining along the Route 522 corridor and at the interstate.
- Home Office (versus home based)
- Fast-Casual Dining (EG - Panera, Chipotle)
- Higher-end dining (Chain and Local businesses) as well as casual Pub's and Cafes.
- Premium Grocery & Retail in the UDA Center area (EG - Wegman's)

The business development group also provided the following general comments:

1. All areas should be designed to promote/support pedestrian and bike access, making this a walkable community. This will decrease reliance on cars and enable residents to more readily access business and employment centers.
    a. To expand the pedestrian & bike access the undeveloped land zoned as Natural Resource / Flood Plain should include walking/biking trails.
2. Identify ways to leverage abundant supply of natural gas in the RT 522 corridor.
3. Determine if incentives to rezone to commercial uses for land owners with agricultural zoned property should be made available.
4. Promote development of small parcels of land that already contain residential structures along transportation corridors for business purposes, examples of which may include doctors, dentist offices, and other professional offices. Promotion could be in the form of incentives or credits to offset the cost of site improvements and transportation improvements required by the site development.
5. Restaurants and community based businesses such as Dry Cleaners, Convenience Stores, and the like, should be located close to and easily accessible by car or by foot to the areas targeted as industrial, commercial and office uses. This could also be within the Sherando Center or Neighborhood village commercial areas which are located within accessible distances from these areas.
6. Identify ways to draw more Light Manufacturing and targeted economic development businesses to the area around the FBI facility off of Tasker Rd.

7. The Southern Frederick County area would be a natural fit for various outdoor events and festivals, especially once the road and walking path networks have been enhanced and more lodging and dining options are available. This type of business has a low impact on the environment and provides an external infusion of revenue.

The business development group identified several additional areas east of Route 522 South for potential modifications to the Southern Frederick Area Plan that would better promote the business development objectives of the 2030 Comprehensive Plan. However, it was determined through the facilitator group stage of this planning effort that these areas should remain rural in character.

Specific Implementation Steps have been identified which would further promote business development opportunities in the Southern Frederick Area Plan and Frederick County in general. This is consistent with those identified in the Senseny/Eastern Frederick County Urban Area Plan. These include:

- The creation of a Future Land Use Revenue Incentive Program that provides property owners with the ability to sell residential density rights to keep their property available for future employment, commercial, or industrial land use as recommended by the Comprehensive Policy Plan. This program would incentivize the property owner by providing a revenue income source in the near term and future revenue income when the property is zoned for employment, commercial or industrial land use.
- Incentivize the property owner with automatic placement of the property into the Sewer and Water Service Area (SWSA) if a rezoning application is processed for future employment, commercial, or industrial land use.
- Incentivize the property owner with County endorsement of Economic Development Access (EDA) funds and/or Revenue Sharing Funds to assist in the financing of major road infrastructure needed to serve the development project. Additionally, provide for County-managed support of the major road infrastructure projects to streamline the approval process for project design and construction management.
- Incentivize the property owner through the implementation of expedited rezoning processes for future employment, commercial, or industrial land use as recommended by the Comprehensive Policy Plan.
- The creation of new Zoning Ordinance requirements that facilitate more intensive FAR and height allowances for future employment, commercial or industrial land use, especially in the urban centers.
- The County should support and partner with various athletic organizations to sponsor regional or state tournaments and events

using existing facilities to promote tourism in support of existing hotels, restaurants, and attractions.

Transportation

In support of the new areas of land use, a transportation network has been proposed which relates to the location and context of the areas of land use, promotes multi-modal transportation choices and walkability, furthers the efforts of the Win-Fred MPO, and reaffirms the planning done as part of the Route 277 Triangle Area plan. In this study there is a direct nexus between transportation and land use.

The relocation of Interstate 81, Exit 307, provides a new orientation for the County's primary road system and provides new opportunities to create a transportation network which supports the future growth of the community in the right locations. This area is also heavily influenced by the ongoing and future improvements to I-81 Exit 310 and the future extension of Warrior Drive. Minor modifications are proposed to the alignment of the Tasker Road flyover of I-81.

Access Management is a significant consideration of this study and general transportation planning in Frederick County. This concept is supportive of providing for key connections to the south. The use of frontage roads, minor collector roads, and inter parcel connections to bring traffic to access points is promoted.

Roundabouts will be considered as a priority preference for intersection design. Roundabouts are particularly effective when used in series and when used where intersection spacing may be an issue.

The context of the collector road network is proposed to be significantly different with the focus being placed on a more walkable and multi-modal street thoroughfare design. The change in context is based upon classification of road and to ensure compatibility with adjacent land uses and community goals. Particular attention should be paid to street network within the Urban Centers. The surrounding land use, site design, and building design are features that will help create context and promote the creation of new communities, places, and focal points. Attention should also be provided to the context of the street in the Neighborhood Village Commercial Areas to ensure that these prominent locations are safe and accessible to all modes of transportation. Bicycle and pedestrian accommodations should be fully integrated into street designs. Appropriately designed intersection accommodations should include pedestrian refuge islands and pedestrian actualized signals.

More specific transportation considerations for Sherando Park include taking a proactive approach in creating safe interconnected routes to the park from the adjacent areas and creating additional access points. Traffic calming across the entire frontage of Sherando Park is warranted with special attention placed on providing a safe and efficient main entrance to the park.

Consistent application of Comprehensive Plan goals to achieve an acceptable level of service on area roads and overall transportation network, level of service C or better, should be promoted. Further, efforts should be made to ensure that additional degradation of the transportation beyond an acceptable level of service shall be avoided. Consideration of future development applications within the study area should only occur when an acceptable level of service has been achieved and key elements and connections identified in this plan have been provided.

The Eastern Road Plan calls for White Oak Road between Tasker Road and Route 277 to be an improved two lane roadway. While this improvement has partially taken place for the northern portion of the roadway near Tasker Road, the southern portion of White Oak Road to the south remains a winding and narrow roadway which may be difficult and costly to improve. The area plan identifies improvements to White Oak Road in this area which may include its realignment near the Wrights Run stream crossing, passing to the east of and behind the existing residences fronting White Oak Road.

<u>Other recommendations from the transportation group:</u>

- Emphasize the role of the State and the development community in the implementation of the planned road system.
- Use modeling to determine lane needs based upon build out of planned land uses, but consider plans of neighboring localities when making recommendations. Consider the needs of bicycle users and pedestrians in the following ways:
    - Continue to plan for multi-modal street deigns that take all users into consideration.
    - Within residential neighborhoods, this would mean that sidewalks be used and cyclists share the roads. Use of striping that defines parking bays or cycling areas would be preferred.
    - On collector roadways or higher, make use of separated multi-use paths at least 10 feet in width.
    - Incorporate wide shoulders or bike lanes into roadways that have budgetary or right-of-way limitations. This would be viewed as a step toward the ultimate goal of a separated facility.
    - Make use of paved shoulders with striping on rural roadways as a long term measure. Rural roadways would be defined by

traffic count or as roadways outside of the UDA that are not part of the Primary System (ex. Route 522).
    - Bike paths should be constructed on the same grade as the adjacent roadway.
    - Bike path maintenance should be addressed by adjacent property owner groups whenever possible.
- Continue to enforce improved access management with redevelopment or new development.
    - This includes, but is not limited to, entrance location and spacing as well as traffic signal location and spacing.
- Roundabout use is preferred over signalization of intersections where traffic control is needed.
- Attractive median treatments (as alternative to standard grey concrete median) other than grass or other landscaping should be considered when maintenance agreements with VDOT cannot be achieved.
    - Treatments should be reasonably consistent
- Street sections could be modified due to DCR changes specific to drainage requirements.

Natural Resources, Historic Resources, and Public Facilities

Natural Resources

Frederick County should be a community that understands, values, and protects its natural resources.

The natural resources element of the Southern Frederick Area Plan should directly correlate to the Natural Resources chapter of the 2030 Comprehensive Plan.

To that end, Frederick County should focus on the creation of greenways, stream valley parks and stream buffers around waterways. Shared use trails should be constructed that connect these features to other public facilities. Consideration should be given to creating linear parks with shared use trails along major streams, particularly the Opequon Creek, with buffering vegetation appropriate for preventing erosion, filtering pollutants, and providing wildlife habitat.

Shared use trails should provide connections to other shared use trails as well as other public facilities in the study area.

New construction within the study area should take into account the natural resources located on and around their property.

Ensure that when new developments are planned, connectivity of greenways is included through the project.

Preserve and maintain existing natural wetlands, woodlands, and grasslands to the maximum feasible extent to provide wildlife habitats for animals and plants. Buffer wetlands and creeks using latest water management principles to promote environmental protection of those localities, stabilize stream banks, and promote such protective steps during residential development throughout the South Frederick County area.

All types of urban open spaces like greenways, squares, plazas, urban parks, playgrounds and street medians should be considered as part of urban development planning and implemented wherever reasonable.

Ensure that storm water is managed in accordance with the County's Erosion and Sediment Control Ordinance and Virginia's storm water Requirements, and work to implement Low Impact Development (LID) measures where appropriate.

Provide for best storm water management practices at urban centers, residential developments, and industrial areas to facilitate environmental protection.

Protect floodplains and steep slopes from unsuitable uses and recognize their value for storm water management and ecological functions.

Ensure that with new development, people and wildlife are protected from unhealthy levels of noise and light.

Historic Resources

Frederick County should recognize and protect the historic structures and sites within the study area.

The historic element of the Southern Frederick Area Plan should directly correlate to the Historic Resources chapter of the 2030 Comprehensive Plan.

To that end, the rehabilitation, adaptive reuse, or restoration of historic structures should be increased. The Comprehensive Plan calls for the adaptive reuse of historic structures, future development applications that have historic resources on the property should incorporate the site into development.

Sensitive Natural Areas, including historic areas are shown on the land use map for the study area. By recognizing these historic sites and structures, the Southern Frederick Area Plan is implementing the policies of the Comprehensive Plan.

Significant structures and properties shown with a sensitive natural/historic designation should be buffered from adjacent development activity.

Require archaeological surveys to be conducted prior to development, particularly any that involve battlefield areas, homesteads, Indian encampments, and waterways.

The Rural Landmarks Survey should be updated and maintained regularly in order to keep current the inventory of structures older than fifty years.

There are at least six historic sites and markers in the Southern Frederick Area Plan. Those sites and markers should be buffered from adjacent development activities and preserved in their original condition whenever possible during any development or land use planning.

The Melvin Sandy house is located immediately adjacent to Sherando Park and would be ideal for use as an element of the Park. In the event that it cannot be included as part of the park, it would be appropriate for the use on the property to develop as something which would encourage the protection of the structure and provide a use which encourages park users to utilize the property.

Frederick County should assist property owners that want to register their properties with the State or National Register.

Increasing shared use trails throughout the study area would give emphasis to the preservation and rehabilitation of nearby historic sites and structures. Developments should incorporate and/or convert historic properties into recreational elements, including shared use trails, parks, and museums. The Zig-Zag trenches should be preserved and connected via a linear park/trail network to Crosspointe.

Developers of any urban center developed in the study area should integrate into the center's development plans both the preservation and prominence of historical and natural resources within the urban center boundaries such as the restoration, rehabilitation, or adaptive reuse of historic homes, churches, other buildings, Civil War site markers, Civil War earth works, significant stone outcroppings, etc..

Community Facilities

The need for public spaces within the study area needs to be acknowledged.

The public facility element of the Southern Frederick Area plan should directly correlate to the Public Facilities chapter of the 2030 Comprehensive Plan. The public facilities element should also expand upon the existing 2030 Comprehensive Plan and ensure that opportunities for needed public facilities, which are not currently identified, are not missed.

To that end, the following recommendations are offered:

The development community should work with FCPS, Fire & Rescue, and Parks and Recreation to determine future public facility needs.

A potable water tank will be needed within the study area to accommodate future growth (Lake Frederick area).

The County should focus on the development of the north side of Sherando Park (north of Route 277).

The 2007 Win-Fred MPO Bicycle & Pedestrian Mobility Plan should be adopted by the Board of Supervisors and pedestrian facilities shown in the plan should be constructed. This plan should also be utilized as a reference for accommodation recommendations and guidelines.

Ensure connectivity with existing or proposed bicycle or pedestrian transportation accommodations wherever possible.

Pedestrian facilities should be constructed that connect neighborhoods to school and park facilities to promote access and walkability.

Trails should be planned and constructed that connect Sherando Park, the proposed S. Frederick Parkway and Lake Frederick (see the Sherando-Lake Frederick Trailway example described in the land use section).

A trail network should be constructed around the Lake at the Bowman Library.

Linear parks should be constructed along creeks where permissible due to topography.

A new Fire & Rescue station is needed within the study area. As proposed, a new Fire and Rescue Facility and Community Facility shall provide an additional focal point to the White Oak Woods Neighborhood Village area.

The 13 acre parcel owned by the Frederick County adjacent to Bass Hoover Elementary should be planned as a combined school, park and recreation facility.

The existing schools within the study area, including Bass Hoover, Aylor, and Sherando need to be upgraded as outlined in the CIP. New schools identified in this plan and in the CIP should be pursued and may be used as focal points for future community development.

Zoning Amendments to implement the plan

Revised / more flexible B2 Overlay concept

Neighborhood Village Commercial areas are envisioned to be compact commercial centers that focus and complement the surrounding neighborhoods, are walkable and designed at a human scale, and which are supported by existing and planned road networks.

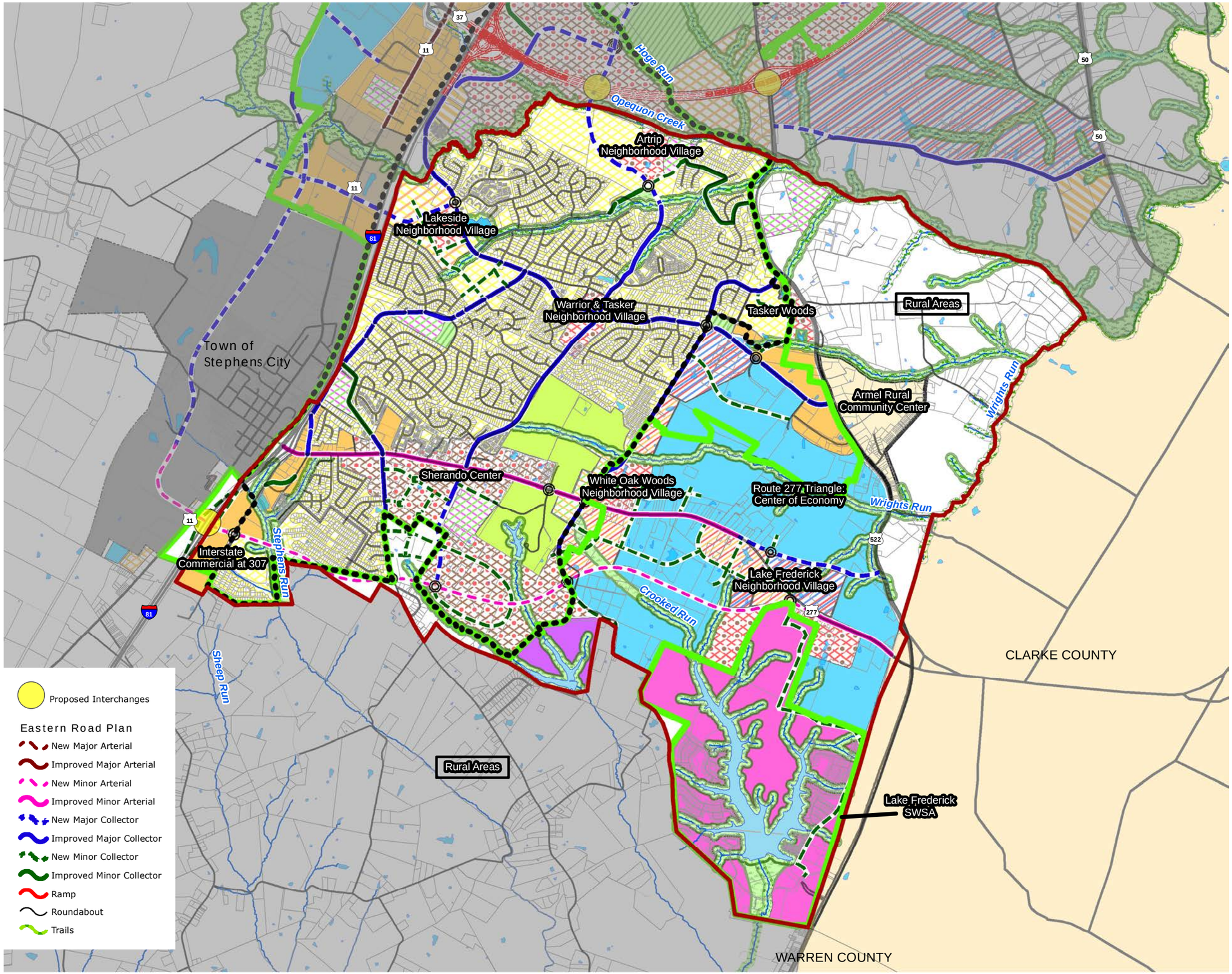
Accessory residential uses within the neighborhood Villages are only permitted as an accessory component of the commercial land uses within the core area. *However, the residential uses are allowed in a variety of configurations and are not just limited to the second and third floors of commercial buildings. They may also be located in separated buildings, again provided that they are accessory to the commercial uses.* This provides a greater amount of flexibility with the residential design, while still affording the commercial land uses primary status. *Previously, residential land uses were only permitted on the second floor and above commercial buildings.*

Traditional Neighborhood Design Zoning Classification

This flexible zoning classification is intended to enable Neighborhood and Urban Village Centers, or a part thereof, to be developed.

Area Plan

Southern Frederick Land Use Plan



Urban Development Area

Sewer and Water Service Area

Land Use Legend

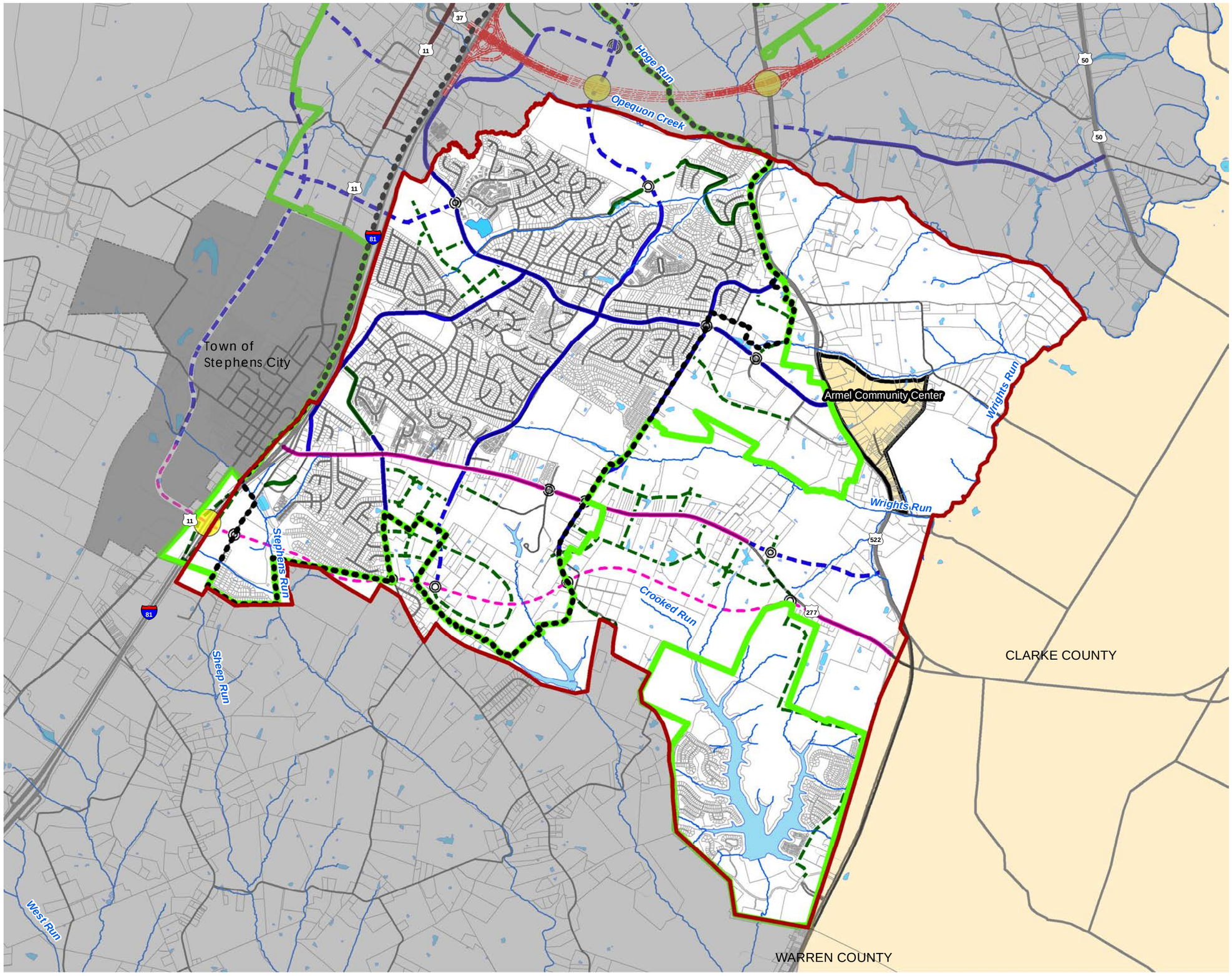
- Business
- Mixed-Use
- Mixed Use Commercial \ Office
- Highway Commercial
- Industrial
- Warehouse
- Heavy Industrial
- Mixed Use Industrial \ Office
- Extractive Mining
- Residential, 4 u/a
- High-Density Residential
- Planned Unit Development
- Mobile Home
- Urban Center
- Neighborhood Village
- Commercial Recreation
- Recreation
- Natural Resources & Recreation
- Park
- Sensitive Natural Areas
- Fire & Rescue
- Institutional
- School
- Rural Community Center

0 0.2 0.4 0.8 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

Area Plan

Southern Frederick Land Use Plan Transportation Map



Urban Development Area

Sewer and Water Service Area

Proposed Interchanges

Eastern Road Plan

- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

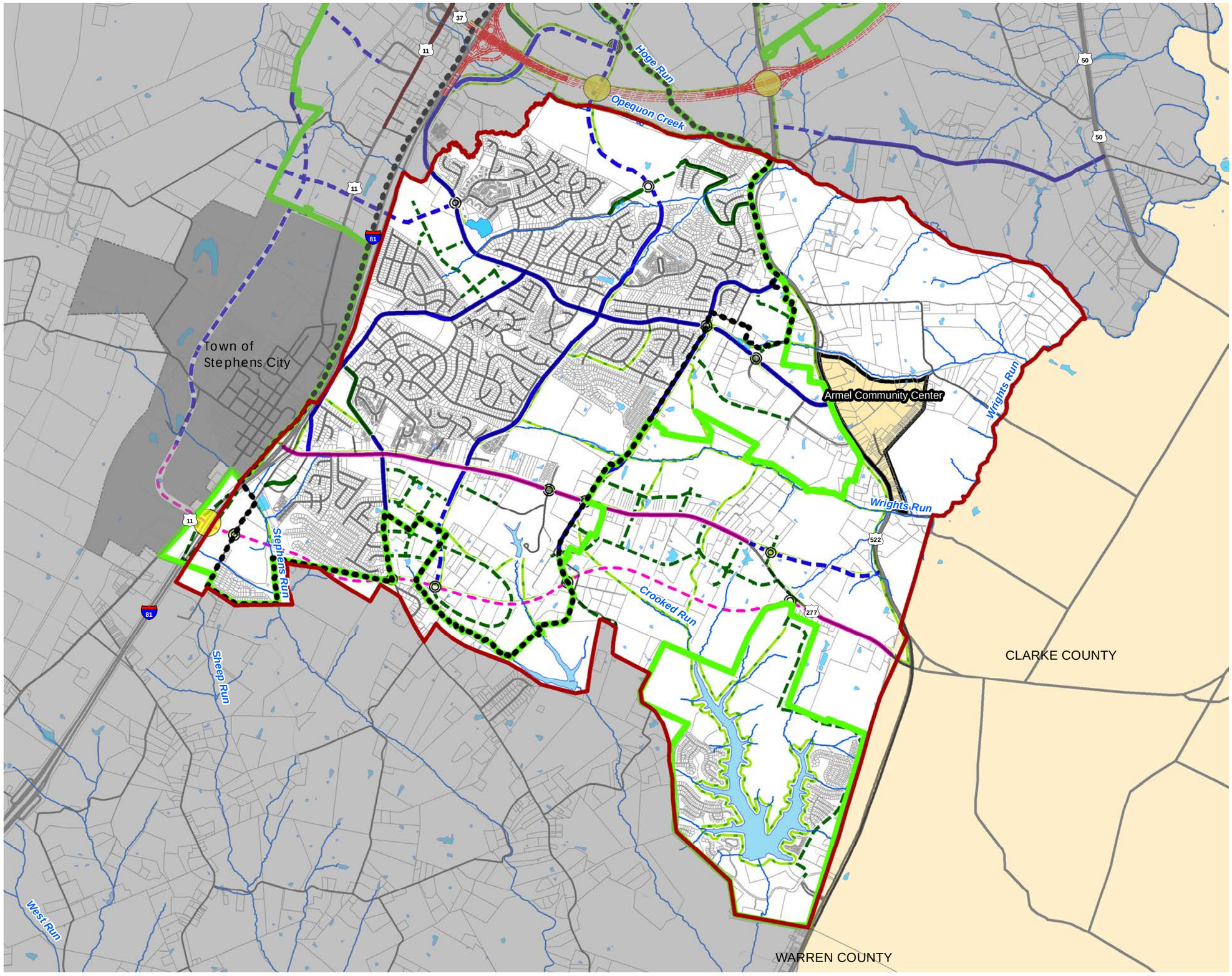
0 0.2 0.4 0.8 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

N W E S

Area Plan

Southern Frederick Land Use Plan Transportation w/Trails Map



Urban Development Area

Sewer and Water Service Area

Proposed Interchanges

Eastern Road Plan

- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

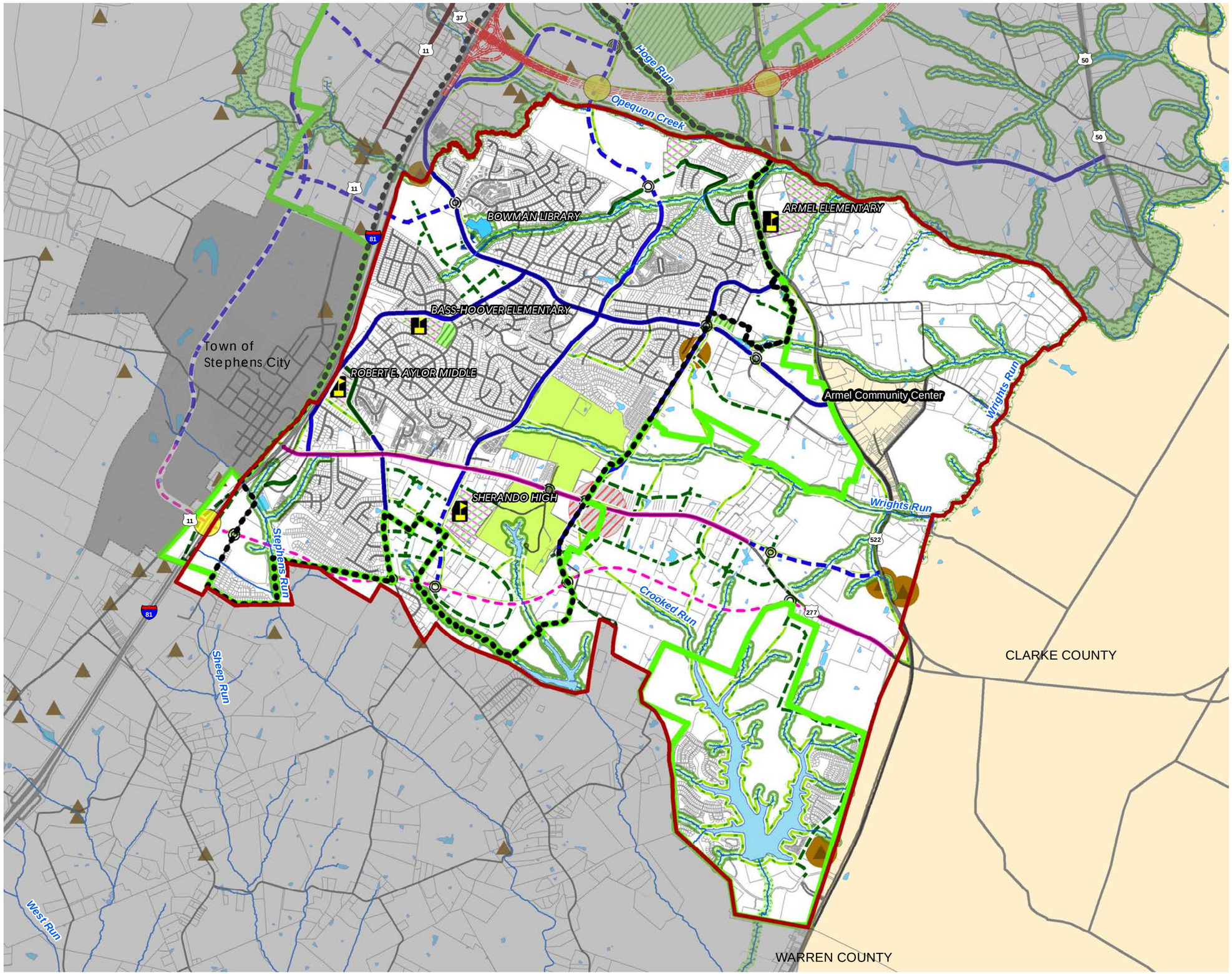
0 0.2 0.4 0.8 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

N W E S

Area Plan

Southern Frederick Land Use Plan Historic and Natural Resources



Urban Development Area

Sewer and Water Service Area

Proposed Interchanges

Historic Rural Landmarks

Eastern Road Plan

- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

Land Use

- Institutional
- Park
- Rural Comm Center
- Recreation
- Future Fire & Rescue Facility

0 0.2 0.4 0.8 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

N W E S

ROUND HILL COMMUNITY LAND USE PLAN

- INCLUDING THE RECREATION AND CONFERENCE COMMERCIAL COMMUNITY (ROCK HARBOR) AMENDMENT

BOARD OF SUPERVISORS

Approved on November 14, 2007

(ROCK HARBOR) AMENDMENT

Approved by the Board of Supervisors on June 23, 2010

GUIDING PRINCIPLES

The Round Hill Community has two distinct areas, the long established Round Hill Rural Community Center focused around Round Hill Road (Route 803) and the developing commercial area along Route 50 (Northwestern Pike). This plan encompasses both of these areas. The plan has two primary goals - first, to protect and enhance the character of the established rural community center and second, to create a vibrant, functional and well-designed commercial center. While the two areas are distinct, this plan seeks to link them by efficient roads and multi-purpose trails and sidewalks and to locate a park and other public facilities in the Round Hill Community for the benefit of both the residents and the workers.

As with previous versions of the Round Hill Community Land Use Plan, a key goal of this plan is to provide public sewer and water access for the existing residents of the Round Hill community.

LAND USE

Round Hill Rural Community Center

The core of the long established Round Hill Rural Community Center consists primarily of residences. In the past, a number of small businesses have been located in the core area, but few of these remain today. The development pattern established in the Round Hill Rural Community Center consists of both small lots along Round Hill Road, Poorhouse Road, Woodchuck Lane and other roads, and the larger lots and small farms on the periphery. Both residential patterns should continue. The farms and large lots on the periphery of the Round Hill Rural Community Center should be maintained to preserve the rural character. In order to further preserve the existing character of the area, no part of the Round Hill Rural Community Center should have high density housing.

Most residential lots in the Round Hill Rural Community Center are less than one-half acre. These residential lots contain single family detached housing on wells and septic with reduced front yard setbacks. This historic development pattern cannot be accommodated within the existing RA (Rural Areas) Zoning District, which allows one residence for every five acres and requires primary and reserve drainfield areas. A new zoning district should be created to accommodate infill development that is in character with the area. Such a district should address housing types, lot sizes and setbacks. The new zoning district should also address design standards for street trees, curb-side parking, signage, lighting and underground utilities. The new zoning district could allow for modest commercial/retail uses (with discreet signage) to serve surrounding residents.

In recent years, new residential development in Round Hill has been limited due to private health system requirements. Expansion of the Sewer and

Water Service Area (SWSA) in 2006 has given the opportunity for some existing residents to connect to public water and sewer, at the property owner's expense. Once a new zoning district is adopted to accommodate in-fill development, the County will need to re-examine the SWSA boundary to determine whether any other areas in the Round Hill Rural Community Center should be enabled to connect to public water and sewer services. Rezonings to the new district should not be allowed prior to the availability of public water and sewer.

Developing Commercial Areas

Commercial, medical support, medical offices, educational, and public use development are important components of the Round Hill Community Land Use Plan.

Historically, highway commercial uses have located along Route 50 (Northwestern Pike). These uses include gas stations, car dealers, restaurants and small retail establishments. Some of these uses still exist. In more recent years, Round Hill Crossing (including the large Wal-Mart center) has begun to develop on the north side of Route 50. This 70 acre site will ultimately accommodate retail, restaurant and business development. The Winchester Medical Center – West Campus, with 102 acres to the east of Round Hill Crossing, has both a retail component along Route 50 and a medical component. The northern portion of the Medical Center's West Campus is zoned MS (Medical Support) District. Together these two large developments have changed the nature of land development along Route 50. Large-scale commercial development is now a dominating presence in the Round Hill Community. Growth and development should be carefully planned to take advantage of the close proximity of the Winchester Medical Center.

Two distinct types of commercial development are evolving in the Round Hill Community– a general commercial area along both sides of Route 50 and a medical support and education area located on the north side of Route 50.

The general commercial areas already under development on both sides of Route 50 function as a gateway to and from the City of Winchester. Therefore, an objective of this plan is to create an attractive, functional commercial area and to prevent the creation of a typical commercial strip. Consolidated entrances are strongly encouraged to avoid multiple-entrances along Route 50. Inter-parcel connections will be necessary for the small lots to develop. Standards have already been developed that will minimize the visual disruption to the Route 50 corridor (see Figure 13A). These include standards for shared entrances, inter-parcel connectors, green spaces along Route 50, screening of parking areas, screening between commercial properties and existing residences, size, number and location of signs, underground utilities, and landscaping. These standards strongly discourage individual business entrances both for aesthetic reasons as well as for

transportation safety and efficiency. Major commercial establishments should connect to Route 50 at signalized intersections.

A continuation of the general commercial area is planned in the vicinity of Ward Avenue and Stonewall Drive. As this area redevelops, new developments will be expected to follow the Route 50 standards (Figure 13A) that apply to small parcels on the south side of Route 50. Consolidation of these small parcels is the key to redeveloping this area. A minor collector road, to join Round Hill Road (Route 803) and Ward Avenue, is planned to funnel traffic to two key intersections on Route 50.

Figure 13A

Design Principles Encouraged for the Round Hill Route 50 Corridor

Street trees in the median, along both sides of the ditch;

Freestanding business signs – one monument style sign per development (Maximum size - 50 feet, maximum height – 12 feet);

Crosswalks at signalized intersections, with signals for pedestrians;

Interparcel connectors required between all properties planned for commercial development (even if currently zoned RA and used for residential purposes) to encourage shared entrances;

Commercial entrance spacing – Commercial entrances are strongly discouraged on Route 50. If no other alternative exists, entrance spacing - 200 feet if speed limit is 35 mph or less, 250 feet if speed limit is greater than 35 mph;

A row of evergreens in addition to the ordinance-required buffer and screening adjacent to areas planned to remain residential;

Underground utilities;

Placement of buildings close to Route 50 with landscaped parking lots in the rear;

North side of Route 50: 50 foot landscaped strip, within the landscaped strip a ten foot asphalt bike and pedestrian trail, ornamental shrubs and street trees along Route 50;

South side of Route 50: 50 foot landscaped strip (20 feet for small tracts) within the landscaped strip a five foot concrete pedestrian sidewalk, ornamental shrubs and street trees along Route 50.

Due to its close proximity to the Winchester Medical Center, the north side of Route 50 offers a unique opportunity to accommodate medical support, medical offices, educational, public use, and commercial uses. Therefore, the Round Hill Community Land Use Plan should provide for large campus style development of the north side of Route 50 for medical support, medical office, educational, public use, and commercial uses. A number of large open tracts of land exist in this location. The campus style development should provide for boulevard street designs, street trees, bicycle and pedestrian paths, and connectivity between development and common green space gathering areas.

In order to minimize areas of impervious surface, decked or structured parking or increased building heights may be warranted. High quality building designs and materials are expected. Small plazas at the building entrances or in the center of a group of buildings are suggested. Site design standards are expected to exceed those established for the Route 50 corridor (Figure 13A). Coordinated signage, lighting and street furniture are sought.

All of the commercial areas in Round Hill should provide commercial services and employment opportunities that are accessible to the residents within the Round Hill Rural Community Center via alternative modes of transportation, such as pedestrian and bicycle facilities. Enhanced accessibility is anticipated through the connection of such areas to the existing residential areas by a network of multi-purpose trails, sidewalks and intersections with pedestrian actualized signals.

TRANSPORTATION

The County's Eastern Road Plan and the Win-Fred Metropolitan Planning Organization (MPO) 2030 Transportation Plan call for Route 50 to be improved to a six-lane minor arterial road between Route 37 and Poorhouse Road (Route 654). West of Poorhouse Road, Route 50 is planned as a four-lane minor arterial. Sidewalks are planned on the south side of Route 50 and multi-purpose trails on the north side. Developments along Route 50 will be expected to incorporate these road improvements.

A north/south collector road, parallel to Route 37, is included in the Route 37 West Land Use Plan. This road is also incorporated into the County's Eastern Road Plan. A section of this road, Botanical Boulevard, is being built with the Winchester Medical Center – West Campus development on the north side of Route 50. Should properties further to the north develop, this road should eventually connect to Route 522 (North Frederick Pike).

An east/west collector road, parallel to Route 50 is also included in the Eastern Road Plan. A section of this road, Petticoat Gap Lane, has been proffered with the Round Hill Crossing development. This road is envisioned as an urban divided four-lane cross-section that includes landscaped medians, controlled left turns, street trees, and pedestrian and bicycle facilities, to enhance transportation on the north side of Route 50. Development

proposals will need to accommodate the continuation of this collector road. The location shown on the plan is general, with the precise location of the east-west collector road remaining flexible.

A new north/south major collector road is planned through the Winchester Medical Center-West Campus that will serve the West Campus and provide access to the future Route 37 interchange located north of Round Hill. While this road is envisioned as an urban divided four-lane road that includes landscaped medians as well as pedestrian and bicycle facilities, it may initially be built as a two-lane road because development to the north may not occur for many years, if at all. The location shown on the plan is general, with the precise location of the north-south collector road remaining flexible.

Vehicular management access is recommended throughout the Round Hill Rural Community Center, particularly along Route 50. A six lane arterial road should not include multiple access points. Ideally, primary vehicular access should be limited to four signalized intersections along Route 50 with additional commercial entrances planned at appropriate intervals to facilitate safe and efficient traffic movement.

Noted throughout this plan is the requirement for alternative modes of transportation, such as pedestrian and bicycle facilities. The plan calls for an interconnected system of multi-purpose trails and sidewalks. It is critical that these alternative modes of transportation link the entire Round Hill Rural Community Center A future Winchester Medical Center internal road over Route 37 should provide a sidewalk and trail for bicycle and pedestrian access. The County should also encourage the extension of existing bus routes to serve the area. Ideally, bus stops should be located at all of the commercial centers.

The development of new road systems, new signalization and improvements to existing road systems are all elements of this plan. It will be the responsibility of private property owners and developers to ensure that these improvements are made. No rezonings should be approved until the County is certain that the transportation impacts of development will be mitigated and the improvements facilitate the goals of the Comprehensive Policy Plan. As with all areas of the County, Level of Service "C" should be maintained on roads adjacent to and within new developments.

ENVIRONMENT

A number of environmental features are found in the Round Hill Community. The area is dominated by two major natural features – Round Hill itself, which is west of Poorhouse Road and a north/south ridgeline. The ridgeline, west of Round Hill Crossing, is highly visible and should be sensitively developed. Ponds, streams and floodplains are present and will need to be taken into consideration so as to minimize and/or mitigate negative impacts with any

future development. These natural areas provide an obvious location for a trail system.

HISTORICAL RESOURCES

Round Hill is one of the older settlements in Frederick County. The original village was located at the base of Round Hill. The community today includes a small number of eighteenth and nineteenth century dwellings. Approximately 30 late-nineteenth century and early-to-mid twentieth century houses, primarily American Foursquares and I-houses are located in the area. The mid-nineteenth century Round Hill Presbyterian Church and the early-twentieth century Round Hill School (now used as a residence) are also located in this community. Protection of these historic structures is encouraged.

PUBLIC UTILITIES

A fundamental issue for the development of Round Hill has been the provision of public water and sewer. Development of the area is dependent on the availability of appropriate infrastructure. The Sewer and Water Service Area (SWSA) has been expanded to portions of the Round Hill Rural Community Center several times in recent years. This plan does not recommend rezoning land within the Round Hill Rural Community Center for commercial development prior to the availability of central sewer and water. It is also recommended that as land is developed over time and infrastructure extended, that new developments further the goal of providing sewer and water to the core residential area of the Round Hill Rural Community. Future development should facilitate the availability of sewer and water in two ways – the sizing of utility pipes to insure capacity for all of the Round Hill Rural Community Center, and providing utility easements so that adjacent property owners have the ability to extend and connect to public water and sewer.

The Round Hill area will ultimately be served by two wastewater treatment plants. The area immediately west of Route 37, including Winchester Medical Center – West Campus and Round Hill Crossing are currently served by the Opequon Water Reclamation Facility. The transmission lines serving this facility have limited capacity. Therefore, future development south of Route 50 and also west of Round Hill Crossing are planned to be served by the Parkins Mill Wastewater Treatment Plant. Future development proposals will need to demonstrate that sufficient sewer capacity exists.

Water lines exist on Route 50 in the area of Round Hill Crossing and the Winchester Medical Center – West Campus. These water lines have sufficient capacity to provide the volume of water identified in the Round Hill Community Land Use Plan; however, they do not have sufficient pressure. To provide adequate pressure, existing line pressure will have to be boosted and water storage provided.

PUBLIC FACILITIES

Public facilities to serve new development in the Round Hill Community may be required in the future. It will be necessary for future development to provide a site for such public facilities.

PARKS

The Round Hill Community has one neighborhood park, at the Round Hill Volunteer Fire & Rescue Station. A children's play area is maintained by the Frederick County Department of Parks and Recreation and the fire company maintains a ball field. The scope of this park could be expanded, possibly with the relocation of the fire station.

The commercial, medical support, and institutional land uses north of Route 50 should include a new park, ideally in the area of the large pond. This park would be visible from Route 50 and could serve as the visual focal point of the entire Round Hill Community. The park should be a passive recreational facility with trails, benches and outdoor eating areas. The park should be designed to serve both onsite workers and residents of the Round Hill Rural Community Center. A linear trail could also link this park to the smaller pond to the north. The Park's trail/sidewalk network should be the interconnected trail system as described in the transportation section. Consideration should be given to establishing a trail along the ridgeline between Route 50 and Route 522 and a trail at the southern edge of the Round Hill Community to link to the Green Circle in the City of Winchester.

RECREATION AND CONFERENCE COMMERCIAL COMMUNITY

Through the 2009 Comprehensive Policy Plan Amendment process, the Frederick County Board of Supervisors endorsed the evaluation of an amendment to the Comprehensive Plan to include the property that is home to the Rock Harbor Golf Course. The following land use policy, along with the updated land use map, is the resulting amendment and is known as the Rock Harbor Amendment to the Round Hill Land Use Plan.

GUIDING PRINCIPLES

The amendment to the plan has two primary goals - first, to establish a new area of land use that would specifically promote the recreational attributes of this area in conjunction with the open spaces associated with the existing Rock Harbor Golf Course, and second, to create a well-designed Conference Facility integrated with limited commercial land uses with an orientation to the Golf Course and future Route 37 interchange, and limited accessory membership residential land use to sustain the viability of the Rock Harbor Golf Course. The goals of the Plan seek to enable the development of land uses which will provide economic development, tourism, and entertainment benefits to the Community and to Frederick County, and further promote the Rock Harbor Golf Course.

The addition of Rock Harbor area to the Round Hill Land Use Plan creates a third distinct area of land use for the Round Hill Community which will join with the Community's other two distinct areas; the long established Round Hill Rural Community Center focused around Round Hill Road (Route 803) and the developing commercial and medical support area along Route 50 (Northwestern Pike).

The Rock Harbor area of the Round Hill Land Use Plan is west of, and adjacent to, the West Jubal Early Land Use Plan. The addition of this area will promote a connectivity of land uses and access between the two important land use plans with a focus on the future West Jubal Early Interchange. This plan also encompasses the area of existing quarry operation, providing recognition to this very important area of Extractive Manufacturing and guidance with regards to future development adjacent to the quarry. Additional protections in the form of distance and buffering should be provided for any new land uses on the Rock Harbor Golf Course, particularly for any accessory membership residential land uses.

Like the other two areas, this plan seeks to link to the community by providing access to efficient roads, multi-purpose trails and sidewalks, and public water and sewer for the benefit of both the residents of this Community and those adjacent citizens who may work or recreate in the area. As with previous versions of the Round Hill Community Land Use Plan,

a key goal of this plan is to provide public sewer and water access for the existing residents of the Round Hill community.

LAND USE

Round Hill Commercial Recreation Land Use

The intent of the Commercial Recreation land use designation shall be to provide for carefully planned commercially driven recreational land uses which take advantage of existing recreational amenities (36-hole golf course) and enhances the economic development opportunities of the area through conference facilities, lodging, commercial activities, and a limited amount of accessory membership residential opportunities.

Growth and development of this area should be carefully planned to take advantage of the existing commercial recreation land uses, Rock Harbor Golf Course, the close proximity of the Winchester Medical Center, and the adjacent areas of planned land use.

The Commercial Recreation land use designation is envisioned to have a balance of land uses that promote the recreational component as the primary land use. The recreational component should be located in close proximity (within one mile) of an existing Route 37 Interchange and contain a major open space component. Compatible commercial ventures such as conference facilities, lodging opportunities, restaurants, and limited accessory retail would also be appropriate in this setting. The Robinson Property shall contain only the compatible commercial ventures component of the land use designation as identified above. Development of the Robinson Property should only occur at the same time as, or in conjunction with the Rock Harbor project.

Balance of land uses

Recreational - *36 hole golf course (minimum # of holes)*

Open Space – *60 percent of land area (minimum area including golf course)*

Commercial – *30 percent of land area (maximum area)*

This area of commercial shall include a conference facility.

Accessory membership residential – *10 percent of land area (maximum area)*

The introduction of the accessory residential land uses may occur prior to the development of the commercial land uses and the Conference Facility.

It is recommended that the regulations guiding the development of the commercial recreation area promote the balance of land uses identified above that are owned and operated by the Rock Harbor Golf Course without further subdivision of the property.

COMMUNITY FACILITIES

In order to promote high quality low impact design, the commercial recreation land use designation should promote energy efficient design and development, including achieving LEED certification, or certification from a similar program, as a project. Areas of impervious surface in conjunction with the development should be minimized and alternative irrigation techniques should be promoted.

Innovative water and sewer design to this project is necessary due to the limited resources available to the County. Alternative approaches with regards to water resources and reuse of water and wastewater should be provided with this project. This project should provide additional resources to the community and facilitate the provision of water and sewer resources to the Round Hill Community, in particular to the existing residents, rather than detract from the FCSA's ability to provide these resources.

It is essential to ensure that the infrastructure and the necessary community facilities are provided in a timely and coordinated manner in order to enable the successful implementation of the land use plan. Therefore, it is expected that the commercial recreation land use application is developed with public water and sewer infrastructure and this application participates in the regional planning and infrastructure development needs of the Round Hill Community. This participation may include infrastructure improvements that exceed those generated solely by this project but are designed to advance the needs of the Round Hill Community.

DESIGN

High quality building designs and materials are expected. An objective of this plan is to create an attractive, functional commercial area and to prevent the creation of a typical commercial strip, from the perspective of a new interchange on Route 37. Unattractive development along Route 37 frontage should be avoided. From this perspective, the golf course and future conference and lodging facilities should be preserved and be the prominent features. Additional commercial and residential land uses should be avoided directly adjacent to Route 37. The recreational viewshed should be promoted

with the golf course and future conference facilities highly visible. This may include a linear area of open space adjacent to Route 37 (500 feet distance). This area of open space should not be extended to the area surrounding the proposed interchange which is an area where appropriately designed development is anticipated.

TRANSPORTATION

The County's Eastern Road Plan and the Win-Fred Metropolitan Planning Organization (MPO) 2030 Transportation Plan calls for Route 37 Jubal Early Interchange improvement. This project has been endorsed through recent rezoning approvals. This land use plan will ultimately provide direct access to the Route 37 interchange at this location. Access to the Round Hill Community to the North is also encouraged and may be established prior to the completion of the Jubal Early Interchange if supported by an approved TIA (Transportation Impact Analysis). Notwithstanding this, the development of this property should participate in the implementation of the Route 37 interchange to the extent that it is warranted as a primary transportation focus.

A new multi-purpose trail system is planned through the Round Hill Community to serve the area and provide access and connectivity with the West Jubal Early Community. The location shown on the plan is general, with the precise location of the trail connection remaining flexible. However, access should provide a connection generally from west of Route 37 to east of Route 37 as depicted on the map. It would be preferable to have the trail connectivity located on the proposed sewer infrastructure parallel to the north of the railroad tracks. This should occur in conjunction with the construction of the interchange if possible and under the existing Abrams Creek and Rail Bridge. At a minimum, bicycle and pedestrian awareness should be incorporated into the design and signage of the interchange. Trail connectivity to West Jubal Early Land Use Plan and the City of Winchester Green Circle is very important.

IMPLEMENTATION

SWSA Boundary

Preferred Alternative:

The SWSA boundary shall be modified around the boundaries of the Rock Harbor property (and the Robinson property) as identified in this map. This assumes an expectation of development with public water and sewer, as well as regional planning and participation in community facilities development will be addressed during the rezoning process. In addition, this ultimately assumes the ability of community to obtain future water and sewer resources. The SWSA boundary expansion would be the preferred alternative.

This is the approach preferred and endorsed by both the PC and the CPPC, and approved by the BOS.

Outcome: The addition of approximately 265.5 acres (with Robinson) into the Sewer and Water Service Area (SWSA).

Zoning Designation

A new zoning district or overlay district could be created to accommodate such a balance of land uses and could address housing types and dimensional standards.

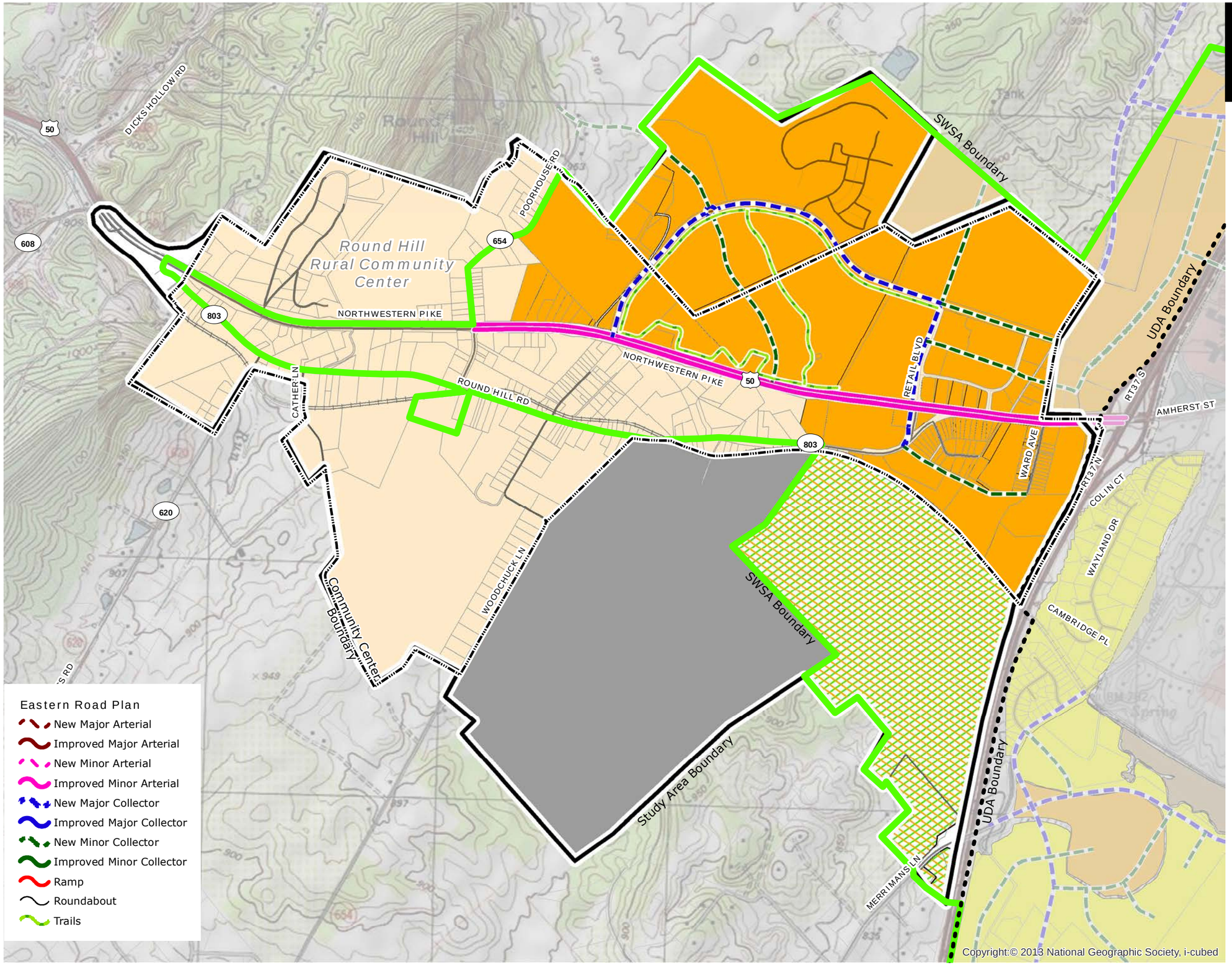
Preferred Alternative:

Recreation and Conference Commercial District or Overlay District – Zoning Designation specifically designed to implement this balance of land uses and associated performance standards.

This is the approach preferred and endorsed by both the PC and the CPPC, and approved by the BOS.

Area Plan

Round Hill Community Land Use Plan



Urban Development Area

Sewer and Water Service Area

Land Use Legend

- Business
- Mixed-Use
- Mixed Use Commercial \ Office
- Highway Commercial
- Industrial
- Warehouse
- Heavy Industrial
- Mixed Use Industrial \ Office
- Extractive Mining
- Residential
- Planned Unit Development
- Mixed Use Age Restricted
- Urban Center
- Neighborhood Village
- Commercial Recreation
- Recreation
- Natural Resources & Recreation
- Park
- Sensitive Natural Areas
- Fire & Rescue
- Institutional
- School
- Rural Community Center

Eastern Road Plan

- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

0 0.125 0.25 0.5 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

WESTERN JUBAL EARLY LAND USE PLAN

BOARD OF SUPERVISORS

Approved on January 11, 2006

GUIDING PRINCIPLES

A new community of over 600 acres is planned in a portion of the County where previously there was little but farmland. The area contains sensitive environmental features and these will be preserved. This new community will contain both residential and commercial uses. The community will be linked by an efficient road system, multi-purpose trails and sidewalks.

LAND USE

Residential

The land included within the Western Jubal Early Land Use Plan (WJELUP) represents a transitional area between the City of Winchester and the rural areas of western Frederick County. The WJELUP area is distinguished by its pristine environmental resources and prime farmland soils and has, therefore, historically supported both agricultural and low density residential land uses. Adjoining land within the City of Winchester has developed extensively with urban and suburban residential uses, most notably within the Meadow Branch, Morlyn Hills, Meadow Branch South, and Orchard Hill subdivisions. Additionally, suburban residential land use has been established within the UDA adjacent and north of the WJELUP area through the Merriman's Chase subdivision.

The predominant land uses envisioned within the WJELUP area are urban and suburban residential uses. The residential designation is intended to continue the established land use pattern in the vicinity of the WJELUP area. As such, new residential development within the WJELUP area is expected to consist primarily of single family detached and single family small lot units, and be compatible with the design of existing residential uses on adjoining property. The gross residential density for residential developments within the WJELUP area should not exceed four dwelling units per acre.

Commercial

This plan calls for commercial uses to balance, service and complement the residential uses. Areas for commercial land use are designated along the planned route of the Jubal Early Drive extension and near the intersection of Cedar Greek Grade and Route 37. These areas are intended to provide commercial services and employment opportunities that are accessible for residents within the WJELUP area and the adjacent community via alternative modes of transportation, such as pedestrian and bicycle facilities. Enhanced accessibility is anticipated through the connection of such areas to the

surrounding residential neighborhoods by a network of multi-purpose trails and sidewalks.

The commercial component is envisioned to consist of neighborhood scale commercial uses and high-end office uses. Priority will be given to neighborhood scale commercial uses as these will serve the needs of residents and create focal points for the new community. Strip commercial development is strongly discouraged. Consolidated entrances will be encouraged to avoid multiple-entrances along Jubal Early Drive, Cedar Creek Grade and the new collector road.

TRANSPORTATION

Future road networks are proposed for the WJELUP area which will link it to Jubal Early Drive, Route 37 and Cedar Creek Grade (Route 622).

The Win-Fred Metropolitan Planning Organization (MPO) 2030 Transportation Plan calls for the extension of Jubal Early Drive to Route 37. It calls for a new diamond interchange at Route 37 and Jubal Early Drive, with a realignment of Merrimans Lane. The extension of Jubal Early Drive and the interchange at Route 37 are critical to addressing regional transportation problems. This plan, therefore, incorporates the extension of Jubal Early Drive as an east/west through road and the construction of the interchange at Route 37. The extension of Jubal Early Drive through this portion of the UDA is envisioned as an urban divided four lane cross-section that includes landscaped medians as well as pedestrian and bicycle facilities.

The MPO Plan also calls for Cedar Creek Grade to be widened to a four-lane section from the city limits to Merrimans Lane, with signalized ramps at the intersection of Cedar Creek Grade and Route 37. The Frederick County Comprehensive Policy Plan Bicycle Plan also identifies Cedar Creek Grade as a short-term destination route. Therefore, this plan incorporates improvements to Cedar Creek Grade, to a four-lane divided highway with a bicycle lane, and improvements to the interchange at Route 37 and Cedar Creek Grade.

A major collector road, as included in the MPO Plan, is planned to facilitate traffic movement in a north south direction to provide a connection between Jubal Early Drive and Cedar Creek Grade. This road is envisioned as an urban divided four lane cross-section that includes landscaped medians as well as pedestrian and bicycle facilities. The location shown on the plan is general with the precise location of the north-south collector road remaining flexible.

The development of new road systems, including a new interchange at Route 37, new signalization and improvements to existing road systems are all elements of this plan. It will be the responsibility of private property owners and developers to ensure that these improvements are made. The financial

responsibility will rest primarily with private property owners and developers, although they may be able to demonstrate how a partnership, possibly with the Virginia Department of Transportation (VDOT), the City and/or the County will accomplish the necessary road improvements. No rezonings should be approved until the County is certain that the transportation impacts of development will be mitigated.

Another critical transportation component of the WJELUP is alternative modes of transportation, such as pedestrian and bicycle facilities. This plan, therefore, calls for an interconnected system of multi-purpose trails and sidewalks. The County should also encourage the extension of existing bus routes to serve the area. Ideally, bus stops will be located at the commercial centers and within the development.

ENVIRONMENT

The WJELUP designates environmental resources associated with the Abrams Creek corridor as Sensitive Natural Areas (SNA). These areas should be preserved through the development process with improvements limited to required road crossings and passive recreational amenities. A large sinkhole in the area has been filled and improvements to this area may also need to be restricted to required road crossings and passive recreational amenities. A conservation oriented approach to the design of residential and commercial projects within the WJELUP area is encouraged to maximize DSA preservation. As such, the precise study and identification of DSA designated resources should occur as a critical first step in the design process for all development in the WJELUP area. Completion of this resource inventory and the delineation of preservation areas are to be followed and accommodated by layouts and engineering for building sites, lots, drainage and infrastructure. Full gross density credit will be provided for DSA designated land conserved through the development process.

A portion of the Green Circle Trail, as developed by the City of Winchester, has been constructed on the north side of the Winchester Western Railroad. The WJELUP envisions completion of this portion of the trail to Merriman's Lane. Additionally, a connector trail should be developed that extends from the existing trail to Cedar Creek Grade as an enhancement to the Green Circle Trail. The connecting trail should be located to enhance the interaction of the user with any environmental features or view sheds that are conserved through implementation of the WJELUP. The pedestrian/bicycle network developed in the WJELUP area should provide for a continuous flow from the Green Circle.

HISTORICAL RESOURCES

Two known historic houses are located within the WJELUP area. The Baker, Jacob House (750 House) is located in the northwestern corner. The Virginia Department of Historic Resources (VDHR) had determined that the Baker, Jacob House is eligible for the Virginia Landmarks Register and the State and National Register of Historic Places. Protection of this building is strongly encouraged.

One potentially significant historic structure is located in the southwestern corner of the WJELUP area. The house is identified in the Lake's Atlas of 1885 as the Stuart Brown House, and has been identified as a potentially significant property in the Frederick County Rural Landmarks Survey (#34-1239). Protection of this structure is also encouraged.

EDUCATION / PUBLIC FACILITIES

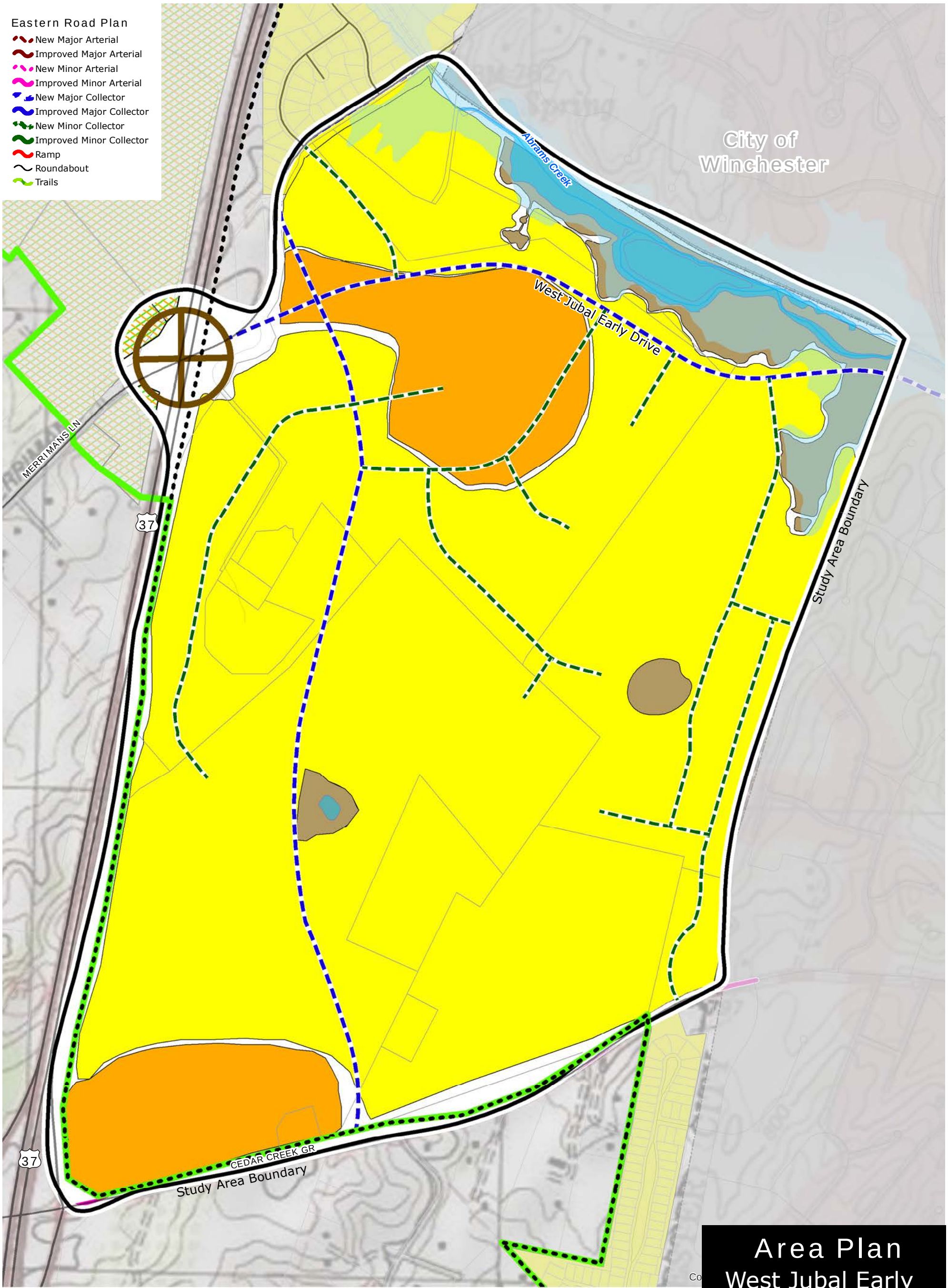
The WJELUP area contains over 600 acres and the majority of this land is envisioned to be developed for residential uses. It is estimated that up to 2,400 dwellings could be built in the study area. This could generate up to 1,680 new students for the Frederick County School System. This number of students concentrated in such a small area is unprecedented in the western part of Frederick County. It will be incumbent upon future development within the WJELUP area to provide a site for school facilities, to mitigate the impact of the large number of school children resulting from development in the WJELUP area. This is consistent with the Community Facilities and Services policies in the Comprehensive Policy Plan.

Any school should be sited centrally within the study area to enable the maximum number of students to walk or bike to school. Schools quickly become the focus of a new community when they are at the center of the community. The final location and alignment of any school site should remain flexible to ensure that it conforms to final engineering studies and School Board considerations.

It may also be necessary to provide other public facilities in this area to serve this new development. It would then be necessary for future development to provide a site for other public facilities to mitigate the impact of the large number of residents resulting from development in this area.

PARKS

The WJELUP area should contain a well-defined park and open space system for both active and passive recreation. Central to this open space will be the Abrams Creek corridor which should be preserved as a sensitive natural area. Neighborhood parks should also be located within the study area. As defined in the Comprehensive Policy Plan, neighborhood parks provide limited types of recreation for the entire family within easy walking distance. Examples of potential facilities in a neighborhood park include a playground, a swimming pool and tennis courts. The neighborhood parks should be located near the school and or neighborhood center and away from major streets. Also part of the park network will be the interconnected trail system as described above.



Area Plan
West Jubal Early Land Use Plan

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

Urban Development Area

Sewer and Water Service Area

Land Use Legend

- Business
- Mixed-Use
- Mixed Use Commercial \ Office
- Highway Commercial
- Industrial
- Warehouse
- Heavy Industrial
- Mixed Use Industrial \ Office
- Extractive Mining
- Residential
- Planned Unit Development
- Mixed Use Age Restricted
- Urban Center
- Neighborhood Village
- Commercial Recreation
- Recreation
- Natural Resources & Recreation
- Park
- Sensitive Natural Areas
- Fire & Rescue
- Institutional
- School
- Rural Community Center
- Proposed Interchange

N W E S

0 0.05 0.1 0.2 Miles

ROUTE 37 WEST LAND USE PLAN

ROUTE 37 WEST LAND USE PLAN

Recent land use decisions and development trends have drawn attention to the land within the Route 37 western by-pass area between Route 50 and Route 522. In 1996, 50 acres adjacent to Route 37 and Route 50 were rezoned for commercial use, while land adjacent to Route 37 and Amherst Street within the City of Winchester has continued to develop to accommodate the Winchester Medical Center and the Shenandoah University Pharmaceutical School. It has been indicated that build-out of the site within the City of Winchester is inevitable, if development associated with these uses continues at its current rate.

In 1997, Frederick County undertook a study within this area to identify the most desirable land uses and plans for the future area as a whole. The goal of this study was to balance the economic development opportunities associated with the existing development activities while limiting development potential west of Route 37, promoting the continuation of agribusiness activities, and protecting the pristine landscape of the area.

A study area for the Route 37 West Land Use Plan was identified within the county which encompassed 645 acres. This area is bounded by Route 522 to the north, Route 37 to the east, the Round Hill Community Land Use Plan boundary to the south, and a definitive ridge line to the west. The predominate land use is orchard and a portion of the study area includes a core area of the Battle of Second Winchester.

Land Use Components

Approximately a 120-acre area located in the southeastern portion of the 645-acre study area has been identified as a location for potential business concentrations. It is envisioned that this area should be planned for an office park-type development which complements the medical center and pharmaceutical school, while providing retail services that cater to these uses and the community within the proximity of the study area. The remaining 525 acres within this study area should remain in its present, pristine condition, continuing the present land use of orchards while preserving the historic integrity of the battlefield, as well as potentially significant properties identified in the Frederick County Rural Landmarks Survey.

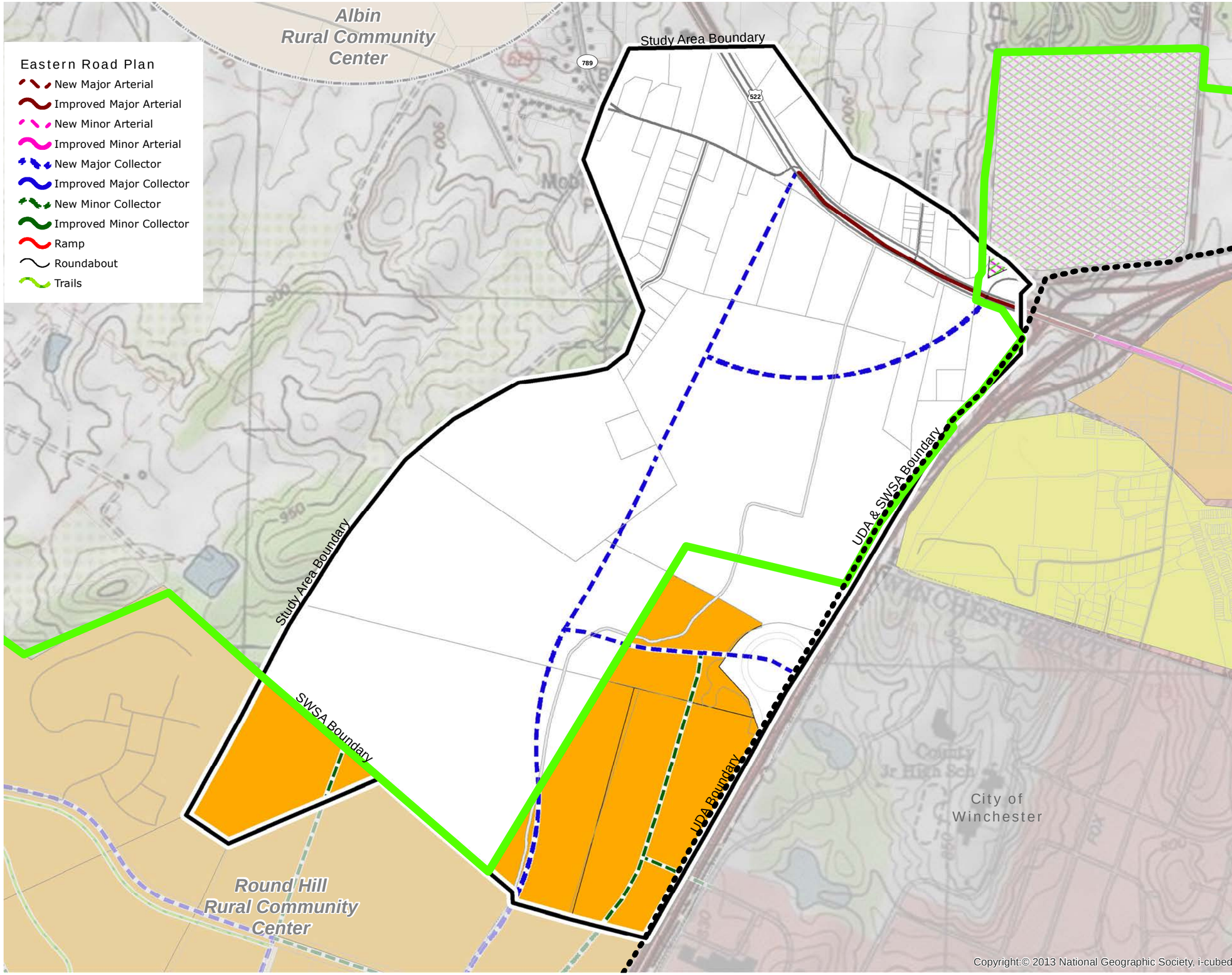
Transportation Components

Future road networks are proposed for this study area which link the 120-acre business and retail area with Route 37, Route 522, and Route 50. A system of major collector roads is necessary to promote the safe and efficient movement of traffic through this area. The Winchester Medical Center is currently working with the Virginia Department of Transportation to develop an interchange on Route 37 that will provide direct access to the medical center. This plan promotes the expansion of this interchange to provide access to the west, while linking the 120-acre business and retail area to this interchange through the development of a major collector road. The development of a major collector road system which links the 120-acre business and retail area with Route 522 and Route 50 is also necessary to promote and efficient north-south traffic pattern through this study area and the DeGrange property which borders this development pod to the south.

Sewer and Water Components

The Route 37 West Land Use Plan calls for the inclusion of the 120-acre business and retail area within the Frederick County Sewer and Water Service Area. This inclusion is necessary to ensure compliance with county policies regarding proposed zoning changes from rural land use to commercial land use. The extension of the Frederick County Sewer and Water Service Area has been done independently of the Frederick County Urban Development Area. Therefore, residential development is not proposed or encouraged for this study area.

Area Plan
Route 37 West
Land Use Plan



Eastern Road Plan

- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

- Urban Development Area
- Sewer and Water Service Area

Land Use Legend

- Business
- Mixed-Use
- Mixed Use Commercial \ Office
- Highway Commercial
- Industrial
- Warehouse
- Heavy Industrial
- Mixed Use Industrial \ Office
- Extractive Mining
- Residential
- Planned Unit Development
- Mixed Use Age Restricted
- Urban Center
- Neighborhood Village
- Commercial Recreation
- Recreation
- Natural Resources & Recreation
- Park
- Sensitive Natural Areas
- Fire & Rescue
- Institutional
- School
- Rural Community Center

0 0.075 0.15 0.3 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

N W E S

KERNSTOWN AREA PLAN

BOARD OF SUPERVISORS

APPROVED ON JANUARY 25, 2017

PLANNING COMMISSION

RECOMMENDED APPROVAL JANUARY 4, 2017

KERNSTOWN AREA PLAN

The Kernstown Area Plan study area is generally located along Route 11, south of the City of Winchester and north of the Town of Stephens City, and west of I-81. The Kernstown Area Plan builds on the Route 11 South Corridor Plan, and the balance of the Southern Frederick Plan which was adopted in 1998, by incorporating the western portion of this plan into the Kernstown Area Plan.

A series of maps have been prepared which identify Future Land Use, Transportation, and Natural, Historical, and Community Facilities within the study area.

Within this plan, the Shady Elm Road area continues its economic development emphasis, the Route 11 corridor seeks to capitalize on Interstate Commercial opportunities, the industrial land uses north of Route 37 and east of Route 11 are reinforced, and the Bartonsville and Kernstown historical and cultural areas have been identified.

The Kernstown Area Plan in the vicinity of Route 37 and Interstate 81 feeds directly into the Senseny/Eastern Frederick Urban Area Plan with the Crosspointe Development. Interstate 81 improvements at the 310 Interchange, Phase 1 of which is scheduled to commence in 2015, in this location further supports this area plan. Route 11, Valley Pike, links the Kernstown Area Plan with the City of Winchester to the north and the Town of Stephens City to the south.

The Kernstown Area Plan promotes a new area of new land use focus; the Kernstown Neighborhood Village in the Creekside area, along the west side of Route 11. This area should promote an attractive street presence along the frontage of Route 11 and reaffirm Kernstown as a distinct community, blending the old with the new, and building on the successful developments that have occurred in this area of the County.

Land Use

The goal of this area plan is to integrate the commercial and industrial (C/I) opportunities and the areas of mixed use with future transportation plans and to recognize the historical and natural resources abundant in this area plan.

Shady Elm Economic Development Area

The Shady Elm Economic Development Area is designed to be a significant area of industrial and commercial opportunity that is fully supportive of the County Economic Development Authority's targeted goals and strategies. The intent of the industrial designation is to further enhance the County's commercial and industrial areas and to provide focus to the County's future regional employment centers. In specific areas a mix of flexible uses, with office uses in prominent locations is encouraged. Such areas are supported by substantial areas of industrial and commercial opportunity, and provide for areas that are well designed with high quality architecture and site design. It is the intent of such areas to promote a strong positive community image.

Kernstown Interstate Commercial @ 310

Located at a highly visible location on a prominent interstate interchange, this area of land use both north and south of Route 37 along Route 11, is designed specifically to accommodate and promote highway commercial land uses and commercial uses that continue to promote this area as a regional commercial center.

Particular effort must be made to ensure that access management for the supporting transportation network is a key priority as the function of the interstate and primary road network is of paramount importance. Access to the areas of interstate commercial land uses shall be carefully designed. Access Management is a priority along the Route 11 corridor.

The building and site layout and design of the projects shall be of a high quality. In addition, an enhanced buffer and landscaping area shall be provided adjacent to the Interstate 81 right-of-way, its ramps, and along the main arterial road, Route 11, the Valley Pike. A significant corridor appearance buffer is proposed along Route 11 similar to that established for Route 50 West corridor in the Round Hill Land Use Plan which consisted of a 50' buffer area, landscaping, and bike path. The recently developed Kernstown Commons provides an excellent example of an enhanced buffer and landscaping area along Route 11 that also includes a multi-purpose trail that serves the area.

Kernstown Industrial Area

The existing industrial land uses north of Route 37 and both east and west of Route 11 are reinforced with this area plan. Industries including Trex and H.

P. Hood, are well established and should continue to be supported in this area. Additional industrial and commercial opportunity that is fully supportive of the County Economic Development Authority's targeted goals and strategies should be promoted. The intent of the industrial designation is to further enhance the County's like commercial and industrial areas and to provide focus to the County's regional employment centers.

Kernstown Creekside Neighborhood Village

Kernstown Creekside Neighborhood Village serves as a focal point to the Kernstown Area and as a gateway feature for this important County location. In addition, the Kernstown Creekside Area serves as a gateway into the City of Winchester, and on a broader scale, a gateway feature for this portion of Frederick County as citizens and visitors approach this portion the County from the south. This neighborhood village should promote a strong positive community image. Residential land uses would be permitted only as an accessory component of the neighborhood village commercial land uses. This area should have a strong street presence with particular attention being paid to the form of the buildings adjacent to Route 11. It is the intent of this plan to reaffirm Kernstown as a distinct community, blending the old with the new, and building on the successful developments that have occurred in this area of the County.

Defined Rural Areas

The Kernstown Area Plan has sought to further define the boundary between the Rural and Urban Areas of the Community. As noted, the above areas of proposed land use combine to frame the western boundary of the County's urban areas. In addition, the rural areas to the west of Shady Elm Road south of the industrial areas further define the County's urban area in this location. The plan provides enhanced recognition of the rural residential land uses, Hedgebrook Farm, and the agricultural areas adjacent to Middle Road. This recognition and the location and boundaries of the proposed land uses further promote a clean separation between the County's rural and urban areas. The continuation of agricultural uses west of Route 37 and Shady Elm Road will encourage the continuation of agribusiness activity and protect the integrity of the properties voluntarily placed in the South Frederick Agricultural and Forestal District.

Kernstown Battlefield and Bartonsville Sensitive Natural Areas (SNA's)

A historic district designation or use of conservation easements is recommended for the portion of the Grim Farm, site of the Kernstown Battlefield owned by the Kernstown Battlefield Association (KBA) that is located in the County. This designation is intended to recognize the preservation of the core area of the Kernstown Battlefield. County regulations stipulate that the formation of a historic district must be accomplished through the consent of the land owner. The County continues to support the Kernstown Battlefield Association's efforts in preserving and promoting this tremendous County resource.

A similar designation should be pursued, in conjunction with property owners, in the Bartonsville area. In addition to its historical significance, much of the Bartonsville area is also within the 100 year floodplain and would therefore be otherwise limited in terms of development potential. In Bartonsville, the rehabilitation, adaptive reuse, or restoration of historic structures should be encouraged. Future development applications that have historic resources on the property should incorporate the resources on the site into development. Any future development should be sensitive to those resources present on the site.

There are several historic sites and markers in the Kernstown Area Plan. Those sites and markers should be buffered from adjacent development activities and preserved in their original condition whenever possible during any development or land use planning.

The Springdale Flour Mill is located in the center of Bartonsville and would be ideal for use as a key element for the Bartonsville Rural Historic Area. It would be appropriate for the use on the property to develop as something which would encourage the protection of the structure and provide a use which encourages adaptive reuse users to utilize the property.

Bartonsville South

Perhaps the most outstanding feature of the land from Bartonsville south to the Stephens City limits is the relatively pristine state of the southern portion of the corridor. At time of writing, it remains relatively undeveloped. The majority of this segment of the study area is currently either used for agriculture or is vacant. Only two, small-scale commercial enterprises are situated in this portion of the corridor. The bigger of the two is a commercial recreational land use known as Appleland. General commercial land uses are envisioned in this area in the future.

As noted, the Route 11 South corridor, in the area in and around Bartonsville, is shown as the site of a future preservation effort.

One of the significant elements of this plan is the buffering of Route 11 South. This southern section of the corridor from Stephens City, north to Bartonsville is intended to be set apart from the existing commercial development along the northern third of the corridor. The intent is that, through a combination of setbacks, vegetative screening, planting of shade trees along the edge of the right-of-way, and the provision of bike way and pedestrian access, the corridor would have a parkway-like appearance. A planted median strip is also envisioned when this section of Route 11 South becomes four lane. Uses locating within this section of the corridor would be expected to have no direct access to Route 11 South, but rather would access a proposed east-west connector road which in turn would intersect Route 11 South.

Valley Pike Trail

For the Kernstown Area Plan, it is recommended that a new multi-purpose path be constructed along the length of Valley Pike through the study area connecting areas of land use, in particular those resources identified as sensitive natural area's, and providing connections with the City of Winchester and the Town of Stephens City. This pathway should be consistent with that of the path that exists in several locations along the road today. Examples of this such a recreational resource would provide an excellent example for other opportunities in the County.

In general, the goals for land use in the Kernstown Area Plan are to;

- Promote orderly development within areas impacted by new infrastructure.
- Provide a balance of industrial, commercial, residential, and agricultural areas.
- Promote mixed-use development in-lieu of large areas of residential.
- Concentrate industrial and commercial uses near and around interstate, arterial, and major collector interchanges and intersections.
- Encourage the preservation of prime agricultural areas and the continuation of Agricultural and Forestal Districts.

Recommendations from the 2010 Win-Fred MPO Bicycle & Pedestrian Mobility Plan should be adopted by the Board of Supervisors and pedestrian facilities shown in the plan should be constructed. This plan should also be utilized as a reference for accommodation recommendations and guidelines.

Ensure connectivity with existing or proposed bicycle or pedestrian transportation accommodations wherever possible. In particular, those planned or existing in the Town of Stephens City or in the City of Winchester.

Pedestrian facilities should be constructed that connect neighborhoods to commercial areas, employment areas and public facilities to promote access and walkability.

Trails should be planned and constructed that connect the Kernstown area, the proposed Valley Pike Trail, and Bartonsville (see the Valley Pike Trail example described in the land use section).

Linear parks should be constructed along creeks where permissible due to topography.

Residential Development

The only area of urban residential development is located within the Urban Development Area in the location identified as the Kernstown Creekside Neighborhood Village. New residential uses should complement the existing residential uses, should be generally of a higher residential density and should include a neighborhood commercial component as described in the Kernstown Creekside Neighborhood Village Land Use. It will be very important to mix residential development in this area with the right balance of commercial uses.

In this area, slightly higher residential densities that may fall within the 6-12 units per acre range are envisioned (this is generally attached houses and may also include multifamily and a mix of other housing types).

These densities are necessary to accommodate the anticipated growth of the County within the urban areas and are consistent with established patterns within the study area and the densities needed to support the future residential land uses envisioned in the Plan.

The residential land uses west of Shady Elm Road within the study area are envisioned to remain rural area residential in character. Shady Elm Road south may generally be considered as the boundary between the urban areas and rural areas within the western part of this study area. This provides a transition area to the Opequon Creek and to the well-established rural character of the Middle Road and Springdale Road area.

Business Development

The Plan identifies a prime area for industrial land uses, the Shady Elm Economic Development Area, to capitalize on future industrial and commercial employment opportunities. Existing areas of industrial development are recognized with additional development promoted. Regional commercial development opportunities are reinforced in the Kernstown Interstate commercial area. In addition, an area is identified for neighborhood village commercial use, including retail, to accommodate existing residential communities and to build upon the successful Creekside commercial project.

The improvements to the Exit 310 Interchange on interstate 81 at Route 37 furthers the significant commercial opportunities that the Plan seeks to take advantage of by identifying the Kernstown Interstate Commercial @ 310 area of land use. Future improvements identified for this area are envisioned to continue to enhance this areas major role for commercial and industrial development.

Transportation

The Plan's Eastern Road Plan identifies several significant transportation improvements within the study area boundaries. These plans call for improvements to existing road alignments and interchanges, the relocation of existing roadways, and the construction of new road systems and interchanges. Transportation improvements to the interstate, arterial, and collector road systems will contribute to improved levels of service throughout the study area, and will shape the land use patterns in the short and long term.

In support of the new areas of land use, a transportation network has been proposed which relates to the location and context of the areas of land use, promotes multi-modal transportation choices and walkability, furthers the efforts of the Win-Fred MPO, and reaffirms the planning done as part of the Route 11 South Plan and the original Southern Frederick Plan. In this study there is a direct nexus between transportation and land use.

The improvements to Interstate 81 at Exit 310, will provide an improved orientation for the County's primary road system and provides new opportunities to create a transportation network which supports the future growth of the community in the right locations. This area is also heavily influenced by the ongoing and future improvements to Route 11 South, Shady Elm Road, and the future extension of Renaissance Drive to complete a key east-west connection south of Route 37. South of Bartonsville, in the area north of the Town of Stephens City, the road network provides for important

connections into the Town and to the west to connect with the planned alignment of the Tasker Road flyover of Interstate 81.

Access Management is a significant consideration of this study and general transportation planning in Frederick County. This concept is supportive of providing for key connections to the south. The use of frontage roads, minor collector roads, and inter-parcel connections to bring traffic to access points is promoted.

The context of the collector road network is proposed to be different with the focus being placed on a thoroughfare design that is accessible to all users and a more walkable environment. Particular attention should be paid to street network within the Kernstown Creekside Neighborhood Village Area to ensure that is highly walkable. The change in context in this specific location is to ensure compatibility with adjacent land uses and community goals. The surrounding land use, site design, and building design are features that will help create context and promote the improvement of this area as a focal point and as a place with more distinct character. Attention should be provided to the context of the street in the Neighborhood Village Commercial Areas to ensure that these prominent locations are safe and accessible to all modes of transportation. Bicycle and pedestrian accommodations should be fully integrated to achieve a transportation network that is open to all users. Appropriately designed intersection accommodations should include pedestrian refuge islands and pedestrian actualized signals.

In general, the road south of Apple Valley Road will provide for a more functional street open to all users. North of Apple Valley Road, Route 11 will have a more urban scale with a character that builds upon the architecture established in the existing Creekside area.

Special attention should be paid to ensure the transportation considerations of the Town of Stephens City to the south and the City of Winchester to the north are fully coordinated.

In addition, transportation improvements in the Kernstown Battlefield area and the Bartonsville area should include taking a proactive approach in creating safe interconnected routes to the battlefield park from the adjacent areas and creating additional access points. Traffic calming across the entire frontage of Kernstown Creekside Neighborhood Village is warranted with special attention placed on providing a safe and efficient access to this mixed use area of the community.

Consistent application of Comprehensive Plan goals to achieve an acceptable level of service on area roads and overall transportation network, level of service C or better, should be promoted. Further, efforts should be made to ensure that additional degradation of the transportation beyond an acceptable level of service shall be avoided. Consideration of future development

applications within the study area should only occur when an acceptable level of service has been achieved and key elements and connections identified in this plan have been provided.

Further in depth study should occur in the future regarding the preferred alignment of the road connections in the area immediately south and adjacent to the Bartonsville area. Consideration should be given to ensure the future road network functions adequately and is sensitive to the many constraints that exist in that general area.

Community Facilities

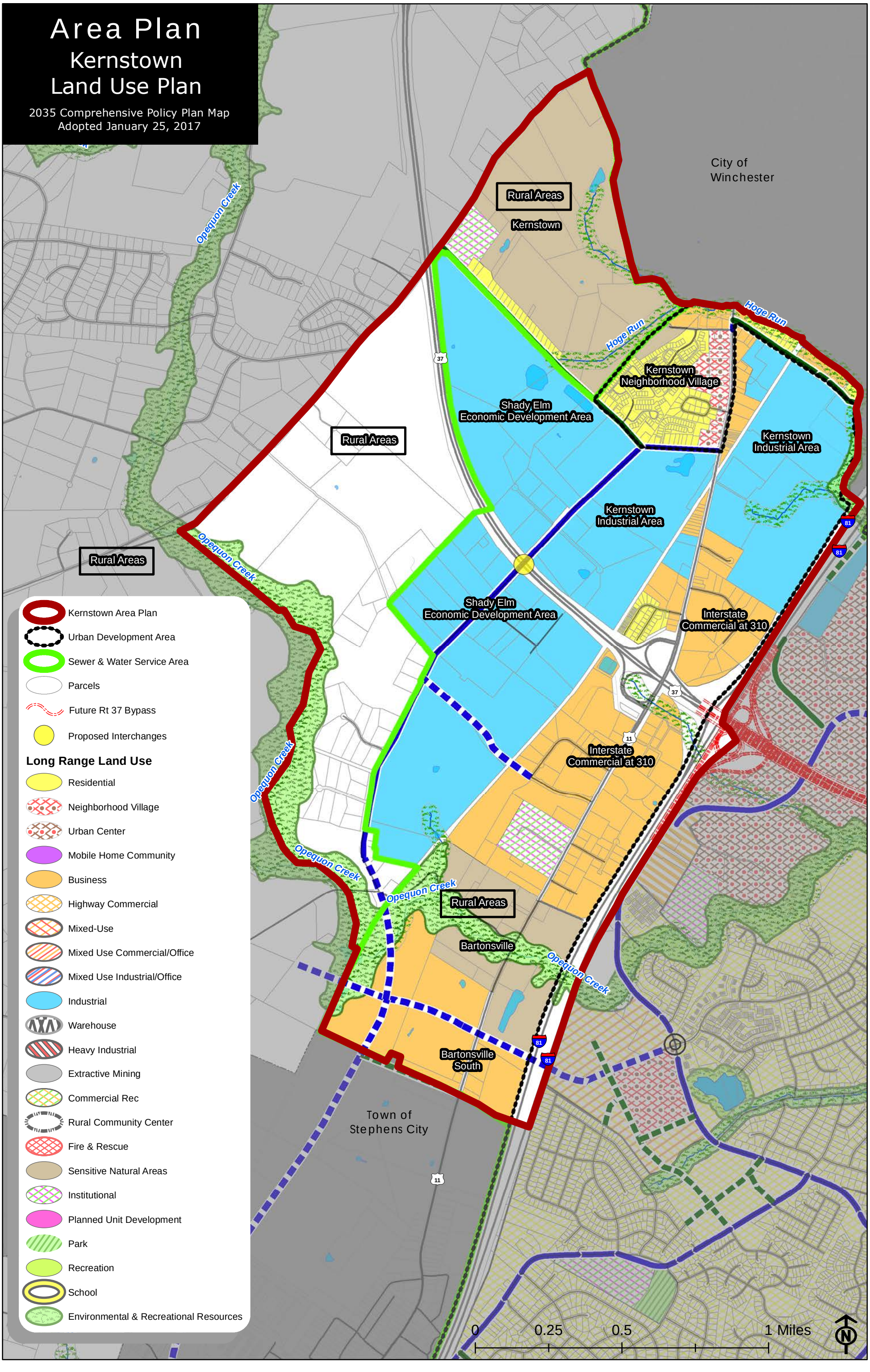
The need for public spaces within the study area needs to be acknowledged. Opportunities for small public spaces within the Kernstown Creekside Neighborhood Village should be pursued.

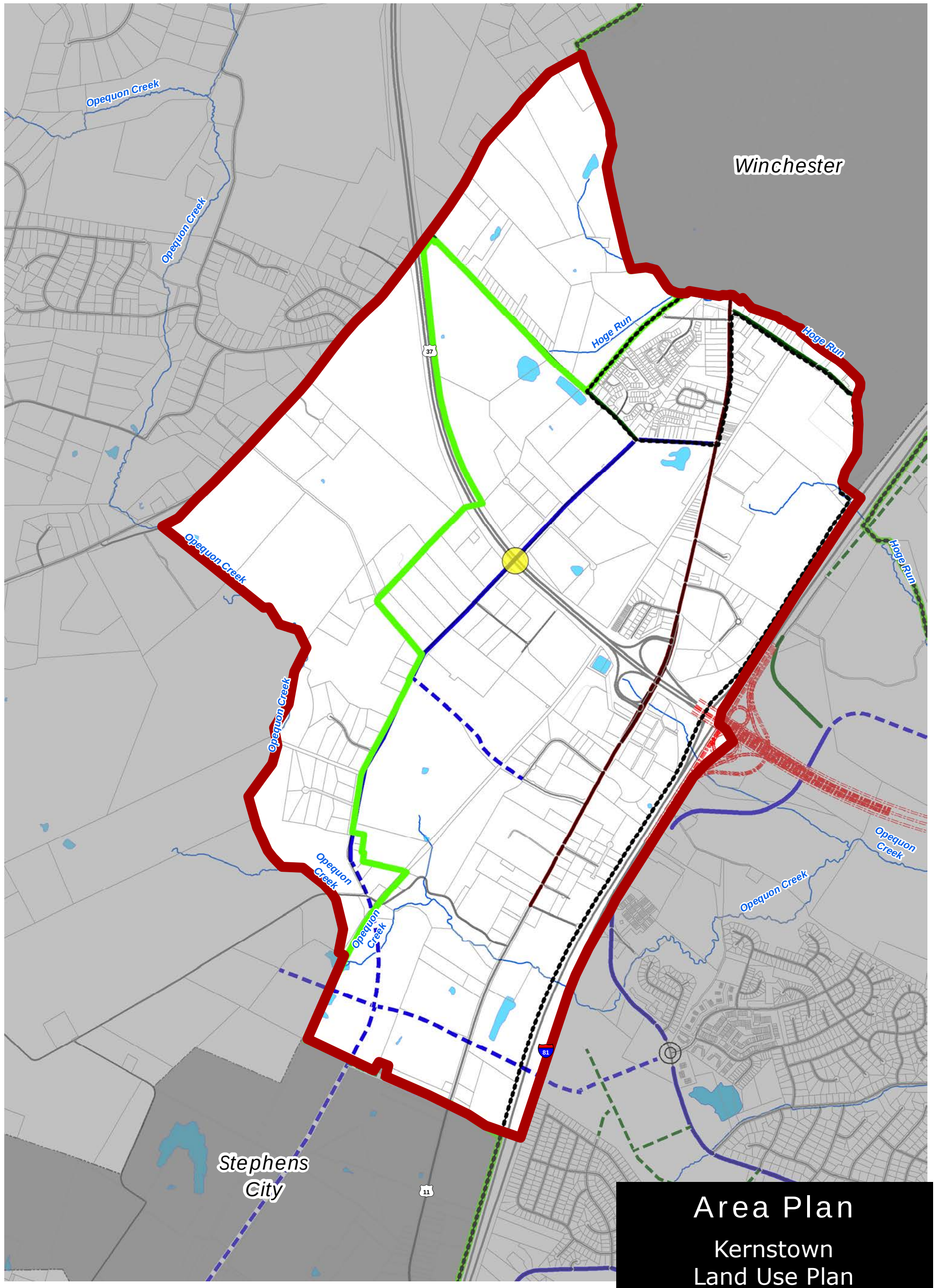
The public facility element of the Kernstown Area plan should directly correlate to the Public Facilities chapter of the 2035 Comprehensive Plan. The public facilities element should also expand upon the existing 2035 Comprehensive Plan and ensure that opportunities for needed public facilities, which are not currently identified, are not missed. The development community should work with FCPS, Fire & Rescue, and Parks and Recreation to determine future public facility needs.

With regards to Public Utilities, the Frederick County Sanitation Authority (FCSA) and County should continue to ensure the availability of adequate water resources in conjunction with the future land uses identified in Area Plans and future development, determine the capacities of water and sewer treatment facilities and projected impacts of future land uses, and provide opportunities for expansion of water and sewage treatment facilities.

Area Plan
Kernstown Land Use Plan

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017





Area Plan

Kernstown Land Use Plan Transportation Map

Urban Development Area
Sewer and Water Service Area
Future Rt 37 Bypass

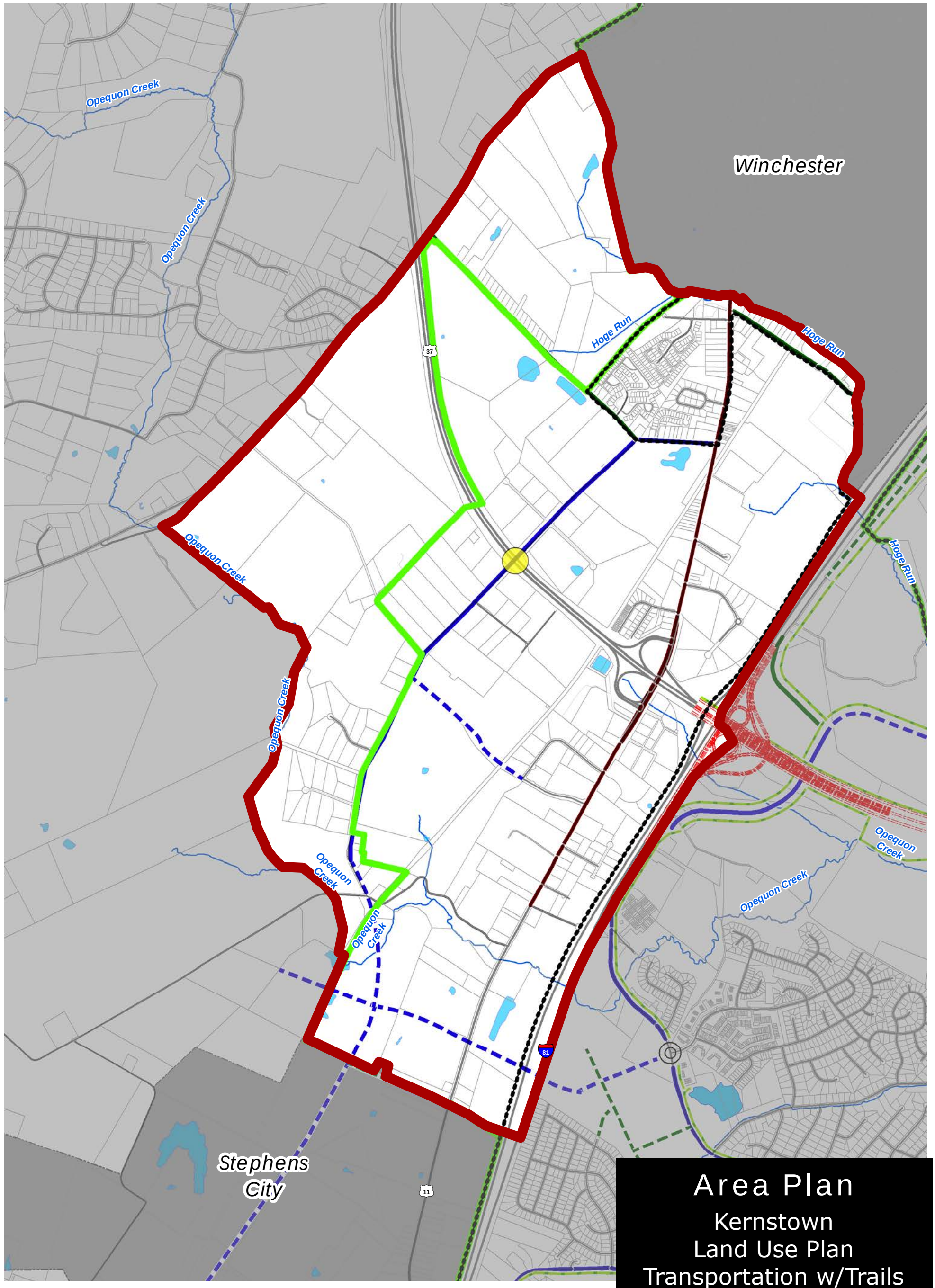
Eastern Road Plan
- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

Proposed Interchanges

N W E S

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

0 0.1 0.2 0.4 0.6 Miles



Area Plan

Kernstown
Land Use Plan
Transportation w/Trails
Map

Urban Development Area

Sewer and Water Service Area

Future Rt 37 Bypass

Eastern Road Plan

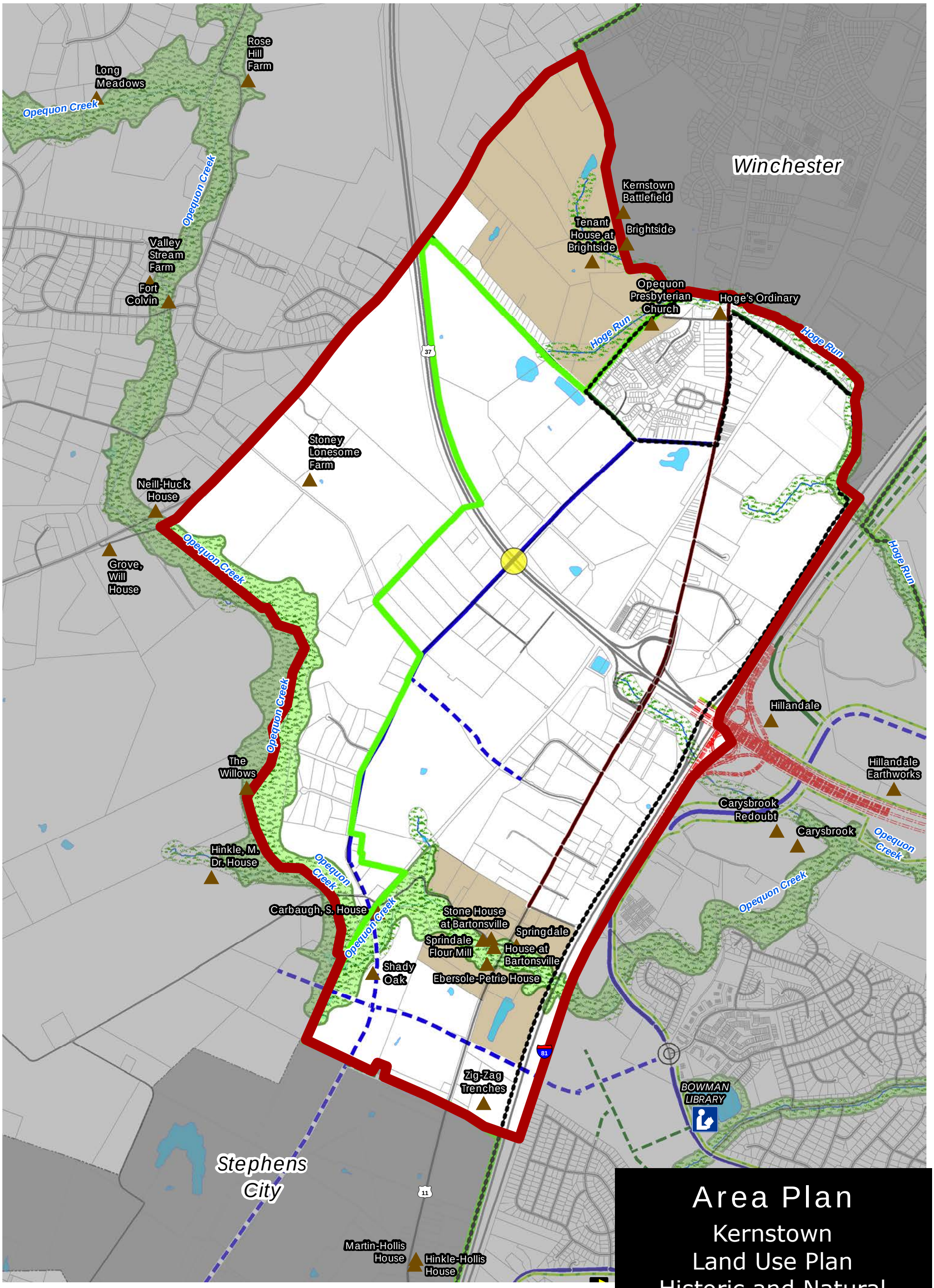
- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

Proposed Interchanges

N W E S

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

0 0.1 0.2 0.4 0.6 Miles



Area Plan

Kernstown Land Use Plan Historic and Natural Resources

Urban Development Area
Sewer and Water Service Area
Future Rt 37 Bypass

Eastern Road Plan
- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Roundabout
- Trails

Long Range Land Use
- Sensitive Natural Areas

Historic Rural Landmarks
Proposed Interchanges

N W E S

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

0 0.1 0.2 0.4 0.6 Miles

STEPHENS CITY / FREDERICK COUNTY

JOINT FUTURE LAND USE PLAN

FOR PROPOSED ANNEXATION AREAS

(Final Draft Approved by Stephens City Town Council, February 3, 2009)

(Final Map Approved by Stephens City Town Council, March 3, 2009)

(Final Draft Approved by Frederick County Board of Supervisors, April 8, 2009)

STEPHENS CITY/FREDERICK COUNTY JOINT FUTURE LAND USE PLAN FOR PROPOSED ANNEXATION AREAS

The Town of Stephens City, Virginia, map depicts a conceptual plan for future land uses within the proposed annexation area around the Town of Stephens City. The map was originally developed by county staff working with the Stephens City town manager, and was jointly adopted by Frederick County and the Town of Stephens City on July 9, 2003 and July 1, 2003, respectively. The foundation of the map is both the County's Route 11 Corridor Plan contained within the county's Comprehensive Policy Plan and the town's 2001-2021 Comprehensive Plan. In 2008, the Joint Land Use Plan was updated based upon the efforts of the Joint Land Use Committee who undertook an evaluation of past and current planning activity within the area and provided guidance on a revised land use and transportation plan.

The proposed annexation area is made up of two phases. Phase I consists of a northern and southern portion comprising a total of approximately 360 acres. The northern area of Phase I is adjacent to the town's northern boundary and extends west from I-81, across the railroad. The southern portion of this phase is situated at the town's southwestern boundary, surrounding the Lime Kiln. Phase II of the proposed annexation area is also located south of the town. It comprises an area of roughly 350 acres lying between I-81 and the railroad and extending south to Family Drive.

Overall, the general concept of the land use plan is to allow for growth around the existing town which is compatible with the existing scale and style of Stephens City. Industrial areas are sited to make use of the rail lines while being buffered from view of Route 11 and existing or proposed residential areas.

A major collector road is shown running west of town that would function as a bypass, drawing through traffic from Route 11 and thereby out of the center of town. The "bypass" is intended to assist in reducing congestion at the Route 11 Fairfax Pike intersection. The collector road ties in with a relocated Route 277/Interstate 81 interchange to the south of the present location and to a new overpass of I-81 at an extended Tasker Road to the north. This major collector road would be fed by other new, minor collector roads as well as the existing street system. An extension of this major collector road would provide connectivity with the proposed Shady Elm Collector Road. Key gateway intersections are proposed to include roundabout intersections that will provide effectively functioning intersections with a design quality that enhances the Town.

General categories of future land uses are depicted within the proposed annexation areas by colored areas. These areas of future land use are mixed to coordinate and integrate with each other, take advantage of and

implement the transportation improvements, and relate with the existing character and context of the Town. These general land use categories are described as follows:

Light Industrial/Manufacturing/Office:

This category is shown in blue and accounts for roughly 153 acres of the proposed annexation area. Anticipated land uses within these areas would be consistent with the county's current M-1 zoning, including office, light manufacturing, wholesale establishments, and warehousing. This area could also be attractive to the County's targeted Economic Development Businesses which are proposed to be accommodated by the OM zoning classification. One area of this land use, located in the prominently visible site in the area south of the Town, adjacent to the intersection of the Western Bypass and along the Bypass, should seek to accommodate the more commercial and office components of this land use designation. Buildings should be located closer to the road than any accessory uses, including parking areas, in an effort to present a strong economic presence and attractive form of development at this community gateway.

Conservation/Open Space:

These areas are shown in green and account for roughly 300 acres. The areas are located 1) along the Route 11 corridor north of, and south of, the town (depicting an area to be buffered), 2) an area of approximately 15 acres adjacent and connected to the Stephens City Western Bypass and central to this area of development to be utilized by the Town as a park or other public use, 3) an area west of the railroad around the northern quarry, and 4) a low lying area south of town and west of Route 11. The intent of these areas would be to preserve these areas from development for environmental, recreational, and/or aesthetic reasons. The rural corridor preservation buffer along the east and west sides of Route 11 could be up to a maximum 200' in width. An additional road efficiency buffer should be provided between any residential development and the proposed Stephens City Bypass.

Institutional Use:

This area is depicted with a pink checked hatch and is shown to the north on the eastern side of the Route 11 corridor. The area consists of approximately 25 acres of existing and future institutional land uses. A private school is currently located in this area. The intent of this land designation is to serve the public at large through an institutional use that might consist of school (private or public), church or non-profit organization, recreational use, or a

government entity. Appropriate amenities may include dormitories, recreational or athletic fields, administration and maintenance facilities, and other similar uses that are customarily associated with this type of institutional land use.

Medium Density Residential:

These areas are depicted in yellow and are shown north of town on both sides of the Route 11 corridor. The area east of Route 11, total roughly 27 acres, is designed to complement the existing residential land uses and complete the area between Route 11 and Interstate 81. The area west of Route 11, between Route 11 and the Western Bypass and totaling roughly 40 acres, is designed to reinforce the residential character of the northern portion of the Town and integrate this residential land use into the proposed areas of Commercial and Mixed Use. The area of medium density residential south of Fairfax Pike is consistent with the residential land use approved by the Town for this property. It is the intent of this land use designation to provide for residential development at a density of approximately four units per acre. This residential development shall implement the standards of New Urbanism and be integrated into the surrounding land uses and orientated towards the internal street network.

Highway Commercial/Commercial/Office:

This area totaling approximately 135 acres is shown in orange and is located in several of the annexation areas at key intersections, but most prominently, in the area immediately west of the future relocation of Interstate 81 Interchange, west of Route 11. This area of land use is intended to provide typical highway commercial uses such as retail, restaurants, and office uses. It is located to take advantage of both the significant Interstate traffic that could be anticipated from the relocated interchange, and the local traffic that would be utilizing the local collector road network.

Mixed Use:

This land use is identified in three locations. The first area is located north of the proposed east west collector road adjacent to the northern boundary of the Town, west of Route 11, and contains roughly 15 acres. The second area is located south of Town, west of Route 11, and adjacent to the collector street connecting the Western Bypass with Route 11. This area is also roughly 15 acres. The third area is at the western gateway to the Town, south of Fairfax Street, and encompasses the area of existing residential lots and an area of approved commercial development. This area is approximately 25

acres in size. These areas would be a mix of commercial, business, and office uses with the possibility of up to twenty-five (25) percent of the land area being available for single family attached residential land uses at a density of four units per acre. In addition, second story and above residences located above commercial land uses shall be permitted. These second story and above residential uses shall be considered bonus residential uses that do not count towards the residential density of the mixed use area. This area of mixed use development shall implement the standards of New Urbanism and be integrated into the surrounding land uses and orientated towards the street network.

Mixed Use Age Restricted:

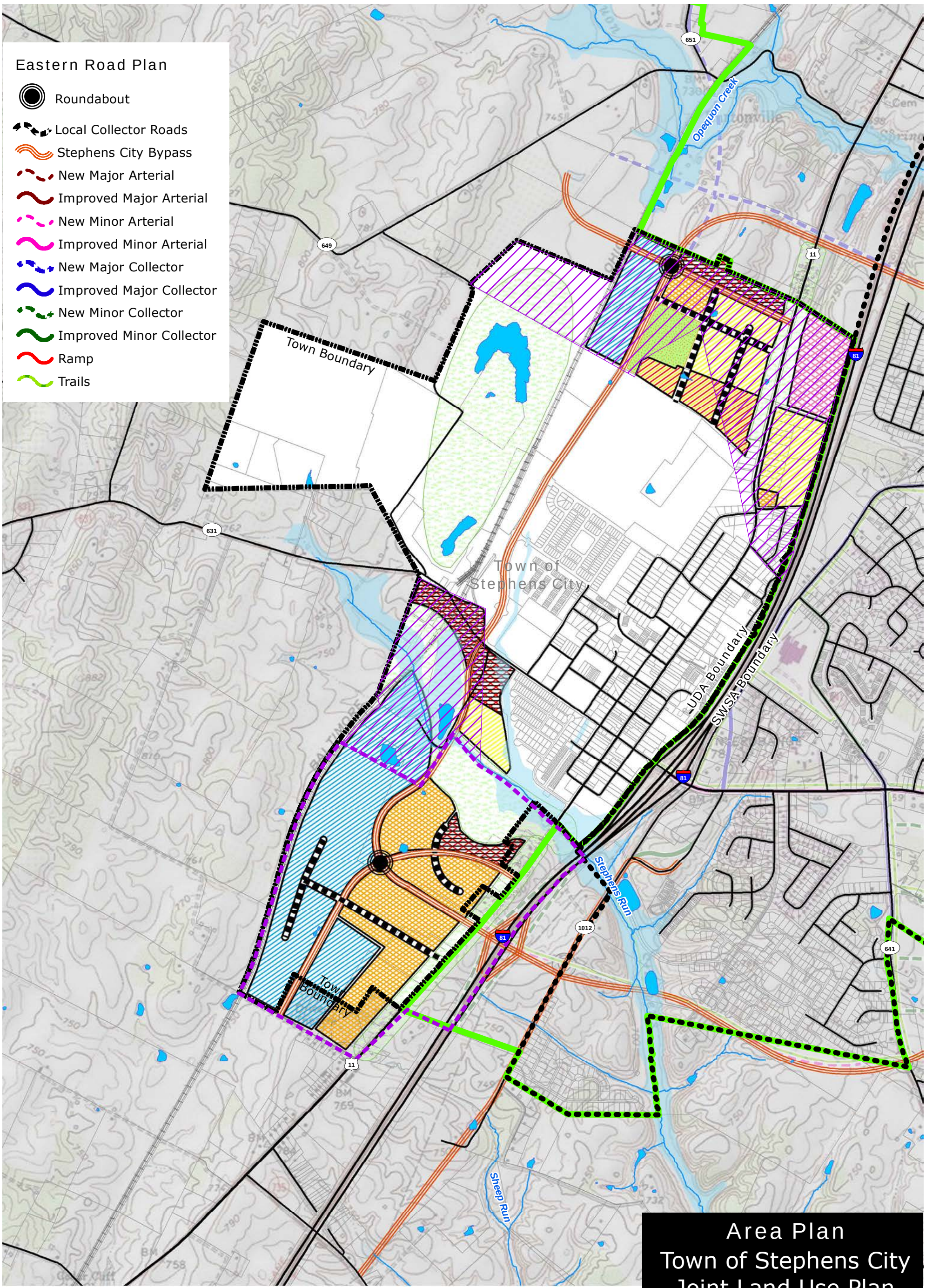
This land use designation is identified in one location in the area north of Town and west of Route 11. This area is contains approximately 20 acres. This area would be a mix of age restricted residential land uses at a relatively high residential density, up to approximately 8 units per acre, and shall contain a variety of residential housing types. In addition, this area shall contain a mix of commercial, business, or office uses that would be located on a minimum of fifteen (15) percent of the site. The intent of this land use designation would be to serve active older adults in an environment that takes advantage of the unique characteristics of the Town adds value to the broader community. This area of mixed use age restricted development shall implement the standards of New Urbanism and be integrated into the Town, the surrounding land uses, and orientated towards the street network which shall be a continuation of the Town's grid pattern.

INFRASTRUCTURE AND COMMUNITY FACILITIES

It is essential to ensure that the infrastructure, in particular transportation infrastructure, and the necessary community facilities are provided in a timely and coordinated manner in order to enable the successful implementation of the land use plan.

The County and the Town agree that any development in implementation of the Joint Land Use Plan shall fully mitigate the impacts associated with the request and shall further the goals of the Joint Land Use Plan, the County's Comprehensive Policy Plan, specifically with regards to transportation policy, and the Town's Comprehensive Policy Plan. Key community infrastructure components identified in the Joint Land Use Plan, the County's Comprehensive Policy Plan, and the Town's Comprehensive Policy Plan shall be fully recognized and development projects shall seek to implement the Community Facility, transportation, and infrastructure needs of the County and the Town.

The land use designations of the Joint Land Use Plan that will form the basis for future zoning amendments were designed in coordination with the infrastructure, in particular transportation infrastructure, and the necessary community facilities. Therefore, future development applications shall address the impacts of the project and shall further the implementation of the infrastructure and community facility transportation improvements identified in the respective Comprehensive Policy Plans. This may include the design and construction of key segments of proposed roads and intersection/interchanges. Consideration of future development applications within the study area should only occur when an acceptable level of service has been achieved and key elements and connections identified in this plan have been provided.



Area Plan
Town of Stephens City
Joint Land Use Plan

Urban Development Area

Sewer and Water Service Area

Land Use

Residential

Mixed Use Age Restricted

Institutional

Highway Commercial

Mixed-Use

Industrial

Open Space

Natural Resource & Recreation

Phase 1 Annexation Area

Phase 2 Annexation Area

N W E S

0 0.1 0.2 0.4 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

MIDDLETOWN / LORD FAIRFAX SEWER AND WATER SERVICE AREA

BOARD OF SUPERVISORS

APPROVED ON SEPTEMBER 26, 2012

MIDDLETOWN / LORD FAIRFAX SEWER AND WATER SERVICE AREA

Lord Fairfax Community College (LFCC) is a comprehensive, multi-campus public institution of higher education. Through its three locations — the Fauquier and Middletown Campuses and the Luray-Page County Center — the College serves eight localities in the Shenandoah Valley and Piedmont regions. The localities are the counties of Clarke, Fauquier, Frederick, Page, Rappahannock, Shenandoah and Warren and the city of Winchester.

Frederick County's Middletown Campus is located at 173 Skirmisher Lane, Middletown, Virginia. The Middletown campus has grown since it was founded in 1970 into the campus illustrated in the following site plan.

LFCC is looking to expand its facilities on its current property and on property owned by the LFCC Foundation.

The Middletown Elementary School is located immediately north of Lord Fairfax Community College and is one of eleven elementary schools operated by Frederick County Public Schools serving elementary aged children in Frederick County.

Middletown/Lord Fairfax SWSA

The Sewer and Water Service Area (SWSA) is an important policy tool used by Frederick County to determine where public water and sewer service may be provided. The Board of Supervisors approves the location of the SWSA boundaries through the adoption of the Comprehensive Plan; the 2030 Comprehensive Plan, and amendments thereto. As a result, properties located within the SWSA may enjoy access to public water and sewer.

The Middletown/Lord Fairfax SWSA has been established to enable the provision of public water and sewer in the area north of the Town of Middletown to current and future institutional land uses, including Lord Fairfax Community College and the Middletown Elementary School. The supporting map identifies the location of the Middletown/Lord Fairfax SWSA boundary.

Future study of the area surrounding the Town of Middletown may identify additional properties that could be added to the Middletown/Lord Fairfax SWSA, if deemed appropriate by the Board of Supervisors.

The Frederick County Sanitation Authority (FCSA) has the primary responsibility to manage the provision of water and sewer in Frederick County, and therefore, within the SWSA. In some cases, other public entities may serve properties within Frederick County, if approved by the Board of Supervisors. Lord Fairfax Community College currently obtains water from the City of Winchester, and the Town of Middletown receives their wastewater.

The FCSA has expressed that, at this time, they have no desire to serve this area of Frederick County. However, nothing would preclude the FCSA from serving this area in the future if it is deemed necessary and appropriate. The approval of this plan by the Board of Supervisors would allow the City of Winchester and the Town of Middletown to continue to serve the properties with water and sewer, respectively.

It is recognized that properties owned by the State of Virginia are preempted from local control by Frederick County. Frederick County and Lord Fairfax Community College will continue to work collaboratively on issues related to the growth and development in this area of Frederick County.

Land Use

Frederick County uses the 2030 Comprehensive Plan to guide the future land uses. The Town of Middletown's Foresight Middletown plan, which was

adopted into the Town's Comprehensive Plan in 2005, guides the future land uses within the Town and was considered when drafting this plan.

The area encompassed by the Middletown/Lord Fairfax SWSA is envisioned to promote the continued growth of institutional land uses that enhance the existing educational institutions; Lord Fairfax Community College and the Middletown Elementary School. To that end, the plan calls for the establishment of approximately 140 acres of institutional land use that will serve the citizens of Frederick County and the broader region.

Institutional land uses are defined as a nonprofit or quasi-public use or institution, such as a church, library, public or private school, hospital or municipally owned or operated building, structure or land used for public purposes. Institutions of higher education are defined as an educational institution whose primary purpose is to provide a collegiate or graduate education.

Transportation

The Middletown/Lord Fairfax SWSA is immediately north of the Town of Middletown and is bounded by Route 11, Valley Pike, to the west, and Interstate 81 to the east. Access to the area is via Route 11, Valley Pike. Route 11, Interstate 81, and Exit 302, are strong assets to the areas' transportation network, and to the success of the institutional uses envisioned for this area. It will be important to ensure the function of this transportation network.

In rapidly growing areas, as noted in the Foresight Middletown plan, controlling and coordinating the number, design and location of new access points to major roadways is critical to maintaining the safety and capacity of the road system as traffic volumes increase. Accordingly, access to Valley Pike, Route 11, should be managed and limited. In the future, internal connections within the institutional land uses should be considered. In addition, the primary route to this area from Interstate 81 should be enhanced to safely and effectively manage the traffic and to reflect the Foresight Middletown plan as a means to create an attractive entrance to the Town and this developing area.

Consistent application of Comprehensive Plan goals to achieve an acceptable level of service on area roads and overall transportation network, level of service C or better, should be promoted. Further, efforts should be made to ensure that additional degradation of the transportation beyond an acceptable level of service shall be avoided. Consideration of future development applications within the study area should only occur when an acceptable level of service has been achieved and key elements and connections identified in this plan have been provided.

Area Plan

Middletown / Lord Fairfax Sewer and Water Service Area

Sewer and Water Service Area

Land Use Legend

- Business
- Mixed-Use
- Mixed Use Commercial \ Office
- Highway Commercial
- Industrial
- Warehouse
- Heavy Industrial
- Mixed Use Industrial \ Office
- Extractive Mining
- Residential
- Planned Unit Development
- Urban Center
- Neighborhood Village
- Commercial Recreation
- Recreation
- Natural Resources & Recreation
- Park
- Sensitive Natural Areas
- Fire & Rescue
- Institutional
- School
- Rural Community Center

N W E S

0 0.05 0.1 0.2 0.3 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

RELIANCE ROAD AREA LAND USE PLAN

- INCLUDING 2014 SEWER AND WATER SERVICE AREA (SWSA) DESIGNATION

BOARD OF SUPERVISORS

Approved on December 14, 2011

Amended August 13, 2014

RELIANCE ROAD AREA LAND USE PLAN

In spring 2010, the Town of Middletown expressed interest in expanding its boundaries to incorporate approximately 250 acres of land on the east side of I-81, Exit 302, following Reliance Road. Shortly thereafter, the Reliance Road Steering Committee (RRSC) was convened. The RRSC was composed of representatives from the Town Council and the Board of Supervisors.

The RRSC met various times over the ensuing months. The Town representatives also held a community meeting and met with individual property owners within the study area to gain an understanding of the interest of the property owners in terms of the Town's desired boundary line adjustment with the County, as well as future land use opportunities; these meetings were summarized and presented to the RRSC by Town representatives. It was noted that while approximately 37 acres of B2 Business General Zoning exists within the study area, only one site has been developed and benefits from the Town's water and sewer system: the 2.7 acre site occupied by an existing Exxon service station.

The RRSC also evaluated the existing transportation network in addition to water and sewer availability. The RRSC considered the Foresight Middletown plan (adopted into the Town's Comprehensive Plan in 2005), which promoted the implementation of a technology park east of the interstate. The results of these findings led to the crafting of the Reliance Road Area Land Use Plan as a means to illustrate the potential land uses, and the supporting transportation and public water and sewer for the area, to foster further discussions.

The land use plan is envisioned to guide land use decisions for an area of approximately 311 acres over the next 20 to 30 years. Recognizing the Town's current water availability, development within the study area will initially be limited until an additional water supply is more readily available. The Board of Supervisors, in approving this update to the area plan, expressly stated that the Frederick County Sanitation Authority (FCSA) will be the party responsible for providing water and sewer in this area.

Land Use

The proximity of the study area to I-81, Exit 302, enhances the opportunities for land uses that benefit from the interstate. As such, commercial and technology uses would be most beneficial at this location.

The plan calls for the establishment of approximately 44 acres of commercial uses that serve the travelling public, such as hotels, gasoline service stations, and restaurants. The commercial opportunities would be located immediately east of the interstate interchange, on the north and south sides of Reliance Road. This is also the area where public water and sewer presently serves the existing Exxon service station. These land uses could be implemented through the B2 Business General Zoning District.

Technology uses are envisioned both north and south of Reliance Road, covering approximately 259 acres. Based on the targeted businesses identified by the Winchester-Frederick County Economic Development Commission, the technology uses would include economic sectors such as: Advanced Security, Assembly, Business Services, and Life Sciences. These land uses would be implemented through the OM Office Manufacturing Zoning District.

In recognition of the continuation of the agricultural and large lot residential land uses adjacent to the study area, efforts should be implemented through the rezoning and development process that mitigate and lessen the adverse impacts that the commercial and technological uses may introduce. Mitigation techniques such as 100-foot distance buffers and landscape screening would be expected.

Transportation

While the existence of I-81, Exit 302, is a strong asset to the areas' transportation network, the actual configuration of the interchange and its close proximity of Buckton Road is not conducive to accommodating future traffic demands. In order for the interchange to operate efficiently and effectively in the future, it is essential to migrate the existing intersection of Reliance and Buckton Roads further east, creating a greater separation distance from the I-81 northbound on/off ramps. Increasing this separation distance will avoid significant degradation of the interchange similar to what has occurred at Exit 307 in Stephens City.

In rapidly growing areas, as noted in the Foresight Middletown plan, controlling and coordinating the number, design and location of new access points to major roadways is critical to maintaining the safety and capacity of

the road system as traffic volumes increase. Accordingly, access to Reliance Road should be managed and limited. The plan calls for limiting Reliance Road access to three points: a managed access entrance point in the vicinity of Confidence Lane, and two appropriately spaced roundabout or signalized intersections.

The initial access point onto Reliance Road would be established with the relocation of Buckton Road. A second access point onto Reliance Road would be established with the relocation of Huttle Road, to create a single intersection on Reliance Road for relocated Huttle Road and a new road servicing the southern land area.

These three Reliance Road access points would facilitate traffic movement to/from Reliance Road to the various future land uses to the north and south. It may also be appropriate to utilize a roundabout at the relocated Buckton Road intersection with Reliance Road as a means to define where the developed portion of Reliance Road ends and the rural land uses of the County begin. A similar technique was suggested by the Foresight Middletown plan as a means to create an entrance to the developed area.

Finally, the Foresight Middletown plan calls for Reliance Road within the Town limits to be a boulevard with a landscaped median; the Reliance Road Area Land Use Plan carries this design concept forward east of the interstate.

Consistent application of Comprehensive Plan goals to achieve an acceptable level of service on area roads and overall transportation network, level of service C or better, should be promoted. Further, efforts should be made to ensure that additional degradation of the transportation beyond an acceptable level of service shall be avoided. Consideration of future development applications within the study area should only occur when an acceptable level of service has been achieved and key elements and connections identified in this plan have been provided.

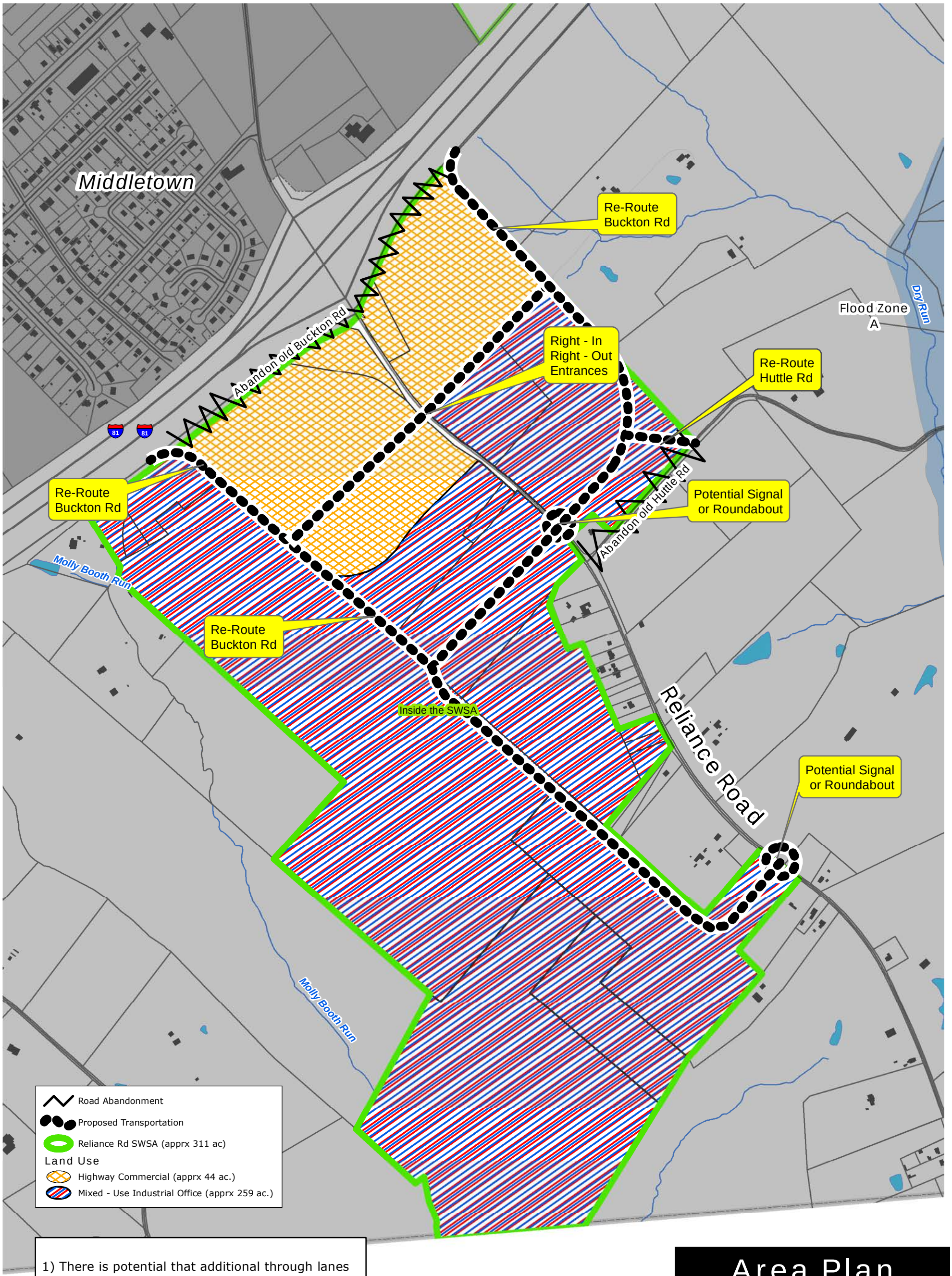
Water and Sewer

The Town recently completed an upgrade to its wastewater treatment facility which enables it to treat upwards of 400,000 gpd. Reflective of the slowing economy and the Town's limited water availability, the wastewater facility is currently operating at less than 30 percent capacity; the facility is available to service future wastewater demands.

Existing limitations in water availability and the conveyance lines under the interstate may hinder development in the near future. As the Town secures additional water availability, upgrades to the conveyance system could easily be undertaken.

Reflective of current water availability, the Town is positioned to dedicate up to 18,000 gpd of water to development on the east side of I-81. This available water resource could facilitate an initial expansion of the commercial land uses to include a hotel, expanded gasoline service station/convenience center, and a restaurant. Any additional commercial uses would certainly warrant additional water resources.

Development of the technology park land uses will be limited until additional water resources are identified and available. Technology uses that require limited water resources would certainly be more desirable initially, until the expanded water supply has been secured and accessible.



1) There is potential that additional through lanes would be needed depending upon the scope of development.

2) This change would require a traffic study under chapter 527. This study would give the needed information to refine roadway system improvement expectations.

Area Plan

Reliance Road Area Land Use Plan

0 0.05 0.1 0.2 0.3 Miles

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017