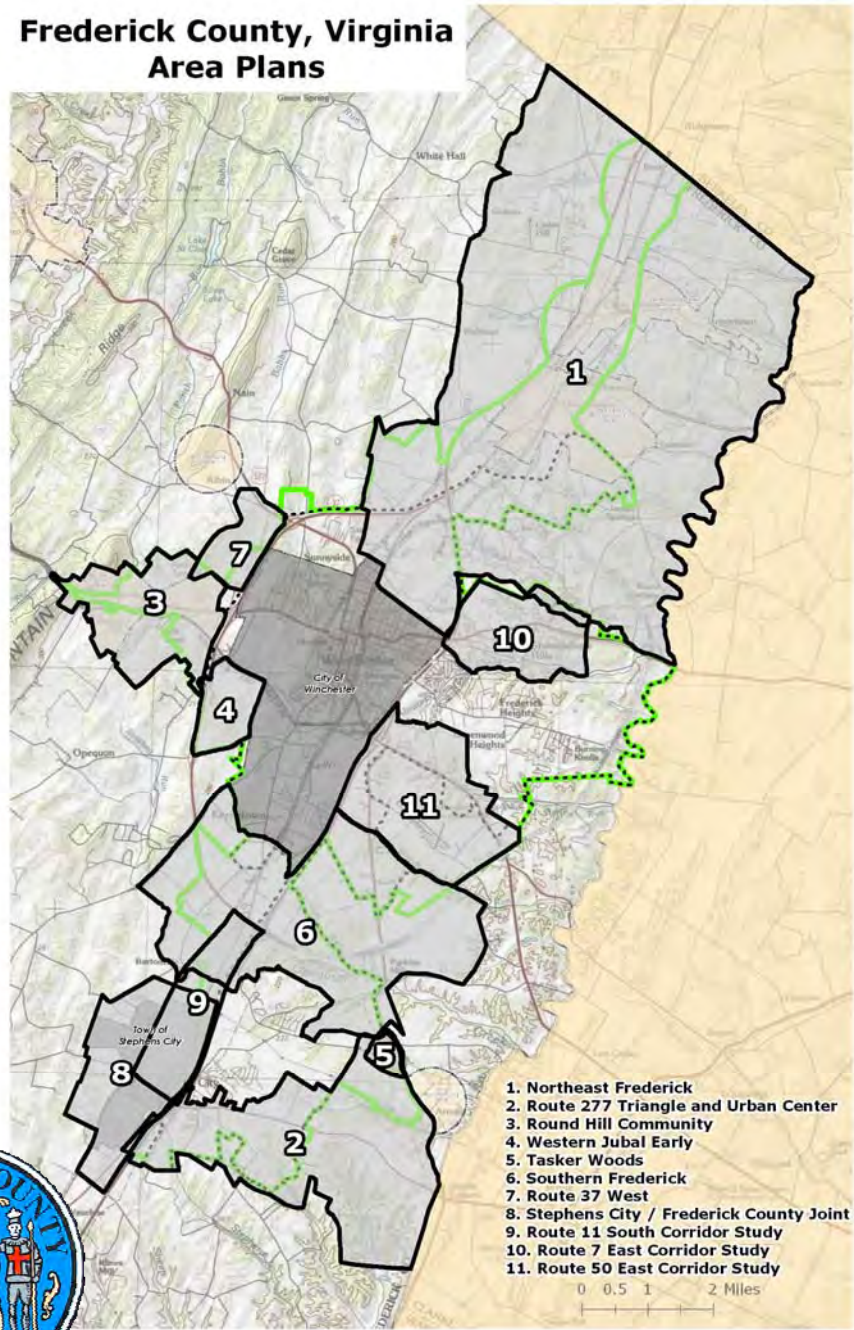


THE 2030 COMPREHENSIVE PLAN

APPENDIX I – AREA PLANS

Frederick County, Virginia Area Plans

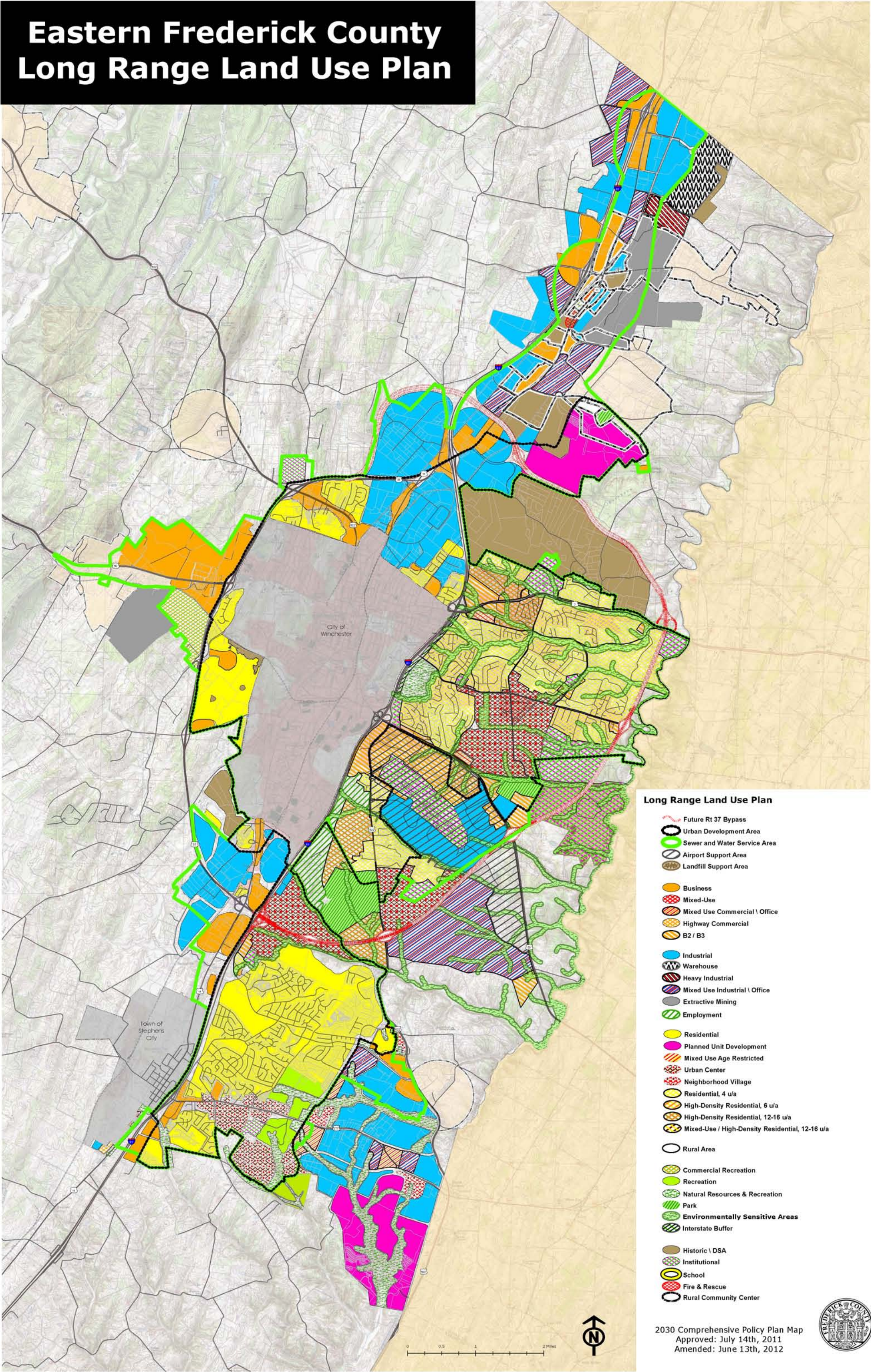


AREA PLANS

THE EASTERN FREDERICK COUNTY LONG RANGE LAND USE PLAN

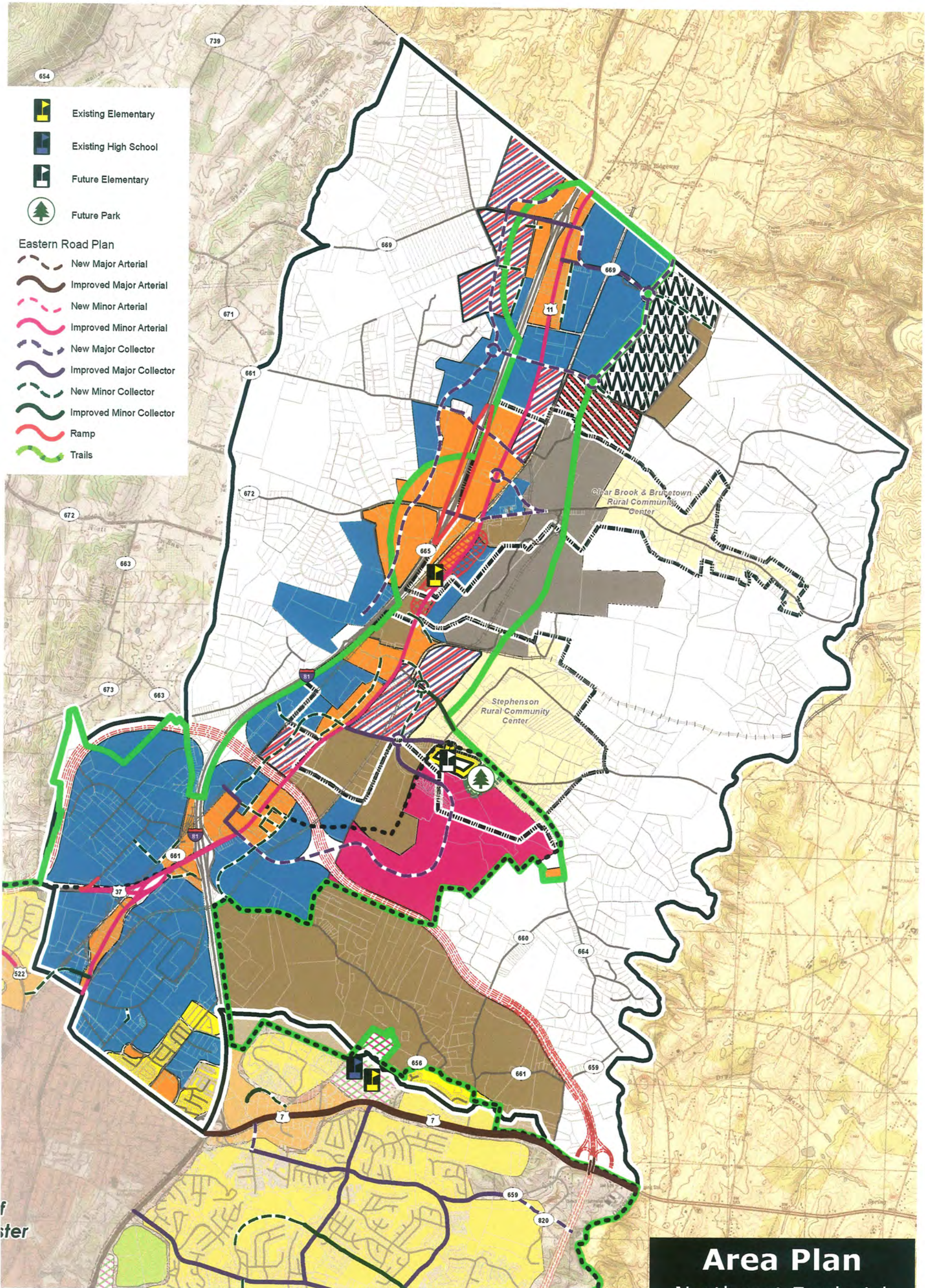
- **NORTHEAST FREDERICK LAND USE PLAN**
- **ROUTE 277 TRIANGLE AND URBAN CENTER LAND USE PLAN**
- **ROUND HILL COMMUNITY LAND USE PLAN**
- **WESTERN JUBAL EARLY LAND USE PLAN**
- **TASKER WOODS LAND USE PLAN**
- **SOUTHERN FREDERICK LAND USE PLAN**
- **ROUTE 37 WEST LAND USE PLAN**
- **STEPHENS CITY / FREDERICK COUNTY JOINT LAND USE PLAN**
- **ROUTE 11 SOUTH CORRIDOR STUDY**
- **ROUTE 7 EAST CORRIDOR STUDY**
- **ROUTE 50 EAST CORRIDOR STUDY**

Eastern Frederick County Long Range Land Use Plan



APPENDIX I - AREA PLANS

NORTHEAST FREDERICK LAND USE PLAN



Area Plan

Northeast Frederick Land Use Plan

Urban Development Area

Sewer and Water Service Area

Future Rt 37 Bypass

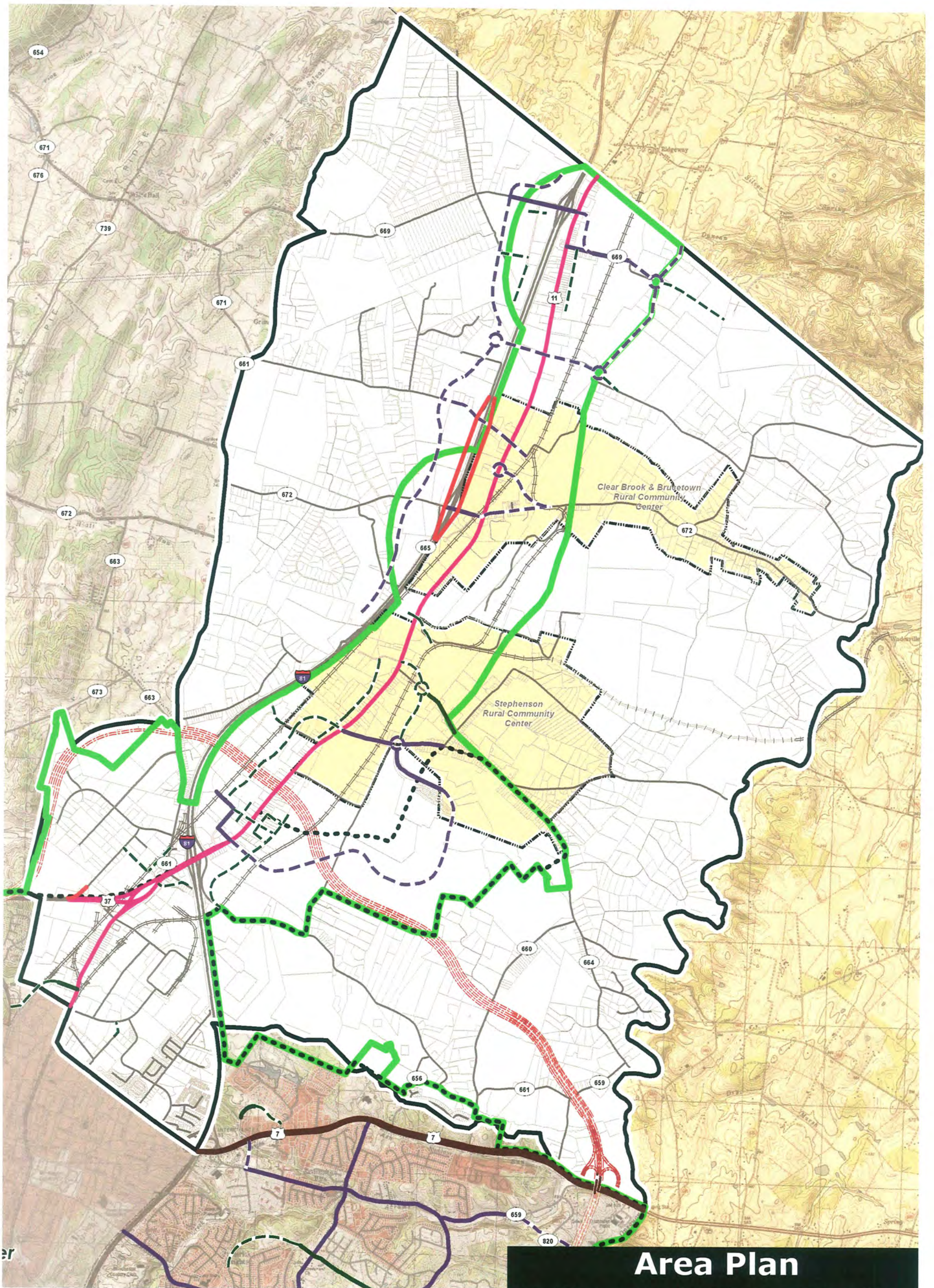
Land Use Legend

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

2030 Comprehensive Policy Plan Map
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0 0.25 0.5 1 1.5 Miles





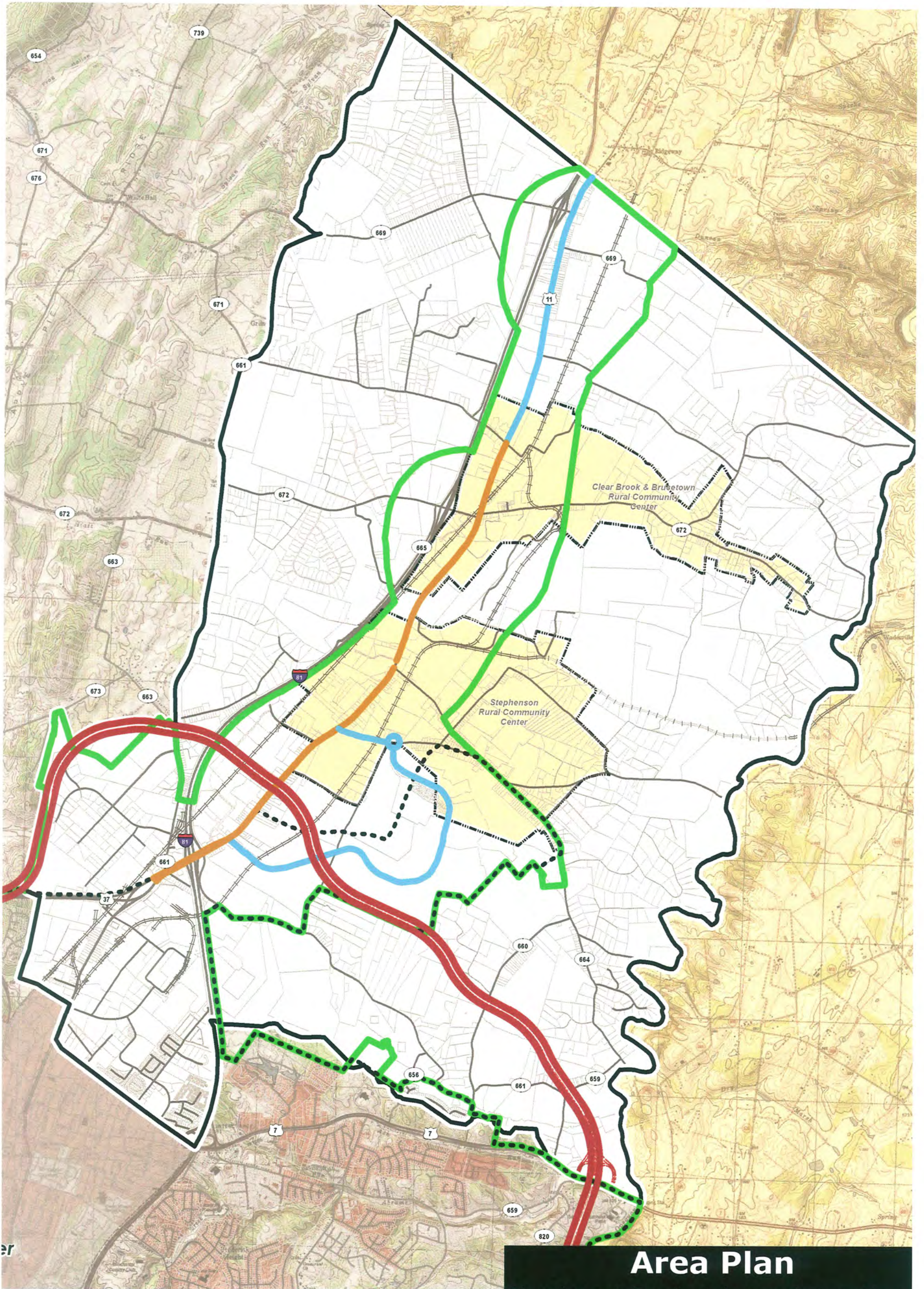
Urban Development Area Sewer and Water Service Area

- | | | |
|---------------------------|----------------------------|----------|
| --- New Major Arterial | --- New Major Collector | ~ Ramp |
| ~ Improved Major Arterial | ~ Improved Major Collector | ~ Trails |
| --- New Minor Arterial | --- New Minor Collector | |
| ~ Improved Minor Arterial | ~ Improved Minor Collector | |

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0 0.25 0.5 1 Miles



Area Plan
 Northeast Frederick Land Use Plan
 Transportation Map - Lane Divides

Urban Development Area Sewer and Water Service Area

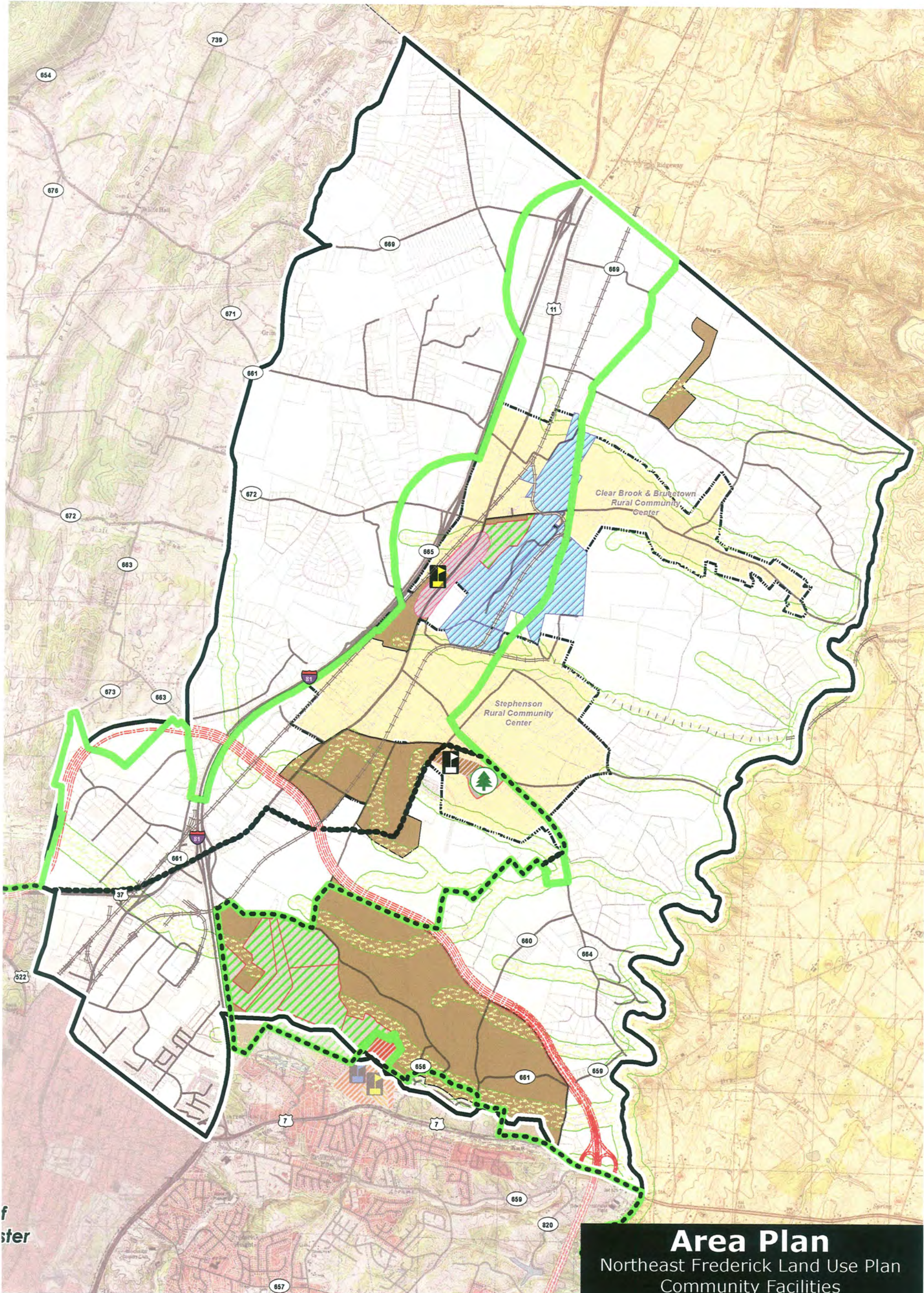
Proposed Lane Divides

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



2030 Comprehensive Policy Plan Map
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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

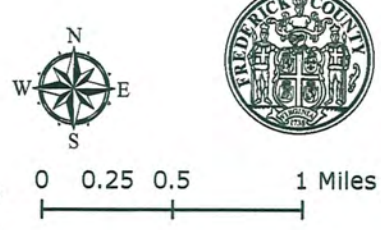
Future Park

Water Resources Area

Natural Resource & Recreation Areas

Developmentally Sensitive Areas

Rural Community Center



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ROUTE 277 TRIANGLE AND URBAN CENTER PLAN

APPENDIX I - AREA PLANS

APPENDIX I - AREA PLANS

ROUTE 277 TRIANGLE AND URBAN CENTER PLAN

The Route 277 Study effort 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, Community Facilities, and Historical, Natural and Recreational Resources within the study area.

The Route 277 Triangle and Urban Center Land Use Study promotes five main areas of new land use focus; the Route 277 Urban Center, the Route 277 Triangle; Center of Economy, Interstate Commercial @ 307, Neighborhood Commercial @ White Oak Woods, and Tasker Woods.

The above areas combine to frame the southern boundary of the County's urban areas.

Land Use.

The Route 277 Urban Center

The Route 277 Urban Center is envisioned to be an intensive, walkable urban area that is 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 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 urban center is designed. Community facilities shall also provide a focal point for the urban 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 urban center. Public spaces in the form of pocket parks, plazas, or greens shall be further integrated into the design of the Route 277 Urban Center.

The Route 277 Urban 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

APPENDIX I - AREA PLANS

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.

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.

Neighborhood Village Commercial @ White Oak Woods

A Neighborhood Village Commercial area 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 second story or above residential units.

A second smaller area of Neighborhood Village Commercial is 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.

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Tasker Woods

The Tasker Woods Land Use Plan was approved in 2005. The Route 277 Study has provided the opportunity to complement the original plan and complete the whole picture by providing 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 second story or above residential units.

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.

Defined Rural Areas.

The Route 277 Study 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. 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.

A summary of the new future land use designations promoted in the Route 277 Study is provided as Appendix A of this plan.

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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.

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.

A new arterial road is proposed, Route 277 relocated, which connects the relocated Interstate Exit 307 with existing Route 277 west of Double Tollgate. This is in the vicinity of the proposed entrance to Shenandoah. The context of this road is a limited access parkway whose function is to move large volumes of traffic through and around the community. The concept of a South Frederick Parkway was envisioned through the study. Access to this new parkway would be limited to Town Run Lane, Double Church Road, Warrior Drive, Hudson Hollow Road, and existing Route 277 business at its new intersection with the parkway. With regards to access to Town Run Lane, the Exit 307 Interchange Justification Study should evaluate the possibility of an alternative access east of its current location to ensure a viable long term approach to access management in this area in a manner that accommodates the anticipated highway commercial land uses.

Access Management is a significant consideration of this study and is a key element of the potential South Frederick Parkway. 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. 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. Existing Route 277 and Town Run Lane, Double Church Road, Warrior Drive, Hudson Hollow Road, and White Oak Road are all identified for enhancement. A particular emphasis shall be placed on ensuring that improvements to existing Route 277 remain a short term transportation priority for the study area.

An extension of existing Route 277 is proposed to provide a new parallel road connection from Route 277 to Route 522 in support of this area of economic growth and to better distribute the vehicle movements to Route 522.

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Roundabouts should be considered as a priority preference for intersection design. Roundabouts are particularly effective when used in series, such as along the Parkway, and when used where intersection spacing may be an issue such as where Warrior Drive and Double Church Road intersect with the Parkway.

The context of the collector road network is proposed to be significantly different however than that of the Parkway with the focus being placed on a more walkable and complete 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 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 Sherando High School, Sherando Park, 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 to achieve complete streets. 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. 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.

Community Facilities, Natural, Historical and Recreational Resources

Community Facilities. The Route 277 study effort included an evaluation of current and future community facility needs and a collaborative discussion with community facility providers including Frederick County Public Schools,

APPENDIX I - AREA PLANS

School Transportation, Parks and Recreation, Fire and Rescue, and Public Works who provided input regarding their long range plans. Representatives of the Handley Regional Library also provided input.

As a result of this effort, the Route 277 Study addresses community facility needs and identifies new opportunities for collaboration. Fire and Rescue expressed a preference for a smaller facility in this area to support existing operations and identified the optimum location for such a facility in the general vicinity of the intersection of White Oak/Hudson Hollow Road and Route 277. In conjunction with this need, Parks and Recreation and Fire and Rescue identified a particular location that could jointly accommodate their future needs. This example may also provide an opportunity to accommodate an additional longstanding community need; to provide satellite meeting space for the Sheriff's Office and the Treasurer/Commissioner of Revenue's Office in this area of the County. The Route 277 Study seeks to provide for such a facility generally in the White Oak Woods area.

Anticipated growth in the County school and park systems is recognized by providing for additional areas of expansion adjacent to the existing Sherando High School and Sherando Park. It is important that the County is proactive in obtaining any additional land resources that are necessary to support their future operations. A new Elementary School has been identified as necessary in the future. Every effort should be made to locate this future elementary school as a component and focal point of the Route 277 Urban Center.

Natural and Recreational Resources. The natural and cultural features of an area provide an opportunity to incorporate the unique features of an area into a planning effort that promotes the character of the community, furthering the community's sense of place. In addition to the recognition of the County's Rural Areas and Agricultural Districts, the Route 277 Study and future land use maps recognize the areas green infrastructure. Of particular note is the Wrights Run area which provides a great opportunity for a future Greenway through the center of the study area. In addition, several other environmental stream corridors provide important connectivity throughout the study area. Other features of note include the mature woodlands located throughout the study area but especially in the vicinity of the White Oak Woods area and at the intersection of Route 277 and Warrior Drive.

Historic Resources. Several structures were recognized by the HRAB as having significance to the Route 277 Study Area. The identified structures should be buffered and preserved whenever possible. Three historical churches located in the study area are in good condition, have historic cemeteries, and should be preserved during any development or land use planning of the 277 corridor. To that end the two churches along Double Church Road have been recognized and the general area surrounding these churches being designated as a rural area. Macedonia Church is located just

APPENDIX I - AREA PLANS

north of the Tasker Woods area and should continue to be preserved. All of the above churches are active and provide a great resource for the community.

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. Similarly, the White Oak Campground has significant historic presence in the area and should also be included into uses associated with Sherando Park. The HRAB felt that increasing the trail network throughout the 277 corridor would increase the preservation and rehabilitation of the historic structures listed above but especially between the Melvin Sandy house and the White Oak campground into Sherando Park.

Implementation

UDA & SWSA Boundaries

The UDA & SWSA boundaries shall not be modified at the time of the approval of this land use plan. In the future, the UDA & SWSA boundaries may be modified consistent with the land use designations of the Study, and ultimately up to the potential locations of the UDA and SWSA identified by the study, only with the approval of the Board of Supervisors, and only when it has been demonstrated that the necessary sewer and water infrastructure is available.

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 land use designations 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 Comprehensive Policy Plan. This may include the design and construction of key segments of the proposed South Frederick Parkway and major collector roads identified in the Route 277 Plan. Consideration of future development applications within the study area should only occur when an acceptable level of service has

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been achieved and key elements and connections identified in this plan have been provided.

The plan proposes a balanced approach to the proposed transportation improvements and the Agricultural and Forestal district to ensure the future function of both important elements. The transportation needs of the broader community and the function and context of the Agricultural and Forestal District shall continue to be recognized in the implementation of this plan.

Zoning Amendments to implement the plan

Zoning Amendments to implement the Route 277 Plan shall be proactive in implementing key components of this land use plan. It is expected that all new projects shall be consistent with the Comprehensive Policy Plan, fully mitigate any impacts associated with requests, and implement the elements of the Route 277 Study. Particular attention shall be paid to the land uses, infrastructure and community facilities.

Two New Zoning Districts are proposed in implementation of this land use study:

Office-Manufacturing (OM) Park District.

The intent of this district is to implement the mixed use industrial/office land use classification of the Comprehensive Policy Plan. The OM Park District is designed to provide areas for research and development centers, office parks, and minimal impact industrial uses. This district shall be located in a campus like atmosphere near major transportation facilities.

New Urbanist / Traditional Neighborhood Zoning Classification.

This flexible zoning classification is intended to enable Neighborhood and Urban Village Centers, or a part thereof, to be developed. The Neighborhood Villages and Urban Centers are to be designed to implement the planning principles promoted for the urban areas of the County. This flexible new urbanist classification shall implement traditional neighborhood design and fully enable new urbanism. This Planned Community approach would be similar to that of the R-4, Residential Planned Community; however it would be applicable to smaller properties located within those areas designated as Neighborhood Villages and Urban Centers. Such an approach should be promoted throughout the UDA. However, particular emphasis should be placed on the designated Neighborhood Villages and Urban Centers, including the Route 277 Urban Center. This zoning classification, along with the proposed Business Overlay District, shall be the classifications used with the Route 277 Urban Center.

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Appendix A

The Route 277 Triangle and Urban Center future land use designations.

The County's Comprehensive Plan and Zoning Ordinance currently provide for commercial and industrial land uses. To further enhance the commercial and industrial opportunities and to provide a focus for this future regional employment center, two new mixed use land use designations are promoted by the study. The mixed use land use designations envisioned for the study area are described further in the following narrative.

Urban Center

The Urban Center is larger than the Neighborhood Village Commercial and is envisioned to be a more intensive, walkable urban area with a larger commercial core, higher residential densities, and be designed around some form of public space or focal point and an interconnected street system. Urban Centers should be located in close proximity to major transportation infrastructure.

Minimum 50 percent of area shall be non residential.

Accessory residential bonus for second story and above residential units

Neighborhood Village Commercial

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 are only permitted as second story and above residential units

Centers of Economy - Promoting the County's Economic Development efforts.

The intent of the mixed use designation is to provide focus to the County's future regional employment centers, to encourage a mix of flexible uses which are consistent with the EDC's targeted industries and are supported by substantial areas of industrial and commercial opportunity, and to provide for areas that are well designed with high quality architecture and site design, and which will promote a strong positive community image. Residential land uses are not permitted.

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Mixed Use Office Commercial

Employment center with low to mid rise offices transitioning and mixing with commercial land uses. Located at, and supported by, key transportation elements and intersections.

Minimum 25 percent of area shall be office

Mixed Use Office Industrial

Employment center with mid to higher rise office buildings on individual sites or within campus style parks transitioning and mixing with industrial land uses. Office land uses shall have a prominent visual location in relation to surrounding community and street network. Located at, and supported by, key transportation elements and intersections.

Minimum 25 percent of area shall be office

Area Plan

Route 277 Triangle and Urban Center Land Use Plan

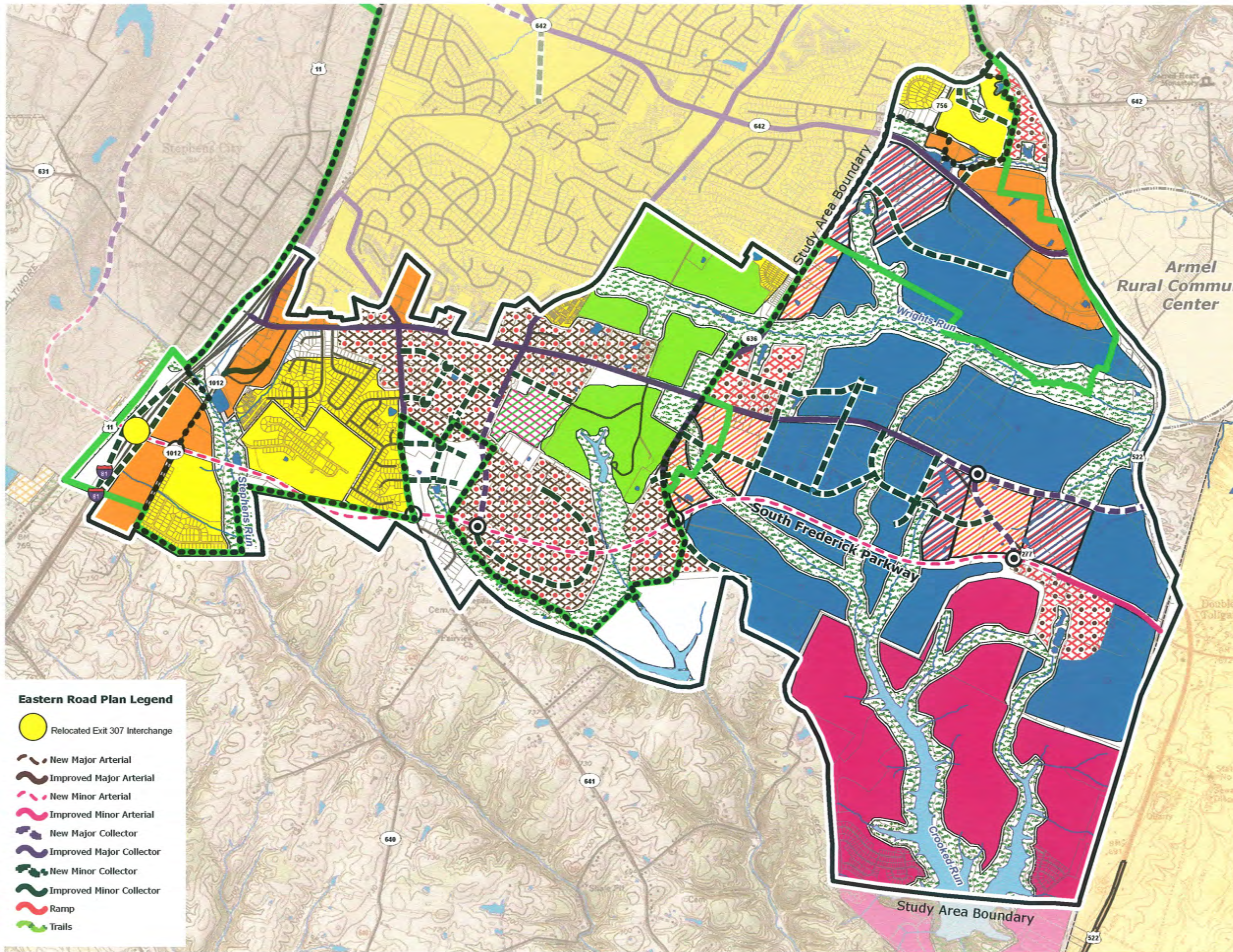
- Roundabout Intersection
- Urban Development Area
- Sewer and Water Service Area

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
- DSA - Historic Resources & Recreation
- Fire & Rescue
- Institutional
- School
- RuralCommunityCenter

0 0.2 0.4 0.8 Miles

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



Eastern Road Plan Legend

- Relocated Exit 307 Interchange
- 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
- Trails

Area Plan

RT 277 Land Use Plan Transportation Map

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

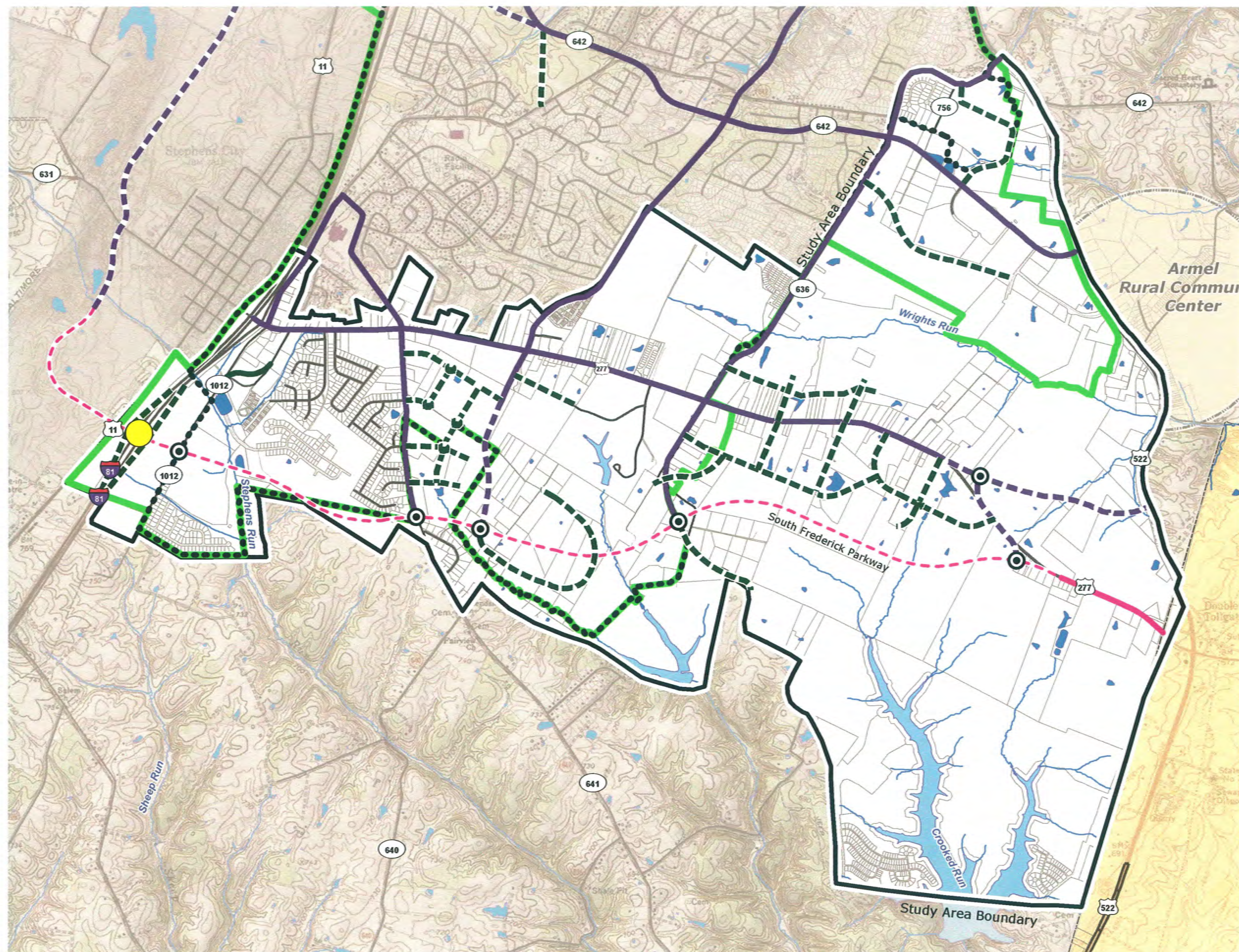
- Roundabout Intersections
- Relocated Exit 307 Interchange

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
- Trails

0 0.2 0.4 0.8 Miles

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



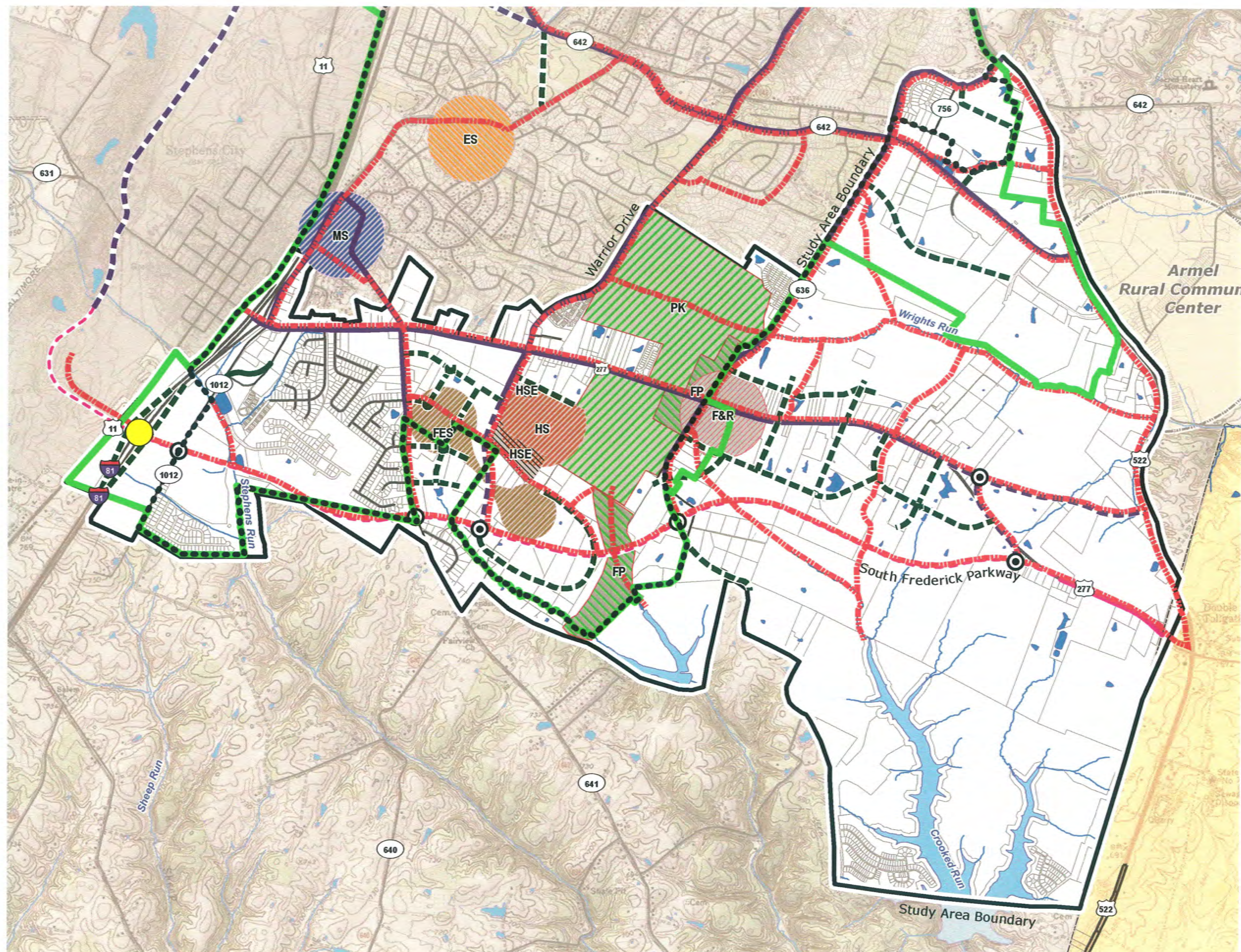
Area Plan

RT 277 Land Use Plan Area Facilities Map

- Urban Development Area
- Sewer and Water Service Area
- Relocated Exit 307 Interchange
- Roundabout Intersections
- Potential Trails
- 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
 - Trails
- RT 277 Area Facilities**
 - Elementary School
 - Future Elementary School
 - Middle School
 - High School
 - High School Expansion
 - Fire & Rescue Station
 - Park
 - Future Park

0 0.2 0.4 0.8 Miles

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



ROUND HILL COMMUNITY LAND USE PLAN

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

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ROUND HILL COMMUNITY LAND USE PLAN 2007

Adopted by the Board of Supervisors on November 14, 2007

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

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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. Rezoning 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

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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;

APPENDIX I - AREA PLANS

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

APPENDIX I - AREA PLANS

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.

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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. An expansion of the Parkins Mill Plant has been designed and the expanded plant should be operational in

APPENDIX I - AREA PLANS

2009. Adequate wastewater capacity to serve the Round Hill Rural Community Center should be available by 2010. 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. The Round Hill Volunteer Fire & Rescue Company, in particular, is in need of a site for a new facility.

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.

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RECREATION AND CONFERENCE COMMERCIAL COMMUNITY

(ROCK HARBOR) AMENDMENT

Adopted by the Board of Supervisors on June 23, 2010

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

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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*)

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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.

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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.

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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.

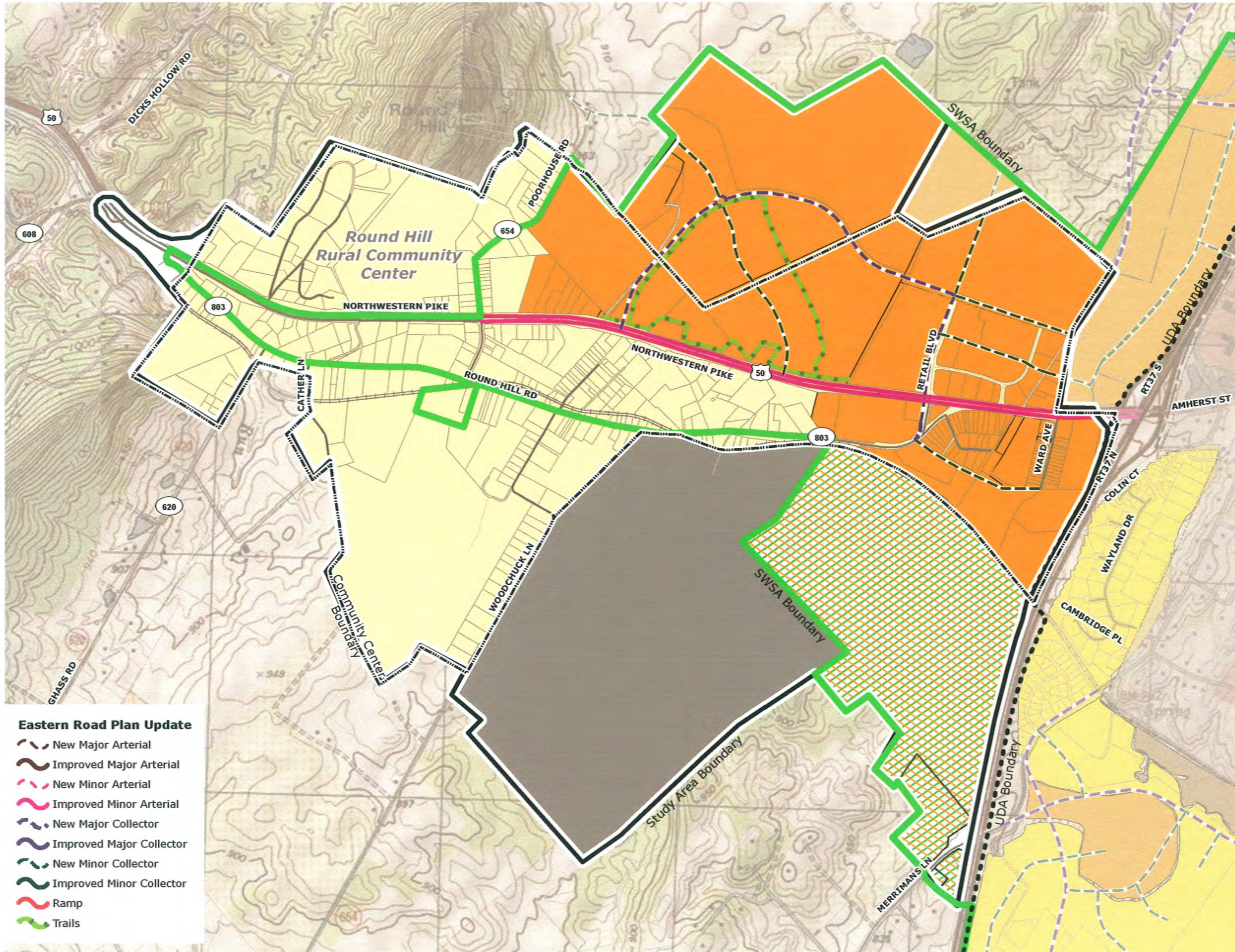
Area Plan

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
 - DSA - Historic Resources & Recreation
 - Fire & Rescue
 - Institutional
 - School
 - RuralCommunityCenter



2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



- ### Eastern Road Plan Update
- 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
 - Trails

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WESTERN JUBAL EARLY LAND USE PLAN

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WESTERN JUBAL EARLY LAND USE PLAN

Adopted by the Frederick County Board of Supervisors - 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 Creek Grade and Route 37. These areas are intended to provide

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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.

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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 Developmentally Sensitive Areas (DSA). 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

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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.

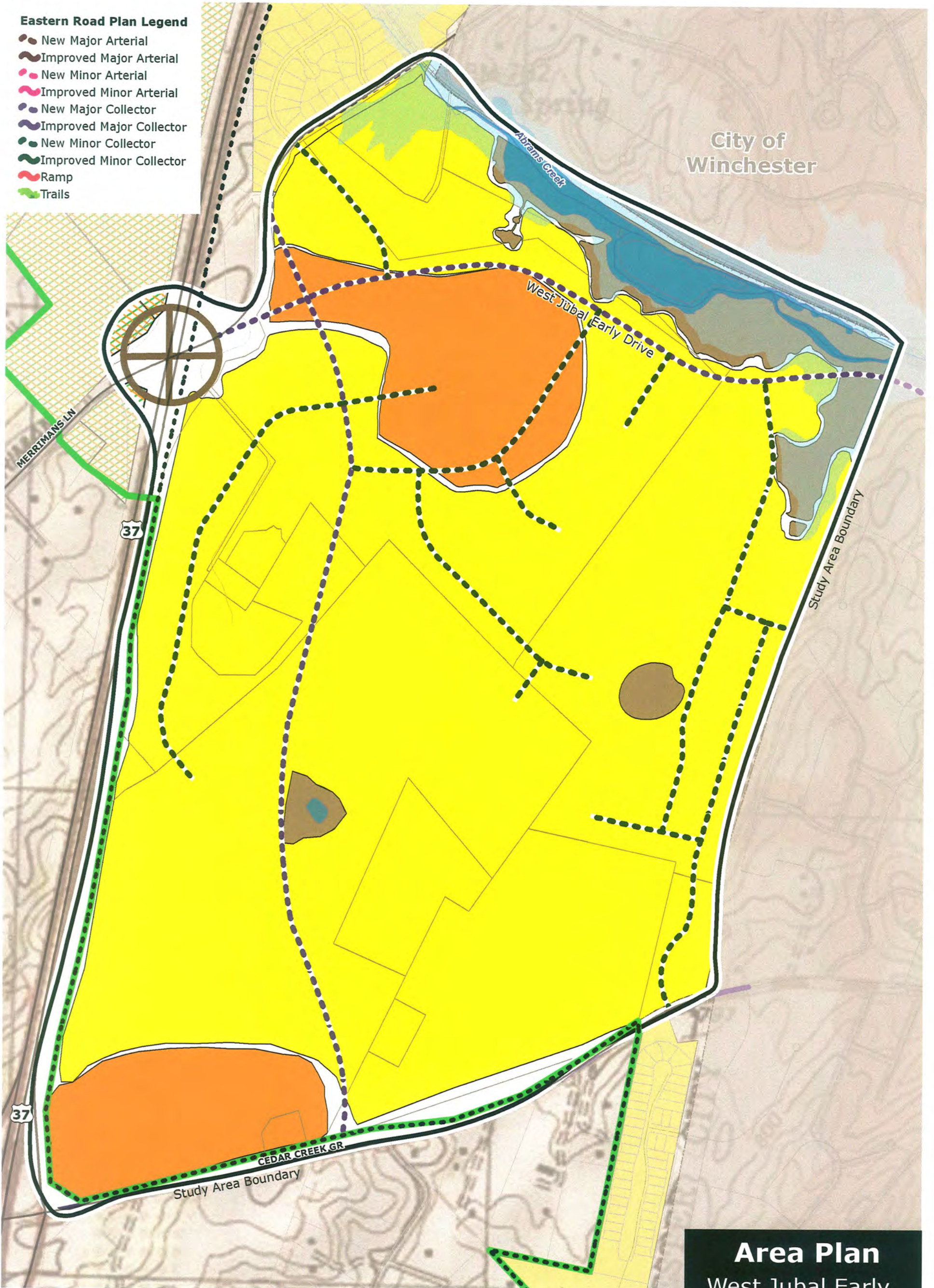
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PARKS

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 developmentally sensitive 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.

Eastern Road Plan Legend

- 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
- Trails



City of
Winchester

West Jubal Early Drive

Study Area Boundary

CEDAR CREEK GR
Study Area Boundary

Area Plan West Jubal Early Land Use Plan

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011

- Urban Development Area
- Sewer and Water Service Area

Land Use Legend

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



0 0.05 0.1 0.2 Miles

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TASKER WOODS LAND USE PLAN

APPENDIX I - AREA PLANS

APPENDIX I - AREA PLANS

TASKER WOODS LAND USE PLAN

(Approved by BOS 7/13/2005)

INTRODUCTION

The Tasker Woods area presents a unique opportunity to transition a rural area wedged between rapidly developing residential neighborhoods and established industrial uses. The plan area includes approximately 79 acres and is located north of Tasker Road (Route 642) east and south of Macedonia Church Road and west of Front Royal Pike (Route 522). It includes two parcels of land - 76-A-48A & 76-A-49.

A new community is being created which will have residential and commercial uses. The area contains sensitive environmental features and these will be preserved. The community will be linked by an efficient road system, multi-purpose trails and sidewalks.

Land Use

The Eastern Frederick County Long Range Land Use Plan, adopted prior to this plan, does not show any specific land uses for this area. The land immediately south of the study area is planned for commercial and industrial uses, and already contains some industrial uses. The land to the east and west of the plan area is in residential use. Immediately north of the plan area are the Macedonia Methodist Church and the Macedonia Cemetery.

UDA/SWSA

This plan extends the Sewer and Water Service Area (SWSA) to those areas shown as residential and commercial on the land use plan (approximately 79 acres), and extends the Urban Development Area (UDA) to those areas shown as residential on the land use plan (approximately 57 acres).

Residential

The north portion of the Tasker Woods area is planned for residential use. Single family detached residences are encouraged along Macedonia Church Road to continue the residential pattern established to the west. Single family attached units could be accommodated further east. Given the relatively flat topography and square shape of the northern portion of the plan area, it could ideally be laid out in a grid pattern.

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Other uses that might be acceptable in the area planned for residential use are religious uses and local government uses.

Commercial

Commercial uses are planned for the land immediately north of Tasker Road and south of the intermittent stream. This will serve to buffer the residential uses from the industrial uses south of Tasker Road. The commercial component is envisioned to consist of neighborhood scale commercial uses and 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 and inter-parcel connectors will be encouraged to avoid multiple-entrances along Tasker Road and the new collector road.

Parks

The Tasker Woods area should contain a well defined park and open space system for both active and passive recreation. Neighborhood parks, possibly in cooperation with the church to the north, should be provided in central locations and be inter-connected. If the residential streets are designed in a grid pattern, the parks could be laid out as squares with the houses facing onto the square. Also part of the park network should be the interconnected trail system as noted above.

ENVIRONMENTAL FEATURES

Environmental features in the study area include ponds and intermittent streams. These should be protected and form part of the open space network for the area.

TRANSPORTATION

The Frederick County Eastern Road Plan designates Tasker Road and White Oak Road as improved major collectors and shows a new major collector linking the north end of White Oak Road/Macedonia Church Road with Route 522. The provision of this major collector road will be the responsibility of developers in this area. A signalized intersection at Route 522 and Macedonia Church Road will also be the responsibility of developers in the area. This plan further discourages individual entrances on these major collector roads.

This plan calls for a new minor collector road, beginning at the intersection of Tasker Road and Marcel Drive, extending northward through the site. The purpose of this road is to connect the residential uses of the community with

APPENDIX I - AREA PLANS

the commercial uses and to provide access to the small parcels on Route 522. Other roads throughout the area will be minor collector roads or local roads.

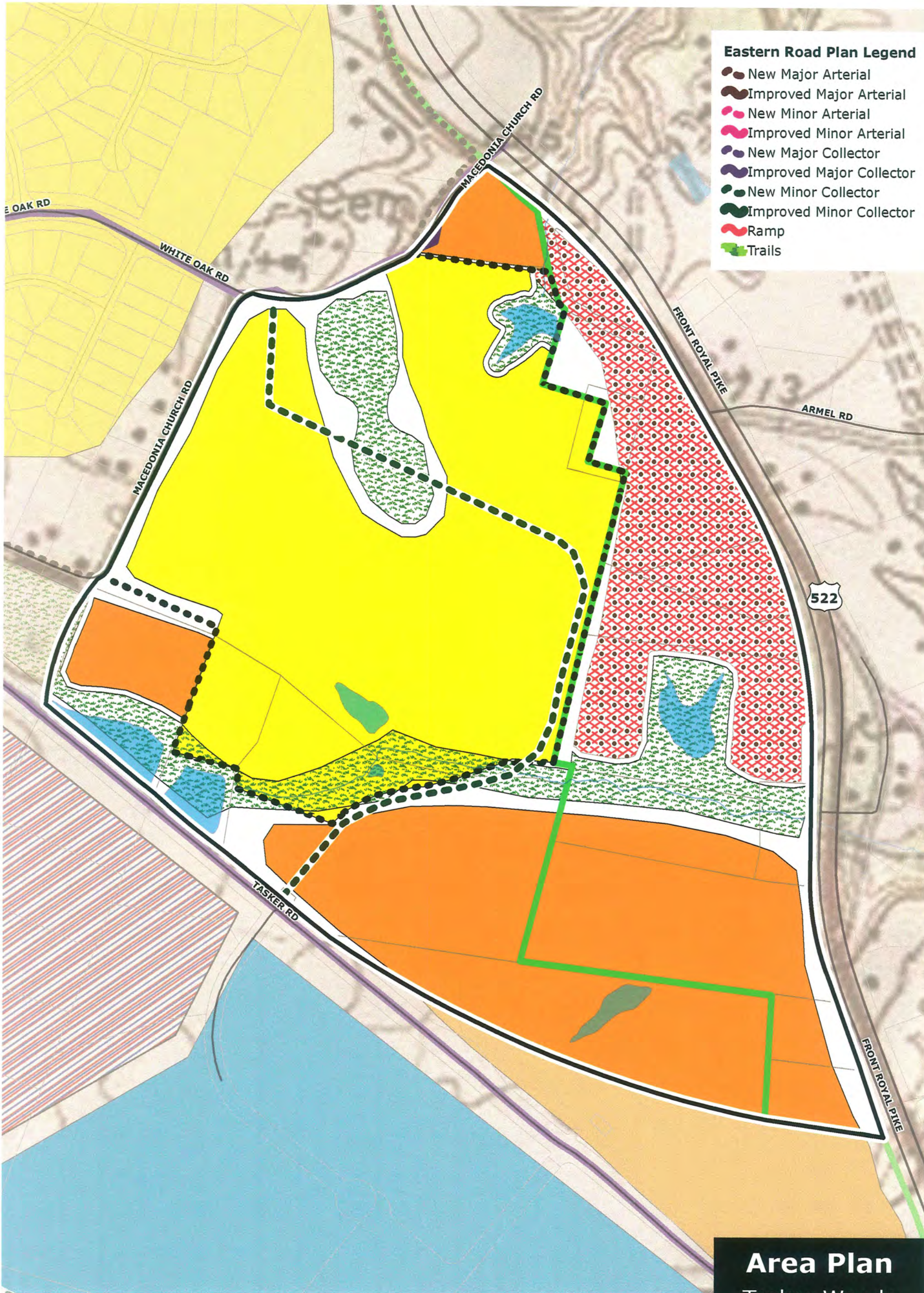
Another critical transportation component of this plan is alternative modes of transportation, such as pedestrian and bicycle facilities. This plan, therefore, calls for an interconnected system of multi-purpose trails and sidewalks. Given the close proximity of residential, commercial, and industrial sites, all of them relatively flat, a walkable environment is easily achievable.

DESIGN PRINCIPLES

The Tasker Woods area is at a prominent location on Tasker Road. Heightened design standards are appropriate in this area.

As stated above, the area is a relatively flat area and lends itself well to a grid pattern, for both the residential and commercial components. Other design features that compliment a grid pattern are short streets, shallow setbacks and alleys. These are therefore encouraged.

- Landscape features that are encouraged include saving existing mature trees, the planting of street trees, and the landscape screening of parking facilities.
- The commercial uses should be encouraged to coordinate and limit signage. Off-site signs should be discouraged and monument signs encouraged.
- All of the plan area should be provided with sidewalks and footpaths to encourage interaction between uses and walkability.



Eastern Road Plan Legend

- 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
- Trails

Urban Development Area
 Sewer and Water Service Area

Land Use Legend

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

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011

Area Plan

Tasker Woods

Land Use Plan

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SOUTHERN FREDERICK LAND USE PLAN

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SOUTHERN FREDERICK LAND USE PLAN

GENERAL INFORMATION

During the 1998 Planning Commission Retreat, held at the Wayside Inn in Middletown, the Board of Supervisors requested that a land use plan be prepared for the southern portion of the Urban Development Area (UDA) and the Sewer and Water Service Area (SWSA). The elements considered as catalysts for the development of a land use plan in this area include the planned improvements to existing road systems, the development of new road systems and sewer and water infrastructure, and the desire to establish industrial areas with rail access, as well as industrial areas that would utilize the Virginia Inland Port. A land use study was initiated to identify the most desirable land uses including future development and preservation within the area as a whole.

In May 1998, Frederick County identified a study area within the southern portion of the Urban Development Area (UDA) and the Sewer and Water Service Area (SWSA) which would be significantly influenced by planned road systems and sewer and water infrastructure. This study area, encompassing 7,050 acres (11 square miles), is bounded by the City of Winchester Corporate Limits, Interstate 81, and Buffalo Lick Run to the north; Airport Road (Route 645), West Parkins Mill Road (Route 644), and Front Royal Pike (Route 522 South) to the east; the Upper Opequon Watershed and the Opequon Creek to the south; and Middle Road (Route 628) to the west.

Several public information meetings were conducted in the fall of 1998. The purpose of these meetings was to identify issues and obtain input from the general public and local organizations that would be utilized to develop land use alternatives for the study. A work session was conducted with the Board of Supervisors and the Planning Commission in January 1999, to review the preferred land use plan alternative that was recommended by the Comprehensive Plans and Programs Subcommittee (CPPS). A background report was prepared for this work session to provide information regarding the characteristics of the study area, issues and input received during the public information meetings, and the elements of the recommended land use plan. This background report is maintained in the Department of Planning and Development.

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OBJECTIVES FOR THE SOUTHERN FREDERICK LAND USE PLAN

Land Use

- Promote orderly development within areas impacted by new infrastructure.
- Provide a balance of industrial, commercial, residential, and agricultural areas.
- Promote Planned Unit Development (PUDs) and 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.

Transportation

- Coordinate with the Interstate 81, Route 37, and WATS Plans.
- Promote areas of viable rail access for industrial uses.
- Require connections between arterial and major collector road systems within industrial, PUD, and mixed-use developments.
- Provide signalization at major intersections to promote efficient traffic movement.
- Encourage intermodal opportunities including bicycle and pedestrian systems.

Historical

- Encourage the protection of potentially significant historic structures and sites as identified by the Frederick County Rural Landmarks Survey.
- Encourage the establishment of historic districts and the protection of historic areas identified by the Battlefield Network Plan, particularly the Kernstown Battlefield site.

Environmental

- Identify environmental resources and develop methods to protect these sensitive areas.
- Encourage land use patterns that are not automotive dependent to protect air quality.
- Promote development standards such as riparian zones and regional stormwater management facilities to protect water quality from point and non-point sources.

Public Utilities

- Ensure the availability of adequate water resources prior to future development.
- Determine the capacities of water and sewer treatment facilities and projected impacts of future land uses.
- Provide opportunities for expansion of water and sewage treatment facilities.

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LAND USE PLAN

Existing areas of residential, commercial, industrial and agricultural land use are contained within the 7,050-acre study area. The majority of the commercial and industrial areas are located on the west side of Interstate 81 near the Valley Pike corridor (Route 11 South), while residential areas exist along Valley Pike and Front Royal Pike (Route 522 South). Agricultural land use exists along the Front Royal Pike corridor; however, the greatest concentration is located west of Valley Pike due to the significant amount of prime agricultural soils present in the area. Approximately 4,500 acres of land within the study area is currently zoned RA, Rural Areas District. The majority of this land is located east of Interstate 81; therefore, it is probable that future zoning change requests will be presented to the county. The development of future land uses throughout the study area should be sensitive to existing uses and should demonstrate continuity with planned uses.

Future land uses recommended for the 7,050-acre study area include residential, commercial, industrial, agricultural, mixed-use, planned unit development (PUD), and a historic district. A detailed description of the recommended land uses is provided below. Due to the considerable size of the study area, the description has been divided into three geographic areas.

Western Area

This area includes the portion of the study area west of Interstate 81 to Middle Road (Route 628). Recommended land uses include industrial areas along the east and west side of the CSX Railroad, as well as the continuation of industrial use on the east side of Route 37 and the southwest side of Apple Valley Road (Route 652). The continuation of agricultural uses is recommended west of Route 37 and Shady Elm Road (Route 651). This will encourage the continuation of agribusiness activity and protect the integrity of the properties voluntarily placed in the South Frederick Agricultural and Forestal District. A historic district designation is recommended for the portion of the Grim Farm that is located in the county. This designation is intended to assist in 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.

Central Area

This land area includes the portion of the study area east of Interstate 81 and west of Front Royal Pike (Route 522 South). Residential areas are recommended north of the Lakeside, Wakeland Manor, and Tasker Land Bay developments. Commercial areas are recommended at the Battaile Drive interchange between Interstate 81 and Warrior Drive. Mixed-use areas are

APPENDIX I - AREA PLANS

recommended to occur within proximity of the Route 37 interchange locations at Interstate 81, Front Royal Pike, and Warrior Drive, as well as in the northern portion of the study area between Front Royal Pike and Warrior Drive. Mixed-use areas are envisioned to include residential and commercial components, of which a maximum of 75% of the land area would be residential. A planned unit development (PUD) is recommended for the land area between Route 37, Front Royal Pike, Warrior Drive, and Papermill Road. The PUD is envisioned to include residential, commercial and light industrial/office components, of which a maximum of 50% of the land area would be residential. The mixed-use areas and the PUD are proposed as alternative land uses from the typical residential development patterns that have occurred in the past. The mixed-use and PUD concepts are intended to promote land use patterns that allow for internal service, employment, and intermodal transportation opportunities with public open space linkages between various developments.

Eastern Area

This land area includes the portion of the study area east of Front Royal Pike (Route 522 South). Residential areas are recommended adjacent to Armel Elementary School and to the north and west of the proposed public golf course located along West Parkins Mill Road (Route 644). An industrial area is recommended on Front Royal Pike, north of the Route 37 interchange area, to take advantage of the arterial road systems and the proximity to the Virginia Inland Port. An area has been identified to the south of the relocated portion of west Parkins Mill Road for the future expansion of the Parkins Mill Wastewater Treatment Plant. It is believed that this would provide adequate area to expand the capacity of the existing facility from 2 MGD to 4 MGD.

INFRASTRUCTURE COMPONENTS

The majority of the land within the study area boundaries will be impacted by transportation, sewer, and water facility improvements. These improvements are proposed to traverse properties that are currently located within and outside of the county's Urban Development Area (UDA) and the Sewer and Water Service Area (SWSA). Improvements to existing arterial and collector road systems, the development of new major and minor collector road systems, and the expansion and installation of public water and sewer facilities will be the responsibility of individual property owners and developers. It is recommended that adjacent land uses be situated a minimum of 100 feet from these right-of-ways to avoid future conflicts associated with widening and interchange reconfiguration. The following is a detailed description of the proposed transportation, sewer, and water facilities improvements.

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Transportation

The Winchester Area Transportation Study (WATS) and the Comprehensive Policy Plan's Eastern Road Plan identify 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. The following table describes the transportation improvements that will occur within the study area:

Southern Frederick Land Use Plan: Transportation Improvements			
Rt. Number	Functional Classification	Type of Improvement	Typical Section
Interstate 81	Interstate	Existing	(I6); 6 lane
Route 37	Major Arterial	New	(R4D); 4 lane
I- 81 Exit 310	Interstate	Existing	Full Cloverleaf
I-81 / Battaile	Interstate	New	Full Cloverleaf
Rt.37/522 South	Arterial	New	Diamond
Rt.37/Warrior	Arterial	New	Diamond
Rt.37 / Shady Elm	Arterial	New	Diamond
Interstate 81 CD	Collector/Distribu	New	(U2); 2 lane
Rt.636 White Oak	Major Collector	New	(U4R); 4 lane
Tasker Rd. to	Major Collector	Relocation	(U4R); 4 lane
Tasker Rd. to	Major Collector	Relocation	(R2); 2 lane rural
Rt.644 Papermill	Major Collector	New	(R2); 2 lane rural
Rt.644 Parkins Mill	Major Collector	New	(R2); 2 lane rural
Rt.651 Shady Elm	Major Collector	Existing	(R4D); 4 lane
Rt.652 Apple	Major Collector	Existing	(R2); 2 lane rural
Warrior Drive	Major Collector	New	(U4); 4 lane

In addition to the new road systems proposed by the WATS and the Eastern Road Plan, additional road systems are proposed to effectively manage traffic generated from residential, commercial, and industrial land uses along the Front Royal Pike corridor. These road systems, depicted on the Southern Frederick Land Use Plan Map, are intended to link various land uses with arterial and collector road systems and to provide for signalization

APPENDIX I - AREA PLANS

opportunities at critical intersections as areas develop. Development proposals submitted for these areas will be expected to provide road connections and signalization to achieve the intent of this plan, although the alignment of these road systems is not expected to be definite.

The development of new road systems and the improvements to existing road systems are planned to mitigate impacts to the environmental features and historic areas that are identified in the land use plan. Where appropriate, it is recommended that transportation systems planning efforts consider the feasibility of providing direct access or easements to historic properties and features to ensure public access opportunities, to encourage the development of bicycle facilities and pedestrian walkway systems that serve residential, mixed-use, and PUD areas, to discourage an excessive number of commercial and industrial entrances, to utilize master planned boulevard entrances with adequate turn lanes, and to increase setbacks for parking lots to provide for green space and landscaping opportunities, while providing future right-of-way to mitigate impacts to existing and future land uses.

Water and Sewer

In the Fall of 1997, the Board of Supervisors authorized the Frederick County Sanitation Authority to undertake a major capital project designed to provide public water and sewer service from the Parkins Mill Wastewater Treatment Facility to the Kernstown environs. Construction of this project commenced in Fall, 1998, which involves the extension of a 20-inch water transmission line from Front Royal Pike and a 15-inch sewer interceptor line from the Parkins Mill Wastewater Treatment Facility to Apple Valley Road (Route 652) and Shady Elm Road (Route 651) at Route 37.

This project was authorized primarily to provide public water and sewer service to existing and proposed industrial uses west of Interstate 81 and northeast of Route 37; however, it is anticipated that this project will impact other portions of the study area east of Interstate 81. The sewer interceptor line follows Hoge Run, which is the current boundary of the county's Urban Development Area (UDA) and the Sewer and Water Service Area (SWSA). The water transmission line traverses a distance of approximately one mile within the study area that is located outside of the UDA and SWSA, and then continues into the service area before crossing Interstate 81. The entire portion of the study area between Front Royal Pike and Interstate 81 that will be traversed by this water and sewer project is currently zoned for rural area use; therefore, the county should expect to receive requests for property rezoning in this portion of the study area.

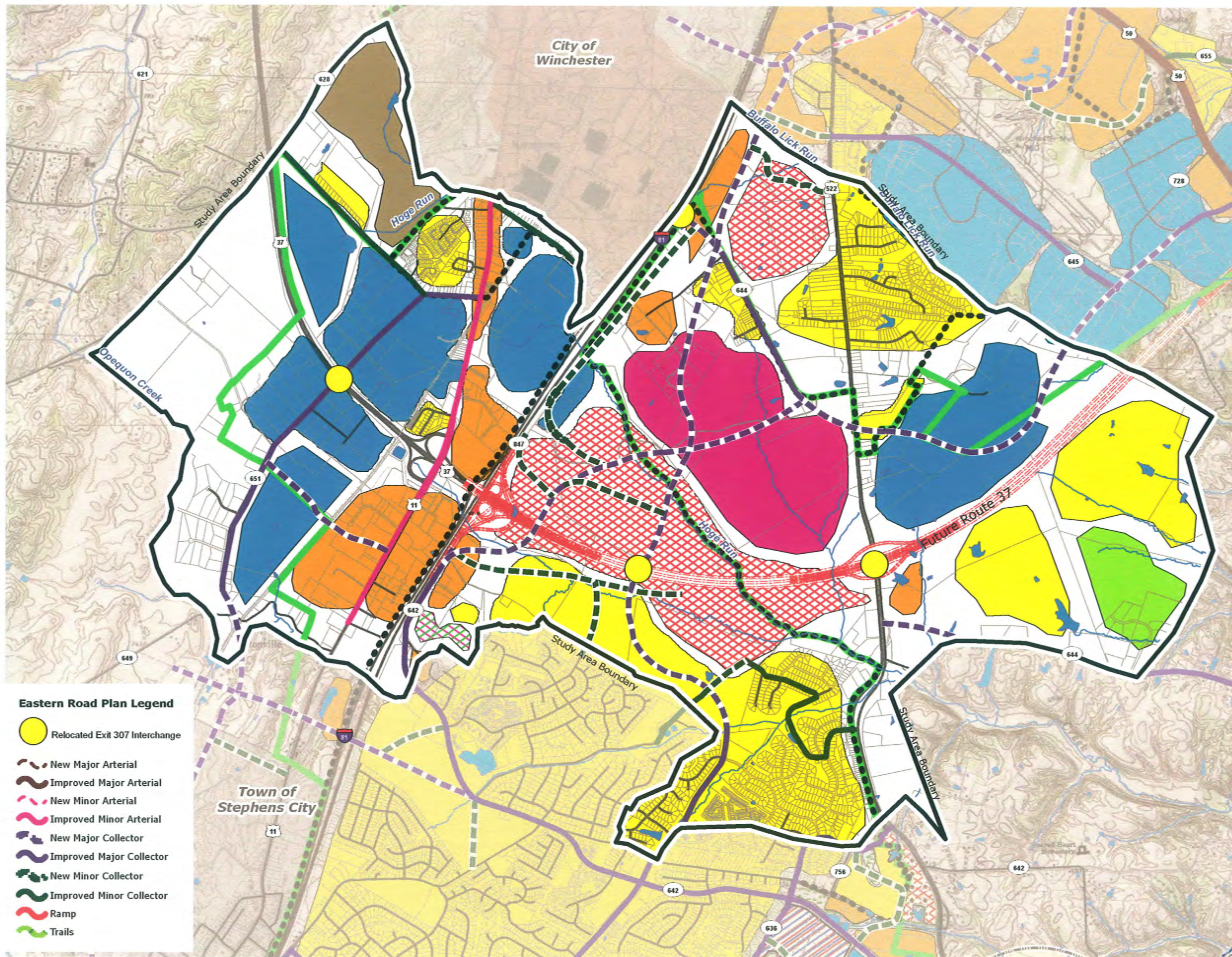
APPENDIX I - AREA PLANS

FUTURE LAND USE DEVELOPMENT PHASING

Approximately 3,470 acres, or 49%, of the 7,050-acre study area is currently within the Urban Development Area (UDA) and the Sewer and Water Service Area (SWSA). Of these 3,470 acres, 1,845 acres is currently zoned for rural area use (53%), 655 acres is zoned for residential use (19%), 645 acres is zoned for industrial use (19%), and 325 acres is zoned for commercial use (9%). The remaining 3,580 acres that is located outside of the UDA and SWSA is predominately zoned for rural area use, with the exception of small residential areas located along Papermill Road (Route 644) and Apple Valley Road (Route 652).

The land use plan recommends an adjustment of the SWSA in the western portion of the study area in the proximity of Apple Valley Road. This adjustment relocates the SWSA to the southeast of the Kernstown Battlefield on the north side of Apple Valley Road and to the north of the Blackburn Limited Partnership tract on the south side of Apple Valley Road. This adjustment results in an addition of 3.5 acres into the SWSA, as 35.7 acres are included within the Blackburn Limited Partnership tract, while 32.2 acres is removed from the Kernstown Battlefield site.

A phasing plan is not recommended for the acreage located within the UDA and SWSA boundaries, as favorable economic and market conditions will drive development decisions. Future expansion of the SWSA is appropriate to accommodate future industrial use; however, the expansion of this service area should not extend west of Shady Elm Road or south of the proposed segment of Route 37 between Front Royal Pike and Buffalo Lick Run. The land use plan does not propose the expansion of the UDA in any part of the study area boundary. It is recommended that the county monitor growth trends within the UDA to ensure that the timing for expansion of this development area is linked to the need to provide additional residential areas to maintain a competitive market. It is recommended that the properties located west of Front Royal Pike and east of Interstate 81 be considered first for inclusion into the UDA when the expansion is determined to be appropriate.



Area Plan

Southern Frederick

Land Use Plan

- Future Rt 37 Bypass
- 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
- DSA - Historic Resources & Recreation
- Fire & Rescue
- Institutional
- School
- RuralCommunityCenter

0 0.2 0.4 0.8 Miles

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



Eastern Road Plan Legend

- Relocated Exit 307 Interchange
- 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
- Trails

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ROUTE 37 WEST LAND USE PLAN

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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 in orchards 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.

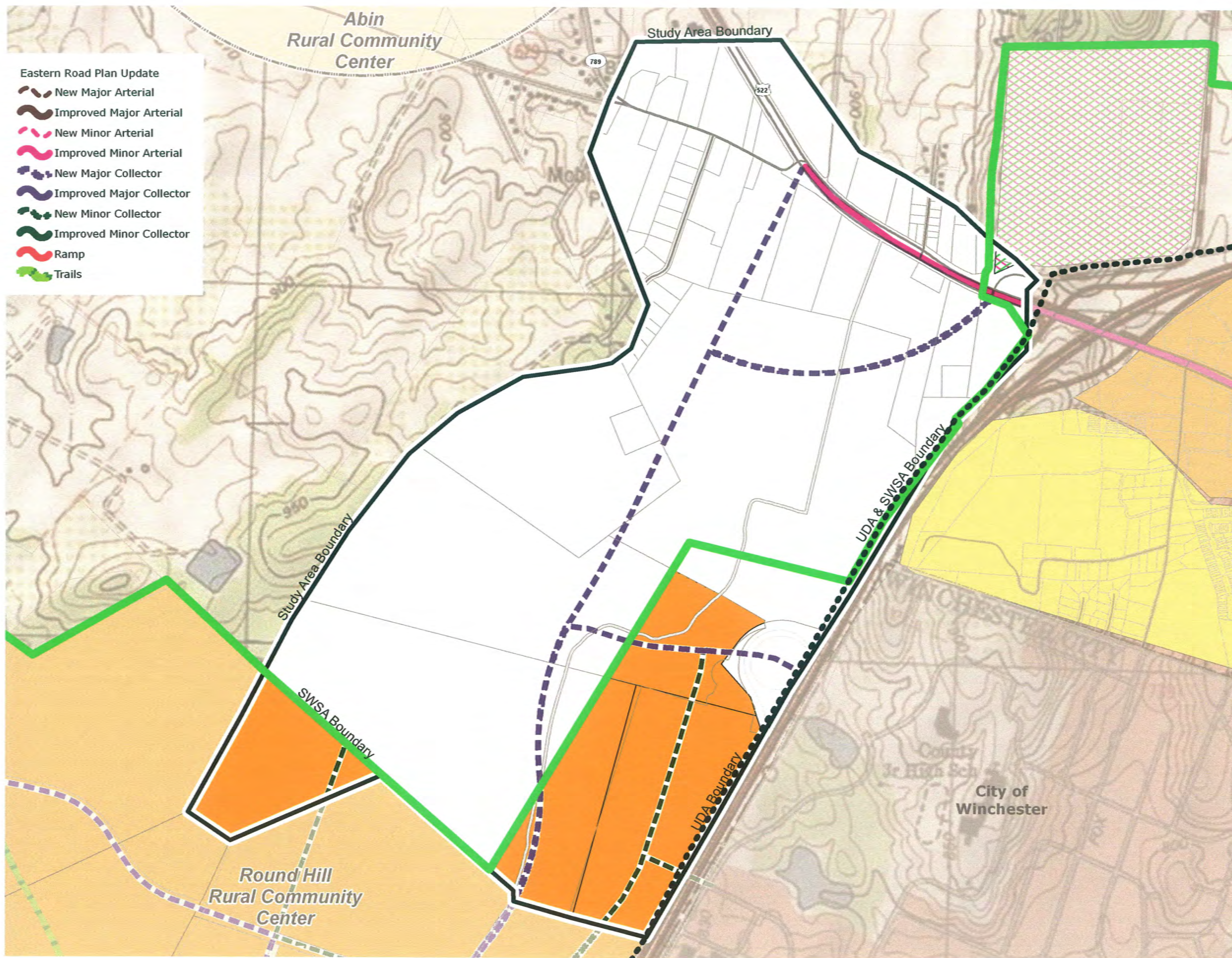
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Transportation Components

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.



- Eastern Road Plan Update
- 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
 - Trails

Area Plan

Route 37 West

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
 - DSA - Historic Resources & Recreation
 - Fire & Rescue
 - Institutional
 - School
 - RuralCommunityCenter

0 0.075 0.15 0.3 Miles

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



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

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APPENDIX I - AREA PLANS

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)

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

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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.

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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

APPENDIX I - AREA PLANS

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 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

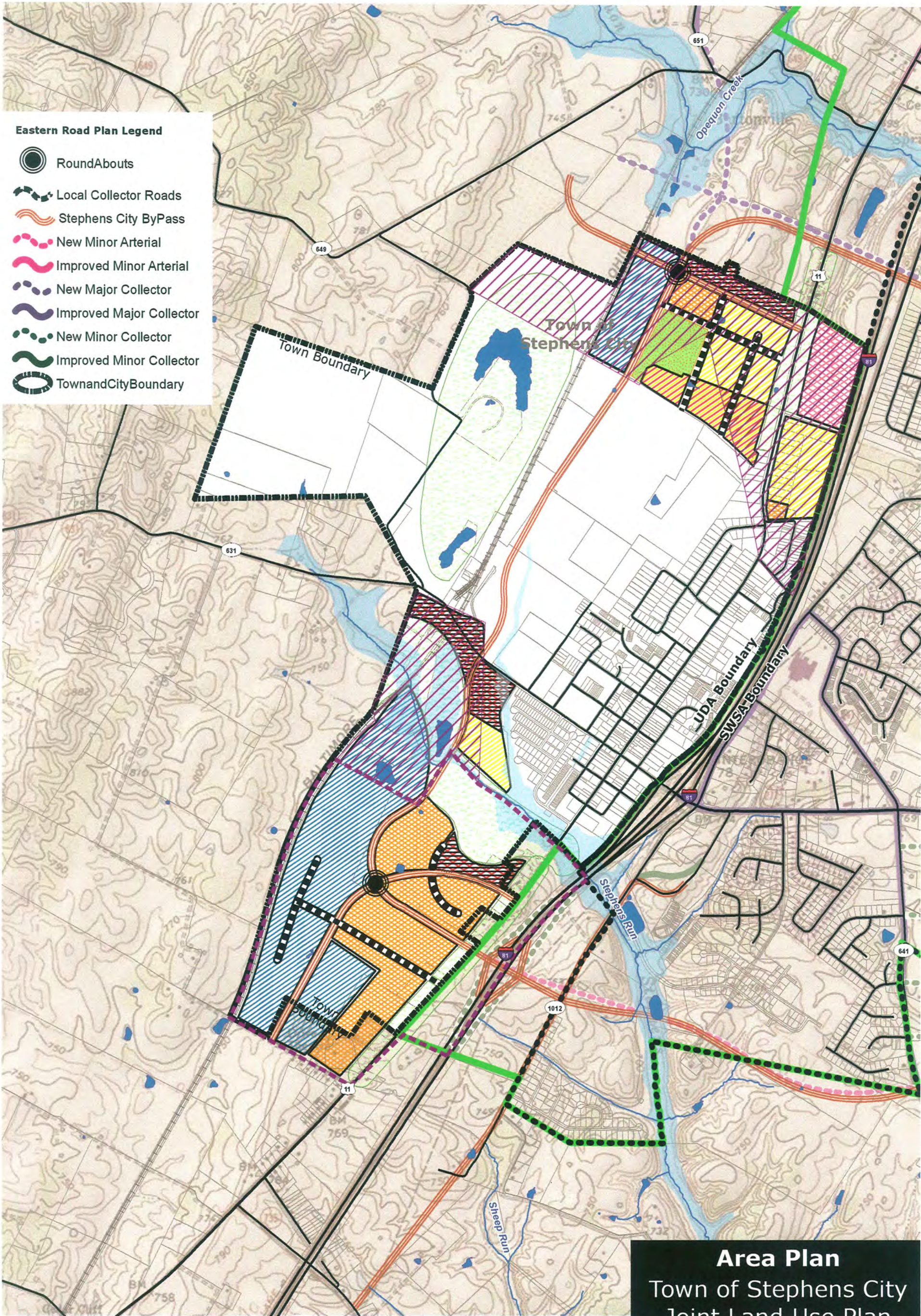
It is essential to ensure that the infrastructure, in particular transportation infrastructure, and the necessary community facilities are provided in a timely and coordinated manner in order to enable the successful implementation of the land use plan.

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

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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.



Eastern Road Plan Legend

- RoundAbouts
- Local Collector Roads
- Stephens City ByPass
- New Minor Arterial
- Improved Minor Arterial
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Town and City Boundary

- Urban Development Area
- Sewer and Water Service Area

Land Use Legend

- Phase 1 Annexation Area
- Phase 2 Annexation Area
- Residential
- Mixed Use Age Restricted
- Institutional
- Highway Commercial
- Mixed-Use
- Industrial
- Open Space
- Natural Resource & Recreation

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



0 0.1 0.2 0.4 Miles

APPENDIX I - AREA PLANS

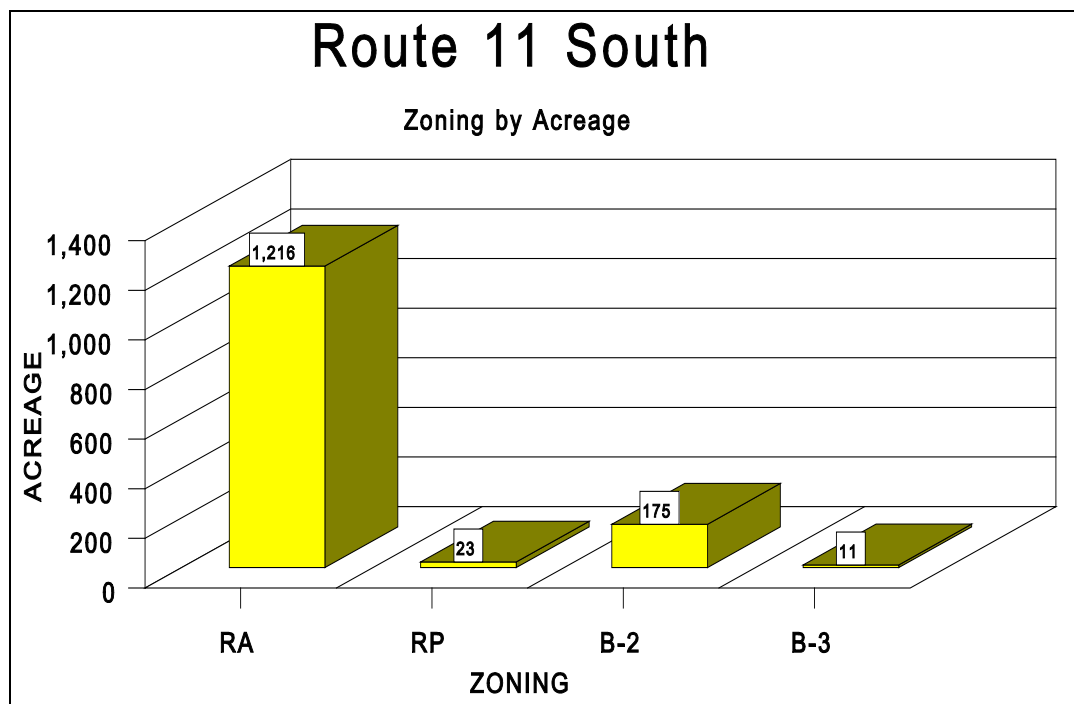
ROUTE 11 SOUTH CORRIDOR LAND USE PLAN

APPENDIX I - AREA PLANS

ROUTE 11 SOUTH CORRIDOR LAND USE PLAN

The Route 11 South corridor study area encompasses approximately 1,500 acres. The corridor is roughly three miles in length and runs from Route 37 South to, and including, the northern edge of Stephens City. Interstate 81 forms the eastern terminus of the study area with the Baltimore and Ohio railroad tracks composing the western boundary. The majority of land within this study area (roughly 1,200 acres) is currently zoned Rural Areas (RA). There are about 175 acres of Business General (B-2) zoning within the corridor, all of which is situated north of Bartonsville. There are also 23 acres of Residential Performance (RP) zoning and 11 acres zoned Industrial Transition (B-3).

Figure 7: Route 11 South Zoning



Perhaps the most outstanding feature of the Route 11 South study area is the relatively pristine state of the southern portion of the corridor. The land from Bartonsville south to the Stephens City limits is relatively undeveloped. The majority of this segment of the study area (approximately 475 acres) is currently either used for agriculture or is vacant. Only two, small-scale commercial enterprises are situated in this portion of the corridor.

APPENDIX I - AREA PLANS

Based upon the counts taken in 1989 by the Winchester Area Transportation Study, 9,140 vehicles traveled on Route 11 South between the intersection of Route 37 and the Stephens City corporate line. Traffic is heaviest during the evening, reaching a peak of 843 vehicles. The majority of this traffic during this time is traveling southbound. This segment is identified by the Winchester Area Transportation study as deficient due to inadequate shoulder width.

LAND USE PLAN

The Route 11 South corridor plan calls for business/office uses along the majority of the corridor with the exception of the area in and around Bartonsville, which is shown as the site of a future Historic District. The southwestern portion of the study area, adjacent to Stephens City, contains a continuation of the residential development within the Town. Future land use along the western edge of the corridor is shown as industrial/office. This designation would take advantage of the rail frontage to promote economic development in the area.

One of the significant elements of this plan is the buffering of Route 11 South. The 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.

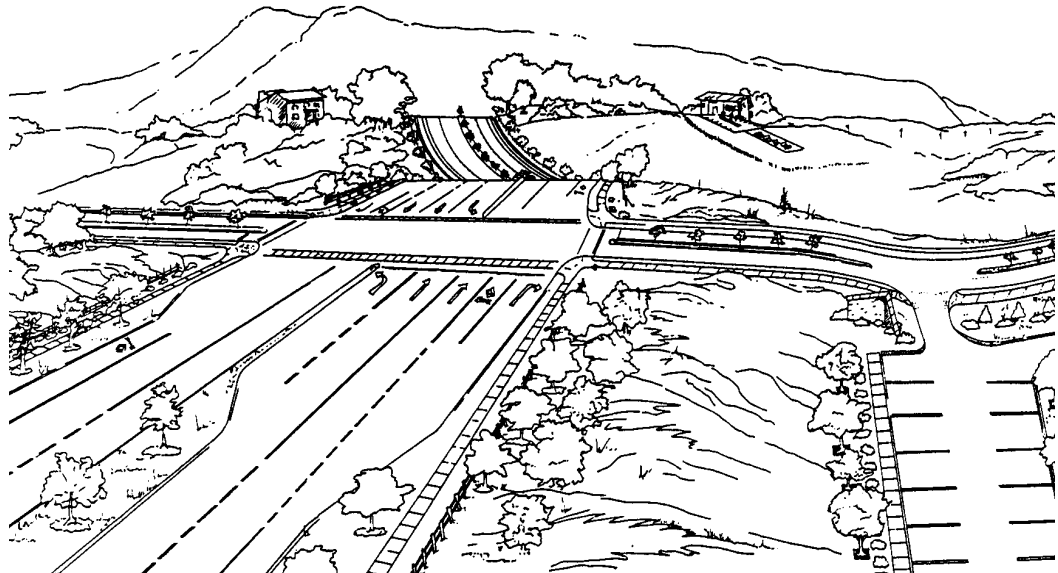
The plan shows two collector roads which would connect the proposed future commercial development areas with Route 11 South and Fairfax Street, west of Stephens City, and ultimately, with Route 642, on the east side of interstate 81. These roads would effectively create a bypass of the northern portion of Stephens City, providing an alternate means of traveling east-west or north-south without having to pass through the traffic light at the intersection of Routes 11 South and 277 (Fairfax Street). A similar arrangement should be planned for the southwestern quadrant of Stephens City to create a full bypass for north-south travel, further alleviating pressure on the Fairfax/Route 11 intersection.

APPENDIX I - AREA PLANS

The plan calls for the formation of a Historical District around the Bartonsville area. Current County regulations stipulate that the formation of a Historic District must be done with the landowner's consent, although a proposal for a Historic District can be made by the County's Historic Resources Advisory Board. In addition to its historical significance, much of the Bartonsville area is also within the 100 year flood plain and would therefore be otherwise limited in terms of development potential.

It is intended that as much as possible, the view from Route 11 South be screened. This could be achieved by requiring uses which locate within this area to use the east-west connector road as a means of access to Route 11 South rather than having individual entrances directly onto Route 11 South. Extensive screening and setbacks should also be required adjacent to Route 11 South.

Figure 8: Route 11 South Corridor Four Lanes with Buffers and Setbacks



APPENDIX I - AREA PLANS

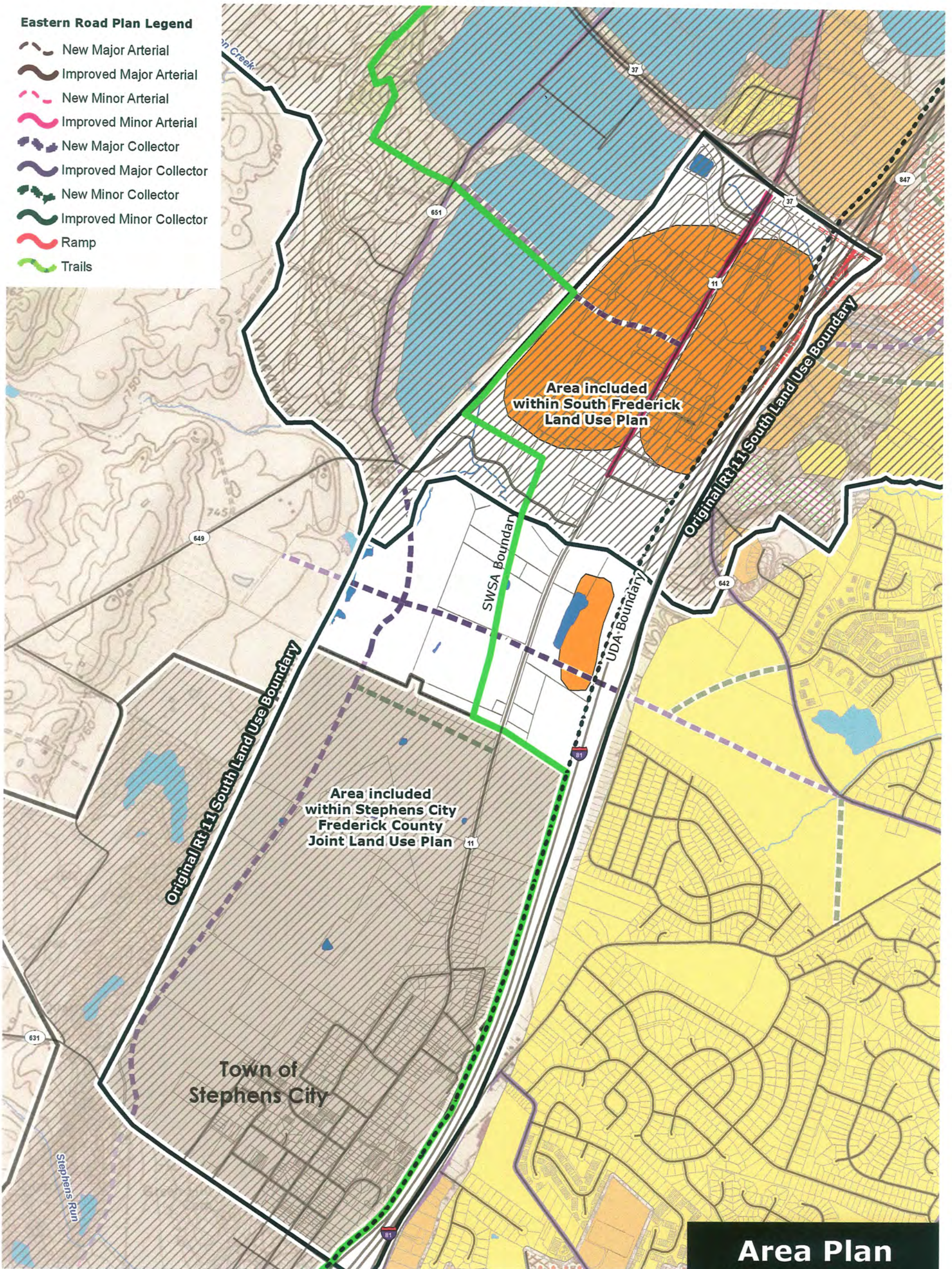
Figure 9:

Methods to be Used to Preserve the Appearance of the Route 11 Corridor

- Save existing stone fence rows and mature trees wherever possible by incorporating them into site designs.
- Utilize native species in plantings for buffers and landscaping along Route 11 and establish mechanisms to insure that the plantings are properly maintained.
- Incorporate interconnected bike and pedestrian travel ways into site design.
- Utilize traditional board fencing along Route 11 and within developments as appropriate.
- Limit or prohibit the use of off-site signs along the corridor. Encourage the use of monument style signs.
- Prohibit individual site entrances and parking lots along the frontage of Route 11.

Eastern Road Plan Legend

- 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
- Trails



Area Plan Route 11 South Land Use Plan

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

Land Use Legend

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



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Approved: July 14th, 2011

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APPENDIX I - AREA PLANS

ROUTE 7 EAST CORRIDOR STUDY LAND USE PLAN

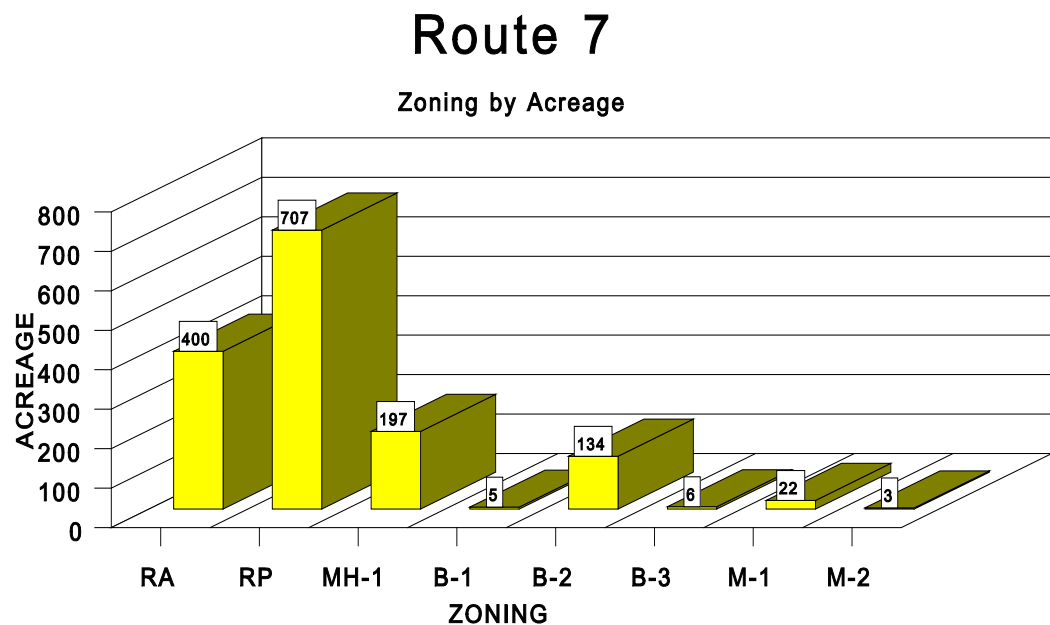
APPENDIX I - AREA PLANS

ROUTE 7 EAST CORRIDOR STUDY LAND USE PLAN

The Route 7 corridor study area runs from the Interstate 81 interchange, east to Woods Mill Road for a distance of 2.2 miles, encompassing 1,450 acres. The study area extends north of Route 7 to include the Regency Lakes development, the site of the Redbud Elementary School, and south of Route 7 to include the residential developments along Valley Mill Road and Abrams Creek.

The largest single zoning category within this corridor is RP accounting for nearly half of the 1,450 acres. There are still 400 acres that remain in RA zoning, of which 128 acres are owned by the Frederick County School System and a total of 166 acres are zoned for business, commercial, or industrial uses.

Figure 10: Route 7 Zoning by Acre



The Route 7 corridor is probably the most limited of the three corridors studied in terms of the potential for further commercial development. This does not mean that the corridor is not expected to change dramatically in coming years; rather, the intensity of the change is not expected to be as great as the Routes 50 or 11 corridors. One reason for this is existing land use. There are 584 acres of vacant land within the bounds of the corridor

APPENDIX I - AREA PLANS

study area. Of this acreage, 128 acres is owned by the Frederick County School System. There are only 100 vacant acres currently zoned for business or industrial uses. The corridor is also somewhat limited by topography, with roughly 370 of its 1,450 acres being steep slopes.

Route 7 between the interchange of Interstate 81 and Greenwood Road (Route 656) is one of the most frequently traveled roadways in Frederick County. Approximately 21,000 vehicles traveled this segment daily in 1989. Vehicles traveling east of this segment between Greenwood Road and Woods Mill Road lessened to approximately 16,500. Traffic remains heavy in both the A.M. and P.M. peak hours, although traffic is heaviest in the P.M. hours between I-81 and Route 656. The P.M. peak count for this segment in 1989 was 1,814 vehicles. By 2015, the peak count for this segment is expected to reach 2,824 vehicles.

The volume of traffic on Valley Mill Road (Route 659) and Greenwood Road is also projected to increase. Based on traffic counts conducted by VDOT, 4,531 vehicles per day traveled the segment of Valley Mill Road between Brookland Lane and Greenwood Road. Approximately 1,972 vehicles per day traveled on Greenwood Road in 1993. Projected volume of traffic during peak evening hours is not expected to increase significantly on Greenwood Road. However, traffic on Valley Mill Road is expected to increase. Based on the Winchester Area Transportation Study, 218 vehicles were recorded as the P.M. peak count for Valley Mill Road in 1989. By 2015, this volume is expected to reach 377. This is consistent with the number of residential units that can be developed along and just west of Brookland Lane. Because of the potential growth in this area and due to its narrow shoulder width, Valley Mill Road as it exists today will not be sufficient to carry the traffic projected for 2015.

LAND USE PLAN

The Route 7 corridor plan shows a large area of institutional use at the northwest quadrant of the intersection of Route 7 and Route 660. This land is owned by the Frederick County School System and contains the Redbud Run Elementary School and is proposed as the site of a new high school and a vehicle maintenance facility. Access to this site is shown as being provided by means of a series of proposed collector roads, one traveling from the intersection of Route 7 and Route 656, north to Route 661 (Redbud Road); another traveling east\west, connecting the first collector with the north\south collector west of the Winchester Mall property; and a third going north from Route 7 (at Blossom Drive) which intersects the east\west collector. An area expected to transition from residential to business/office type uses is shown on the north side of Route 7 across from Blossom Drive.

The area shown to the north of the study area boundary as being historic is the core area of the Third Winchester Battlefield. Efforts should be made to buffer this area from development.

Area Plan

Route 7 East Corridor Land Use Plan

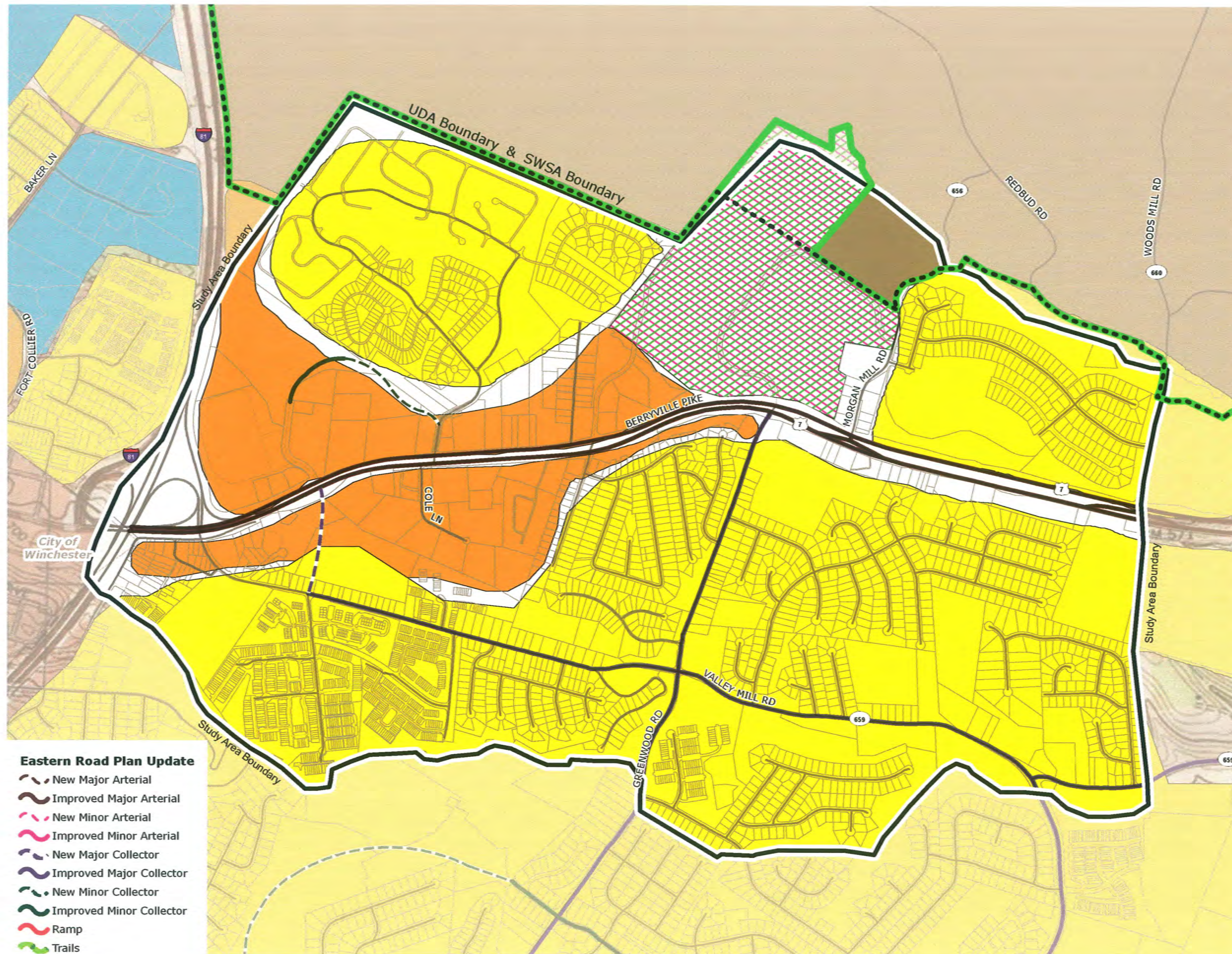
-  Urban Development Area
-  Sewer and Water Service Area

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
-  DSA - Historic Resources & Recreation
-  Fire & Rescue
-  Institutional
-  School
-  RuralCommunityCenter

0 0.1 0.2 0.4 Miles

2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



Eastern Road Plan Update

-  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
- Trails

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ROUTE 50 EAST CORRIDOR STUDY LAND USE PLAN

APPENDIX I - AREA PLANS

APPENDIX I - AREA PLANS

ROUTE 50 EAST CORRIDOR STUDY LAND USE PLAN

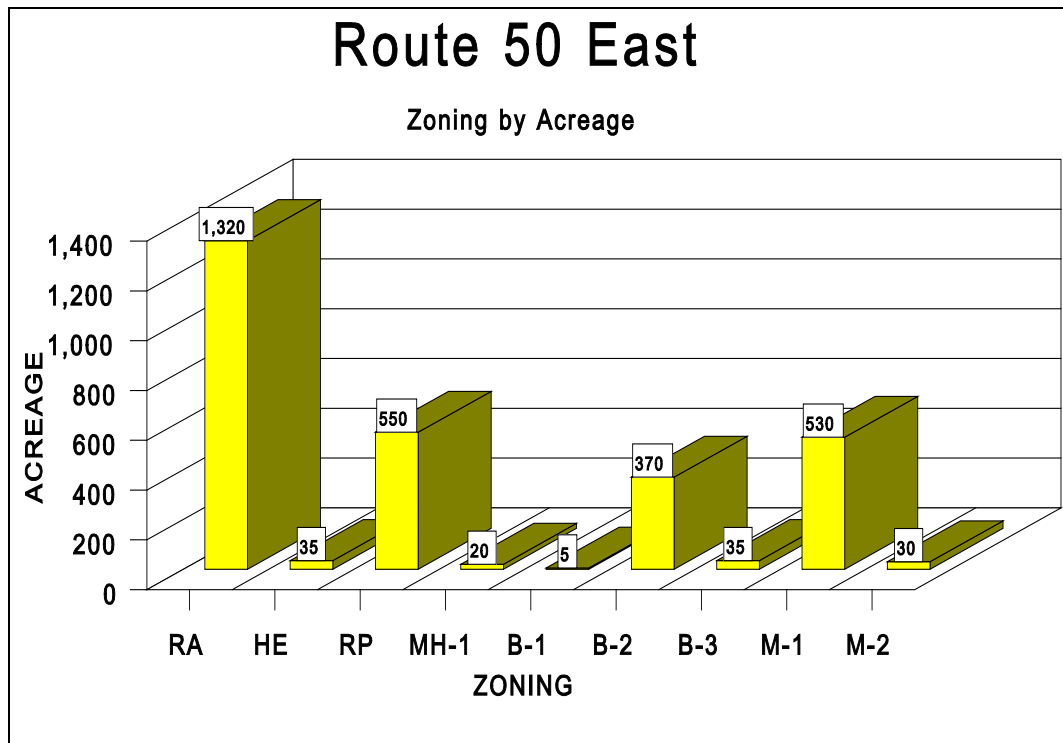
The area included in the Route 50 East corridor land use plan consists of nearly 3,000 acres. The corridor extends from the 81 interchange to the eastern edge of the Westview Business Centre, a distance of 3.6 miles. The corridor study area also extends south to encompass the Winchester Regional Airport, the Airport Business Park, and surrounding uses. The largest single zoning category within the study area remains Rural Area (RA) zoning with approximately 1,300 acres. RA zoning permits general agricultural uses and low density residential development (one unit per five acres). The bulk of the remaining acreage, roughly 1,000 acres, is presently zoned for retail office and or industrial uses. Residential Performance (RP) zoning accounts for roughly 550 acres. RP zoning allows for residential development at a maximum density of up to ten units per acre, with an average overall density of four units per acre.

Of the three corridors which have had land use plans developed, the Route 50 corridor is the largest and has the greatest potential for additional commercial growth. Its proximity to the Winchester Regional Airport, in addition to Interstate 81, make it a highly desirable location for many commercial uses. Of the nearly 3,000 acres in the corridor study area, roughly 1,400 acres are vacant. Of this vacant acreage, 550 acres are already zoned for commercial or industrial use. For this reason, the transportation network within and around the corridor area will be of great importance.

Another important element of this corridor plan will be a coordinated effort at stormwater management. The corridor contains a total of 131 acres of flood plain. The land along Sulphur Spring Run has experienced numerous flooding problems over the years. The County will need to insure that any future development within the study area is done in a manner that will help to alleviate this problem, not exacerbate it. There is also 444 acres of land with slopes in excess of fifteen percent, 11 identified historic sites, and there are areas of mature woodland. These areas need to be avoided and protected when surrounding land is developed.

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Figure 6: Rout 50 East Zoning



According to the Virginia Department of Transportation's *Average Daily Traffic Volumes on Interstate, Arterial, and Primary Routes*, approximately 31,000 vehicles traveled daily on the segment of Route 50 between Route 522 and the Clarke County line in 1992. Based upon the Winchester Area Transportation Study (WATS), the majority of traffic traveling along this segment is concentrated between Routes 522 and Purdue Drive, located just east of Delco Plaza Shopping Center.

Within the study area, traffic is heaviest during the P.M. hours. The highest P.M. peak count occurred between Routes 522 and Sulphur Spring Road, Route 655, with 1,406 vehicles traveling this segment in 1989. Projections based upon the WATS indicate that by 2015, traffic within this segment will increase during P.M. peak hours by 42%. Traffic on Route 50 is also heavy between Sulphur Spring Road and Victory Lane, Route 728. In 1989, the P.M. peak count for this segment was 1,180. Traffic within this segment is expected to increase, especially as more development occurs off Airport Road. Approximately 1,500 vehicles per day travel on Airport Road between Routes 522 and 728. In 1989, the P.M. peak count was 87 vehicles. By 2015, the amount of traffic is projected to increase 500%.

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LAND USE PLAN

The Route 50 corridor plan shows two areas of business/office and industrial/office use adjacent to the airport. One is a large area south of Route 50, the other is a smaller area east of Route 522 and north of Route 645, (Airport Road). Both areas would be expected to benefit from their proximity to the airport as well as easy access to Route 81. An area designated for office/industrial use is shown on the south side of Route 645 across from the intersection with Route 728, (Victory Lane). These areas would basically be continuations or extensions of established land uses.

An area of business/office use is also shown west of the intersection of Airport Road and Route 522. This area would be expected to accommodate a future road connection resulting from the extension of Airport Road, west into the City. Plans at this time would be to connect with road segments which are, at this time, partially in place south of Lowes, extending east from Pleasant Valley Road. This connection is seen as an important link in the overall Winchester Area Transportation Plan.

Two connector roads between Routes 522 and 50 are depicted in the plan. The purpose of these connectors would be to both relieve some pressure from the existing 522/50/81 interchange area, as well as to act as a connector between the various parcels that would otherwise have to utilize Route 50 as their sole means of ingress and egress.

A connection is also shown between Delco Plaza and a planned collector road running from Route 522 east through the Prince Frederick Office Park and then north to Route 50. This connection is shown running north-south from the western edge of the plaza. It is hoped that this connection might make it possible to relocate the Delco Plaza entrance and light at the 522 entrance with one further south, at the intersection of Route 522 and the planned collector road. This might be preferable in order to give more room for traffic which backs up in the north bound lanes of Route 522 as a result of the light at Route 50.

Area Plan

RT 50 East Corridor Land Use Plan

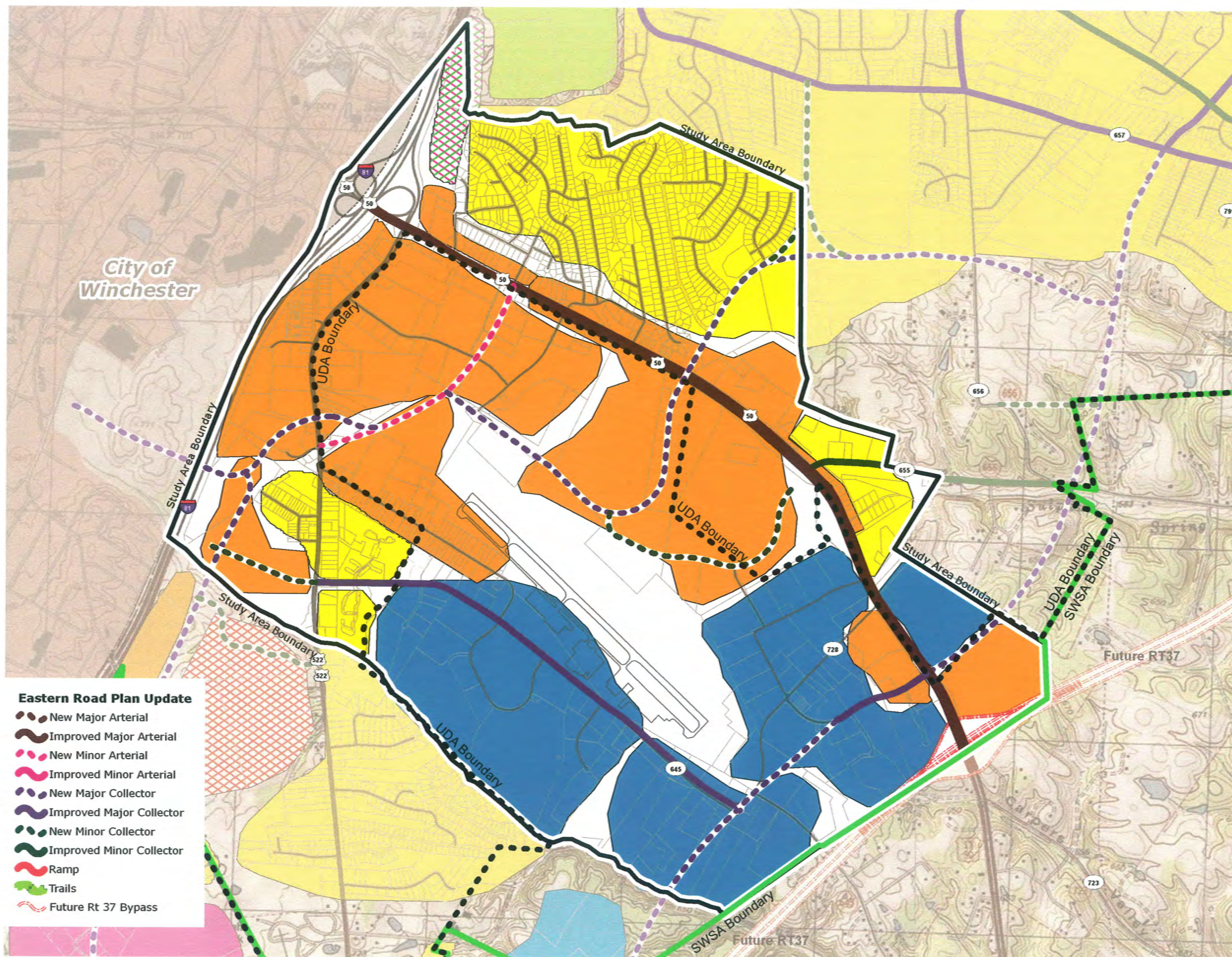
- Urban Development Area
- Sewer and Water Service Area

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
- DSA - Historic Resources & Recreation
- Fire & Rescue
- Institutional
- School
- RuralCommunityCenter

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- New Minor Collector
- Improved Minor Collector
- Ramp
- Trails
- Future Rt 37 Bypass

SENSENY / EASTERN FREDERICK URBAN AREA PLAN
SEFUAP

BOARD OF SUPERVISORS

APPROVED ON JUNE 13, 2012

PLANNING COMMISSION

RECOMMENDED APPROVAL MAY 16, 2012

ENDORSED BY THE

FACILITATOR GROUP

FEBRUARY 1, 2012

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. Rezoning 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 2030 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 its 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:
 - o An area of commercial and light industrial north of Route 7, buffered by higher density residential to the east, transitioning to existing school uses.
 - o An area of medical office uses adjacent to and east of proposed Senseny Road Urban Center.
 - o 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 sustainable environmental practices and community oriented operating philosophies. Residential land use is not compatible with this development 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.

Other recommendations from the business development group:

- 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 Battaille 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 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 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 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 complete street 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 complete street thoroughfare design. The Complete Street policies shall be integrated into the plan. 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 to achieve complete streets. 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.

Other recommendations from the transportation group:

- 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:
 - o Continue to plan all streets as “complete” streets which consider all users.
 - o 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.
 - o On collector roadways or higher, make use of separated multi-use paths at least 10 feet in width.
 - o 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.
 - o 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).
 - o Bike paths should be constructed on the same grade as the adjacent roadway.
 - o Bike path maintenance should be addressed by adjacent property owner groups whenever possible.
- Continue to enforce improved access management with redevelopment or new development.
 - o 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.

- o 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.

Developmentally Sensitive 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 developmentally sensitive/historic designation. These DSA'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 2030 Comprehensive Plan. Sites that are outside of the

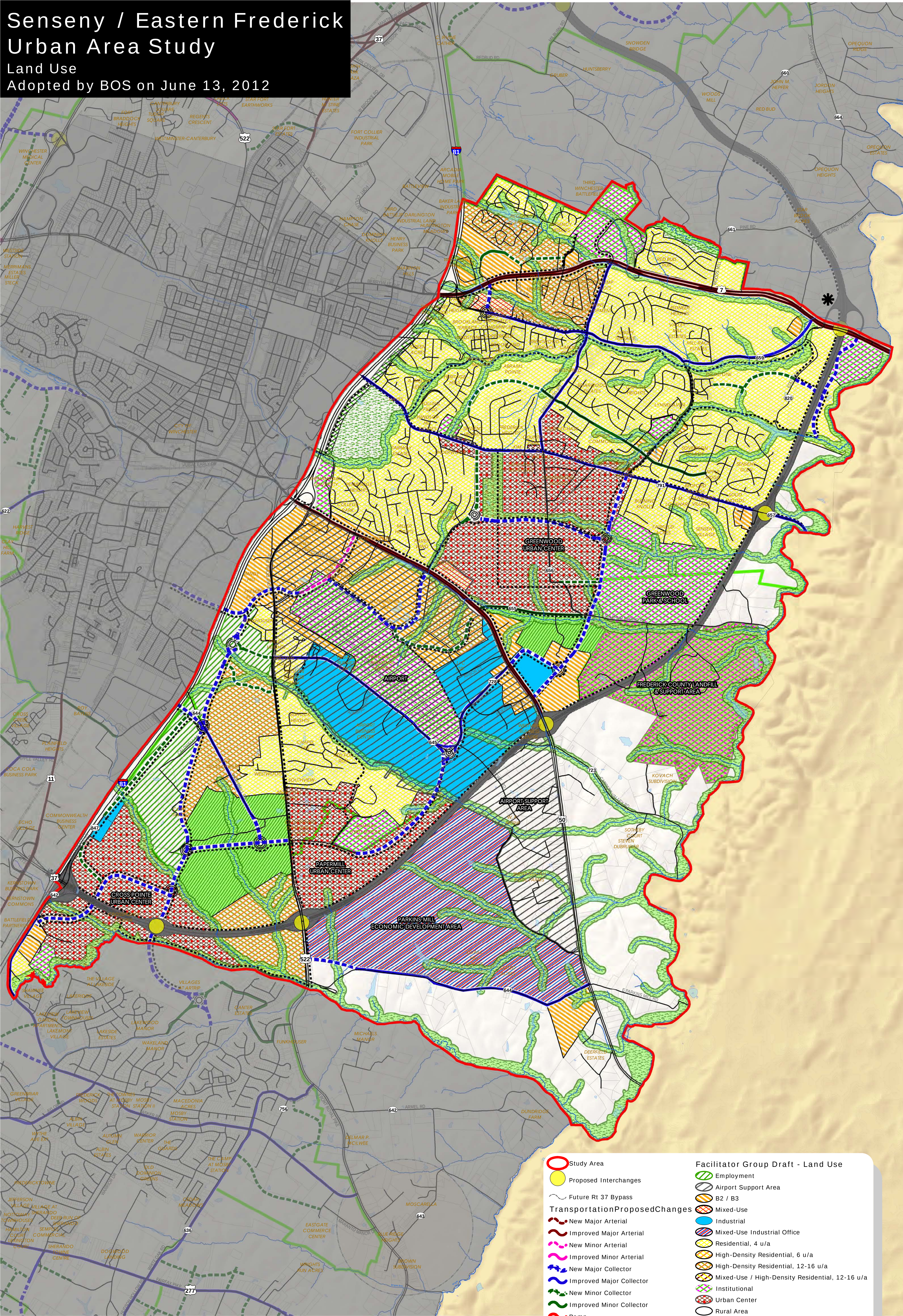
identified park rings should be considered if they meet the needs of the community.

- 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.

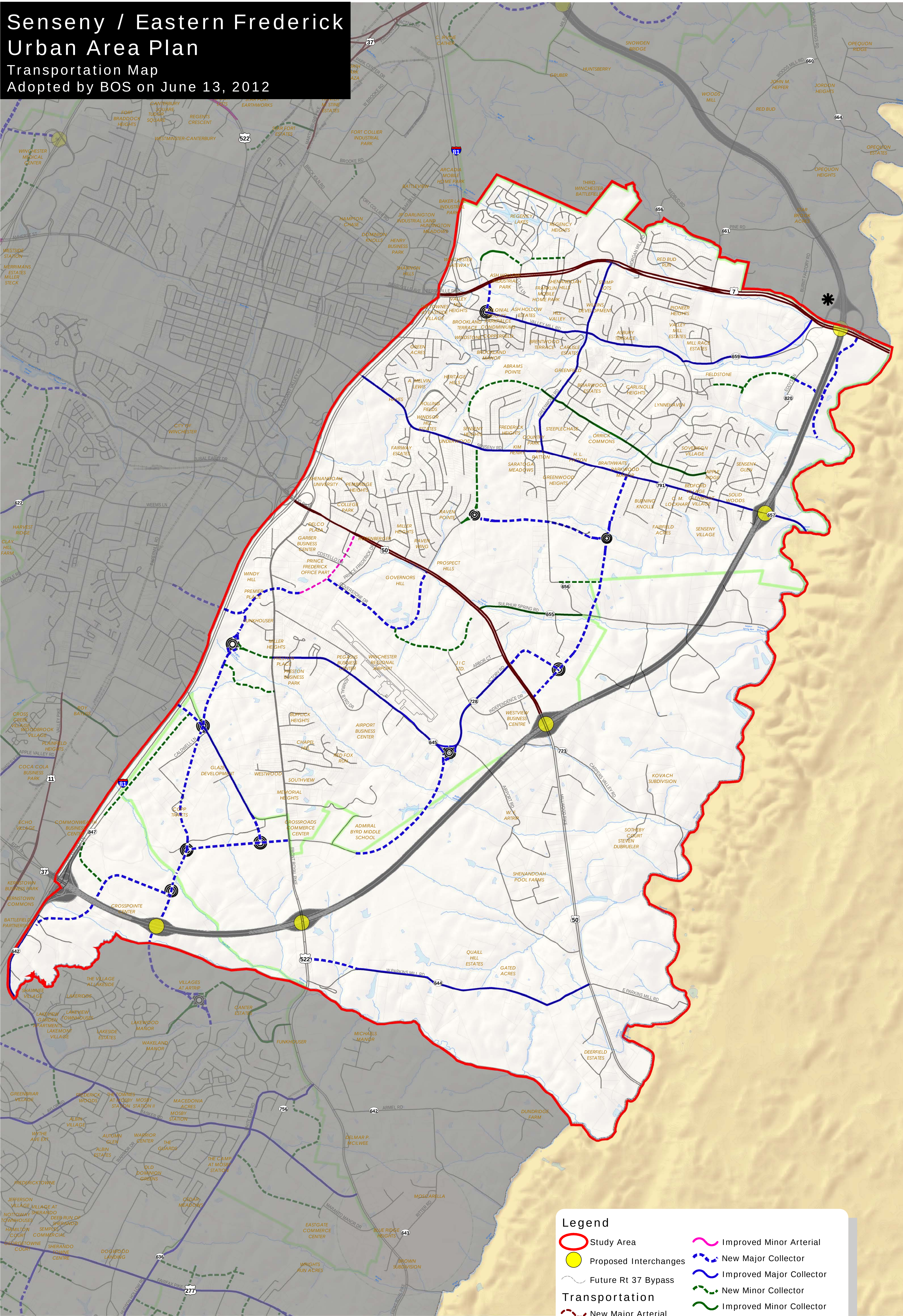
Senseny / Eastern Frederick Urban Area Study

Land Use
Adopted by BOS on June 13, 2012



- Study Area**
- Proposed Interchanges
 - 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
 - Trails
 - Roundabout
- Facilitator Group Draft - Land Use**
- Employment
 - Airport Support Area
 - B2 / B3
 - Mixed-Use
 - Industrial
 - Mixed-Use Industrial Office
 - Residential, 4 u/a
 - High-Density Residential, 6 u/a
 - High-Density Residential, 12-16 u/a
 - Mixed-Use / High-Density Residential, 12-16 u/a
 - Institutional
 - Urban Center
 - Rural Area
 - Interstate Buffer
 - Park
 - Natural Resources & Recreation
 - Landfill Support Area
 - Future Route 37 ramps to be adjusted to align with future relocated Valley Mill Road.

Senseny / Eastern Frederick
Urban Area Plan
Transportation Map
Adopted by BOS on June 13, 2012

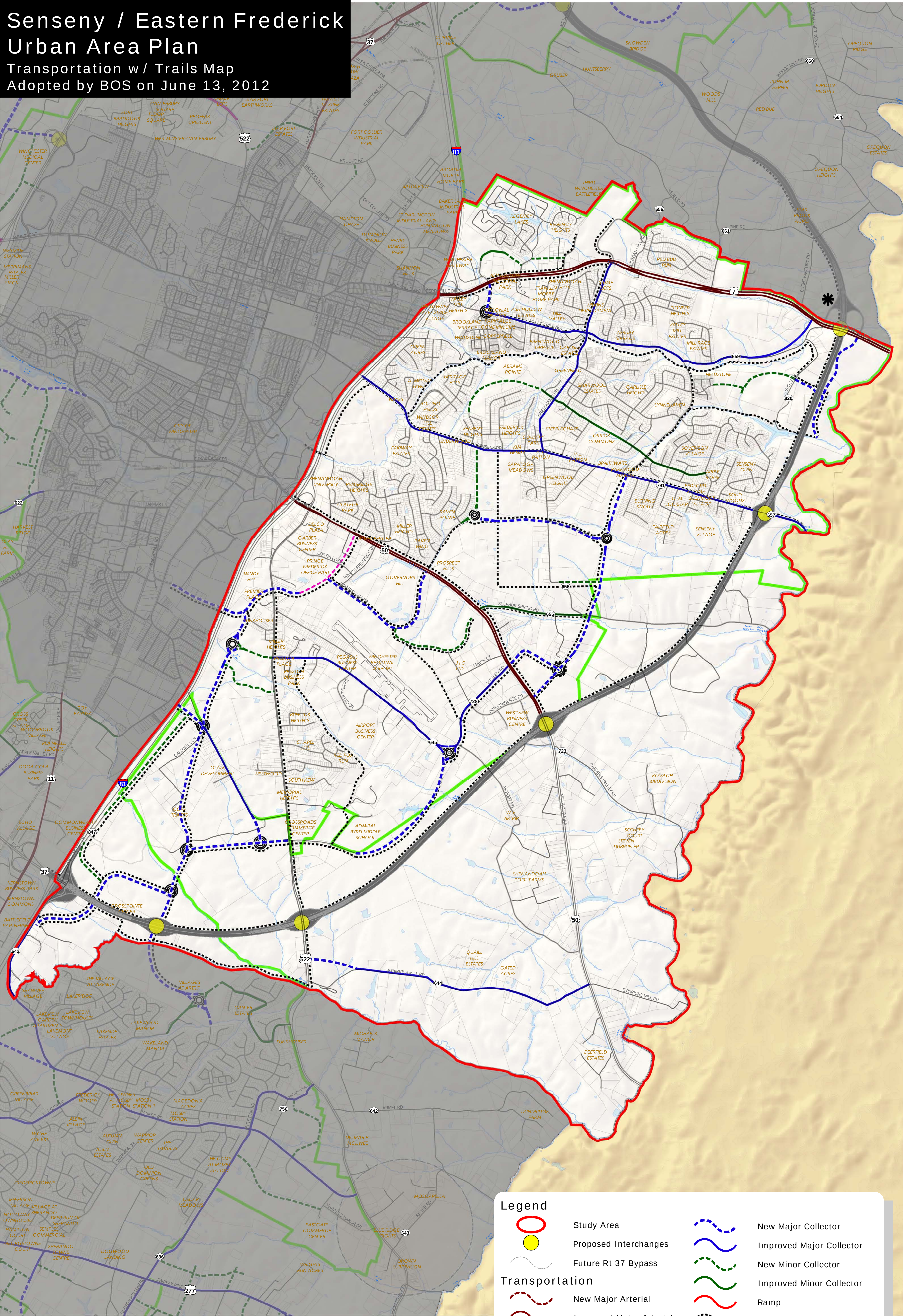


Legend

- Study Area
- Proposed Interchanges
- 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
- Future Route 37 ramps to be adjusted to align with future relocated Valley Mill Road.

Senseny / Eastern Frederick Urban Area Plan

Transportation w/ Trails Map
Adopted by BOS on June 13, 2012



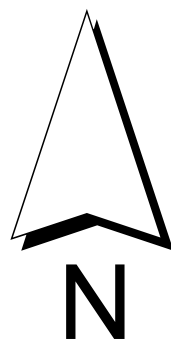
Legend

- Study Area
- Proposed Interchanges
- Future Rt 37 Bypass
- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Trails
- Roundabout

Transportation

- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial

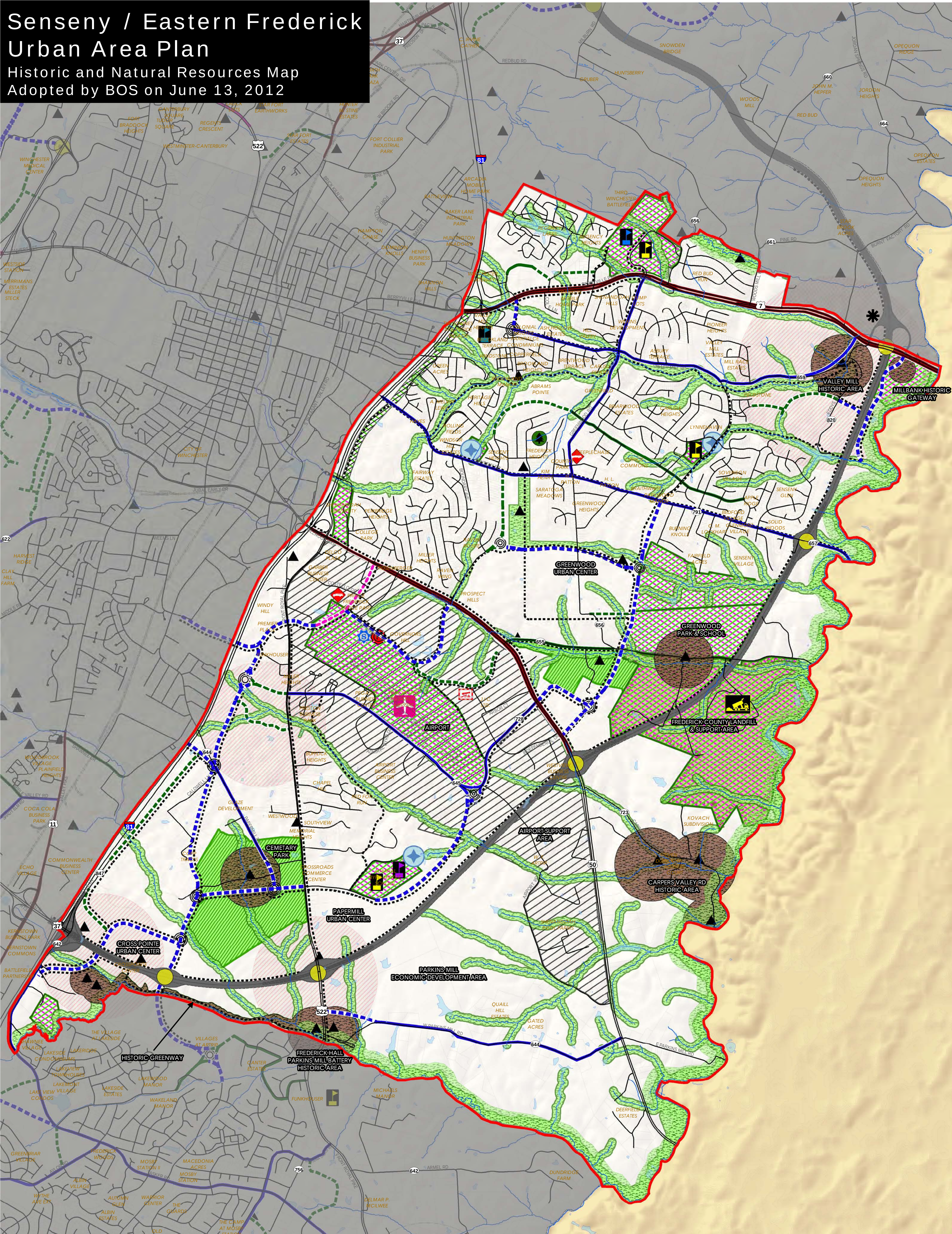
Future Route 37 ramps to be adjusted to align with future relocated Valley Mill Road.



0 0.425 0.85 1.7 Miles

Senseny / Eastern Frederick Urban Area Plan

Historic and Natural Resources Map
Adopted by BOS on June 13, 2012



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 Land Fill
- Existing Public Safety
- Existing Park
- Historic Rural Landmarks

Transportation Proposed Changes

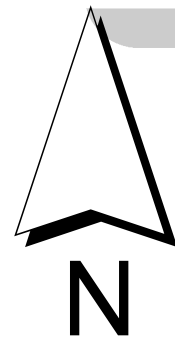
- Future Rt 37 Bypass
- New Major Arterial
- Improved Major Arterial
- New Minor Arterial
- Improved Minor Arterial
- Proposed Interchanges

- New Major Collector
- Improved Major Collector
- New Minor Collector
- Improved Minor Collector
- Ramp
- Trails
- Roundabout
- Environmentally Sensitive Areas

Facilitator Group Draft - Land Use

- Institutional
- Interstate Buffer
- Park
- Natural Resources & Recreation
- Landfill Support Area
- Possible Historic District
- Possible Fire Station
- Study Area

Future Route 37 ramps
to be adjusted to align with
future relocated Valley Mill Road.



0 0.425 0.85 1.7 Miles