

## **STEPHENS CITY/ FREDERICK COUNTY**

### **FUTURE LAND USE FOR PROPOSED ANNEXATION AREAS**

(Draft Update Endorsed by Joint Land Use Committee, October 23, 2008)

(Draft Recommended by Frederick County Planning Commission, December 17, 2008)

(Draft Recommended by Stephens City Planning Commission, January 5, 2009)

(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 to a new overpass of I-81 at an extended Tasker Road to the north. This major collector road would be fed by other new, minor collector roads as well as the existing street system. An extension of this major collector road would provide connectivity with the proposed Shady Elm Collector Road. Key gateway intersections are proposed to include roundabout intersections that will provide effectively functioning intersections with a design quality that enhances the Town.

General categories of future land uses are depicted within the proposed annexation areas by colored areas. These areas of future land use are mixed to coordinate and integrate with each other, take advantage of and implement the transportation improvements, and relate with the existing character and context of the Town. These general land use categories are described as follows:

Light Industrial/Manufacturing/Office:

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

Conservation/Open Space:

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

Institutional Use:

This area is depicted with a pink checked hatch and is shown to the north on the eastern side of the Route 11 corridor. The area consists of approximately 25 acres of existing and future institutional land uses. A private school is currently located in this area. The intent of this land designation is to serve the public at large through an institutional use that might consist of school (private or public), church or non-profit organization, recreational use, or a government entity. Appropriate amenities may include dormitories, recreational or athletic fields, administration and maintenance facilities, and other similar uses that are customarily associated with this type of institutional land use.

#### Medium Density Residential:

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

#### Highway Commercial/Commercial/Office:

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

#### Mixed Use:

This land use is identified in three locations. The first area is located north of the proposed east west collector road adjacent to the northern boundary of the Town, west of Route 11, and contains roughly 15 acres. The second area is located south of Town, west of Route 11, and adjacent to the collector street connecting the Western Bypass with Route 11. This area is also roughly 15 acres. The third area is at the western gateway to the Town, south of Fairfax Street, and encompasses the area of existing residential lots and an area of approved commercial development. This area is approximately 25 acres in size. These areas would be a mix of commercial, business, and office uses with the possibility of up to twenty-five (25) percent of the land area being available for single family attached residential land uses at a density of four units per acre. In addition, second story and above residences located above commercial land uses shall be permitted. These second story and above residential uses shall be considered bonus residential uses that do not count towards the residential density of the mixed use area. This area of mixed use development shall implement the standards of New Urbanism and be integrated into the surrounding land uses and orientated towards the street network.

#### Mixed Use Age Restricted:

This land use designation is identified in one location in the area north of Town and west of Route 11. This area contains approximately 20 acres. This area would be a mix of age restricted residential land uses at a relatively high residential density, up to approximately 8 units per acre, and shall contain a variety of residential housing types. In

addition, this area shall contain a mix of commercial, business, or office uses that would be located on a minimum of fifteen (15) percent of the site. The intent of this land use designation would be to serve active older adults in an environment that takes advantage of the unique characteristics of the Town adds value to the broader community. This area of mixed use age restricted development shall implement the standards of New Urbanism and be integrated into the Town, the surrounding land uses, and orientated towards the street network which shall be a continuation of the Town's grid pattern.

#### Infrastructure and Community Facilities

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

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

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



# TOWN OF STEPHENS CITY, VIRGINIA

## Joint Land Use Plan

