

**ROUND HILL COMMUNITY LAND USE PLAN
- INCLUDING THE RECREATION AND CONFERENCE COMMERCIAL
COMMUNITY (ROCK HARBOR) AMENDMENT**

BOARD OF SUPERVISORS

Approved on November 14, 2007

(ROCK HARBOR) AMENDMENT

Approved by the Board of Supervisors on June 23, 2010

APPENDIX I - AREA PLANS

GUIDING PRINCIPLES

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

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

LAND USE

Round Hill Rural Community Center

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

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

In recent years, new residential development in Round Hill has been limited due to private health system requirements. Expansion of the Sewer and Water Service Area (SWSA) in 2006 has given the opportunity for some existing residents to connect to public water and sewer, at the property owner's expense. Once a new zoning district is adopted to accommodate in-fill development, the County will need to re-examine the SWSA boundary

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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 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.

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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.

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

Underground utilities.

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

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

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

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

In order to minimize areas of impervious surface, decked or structured parking or increased building heights may be warranted. High quality building designs and materials are expected. Small plazas at the building entrances or in the center of a group of buildings are suggested. Site design standards are expected to exceed those established for the

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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) 2040 Metropolitan 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.

As noted in the Transportation Chapter of the Plan, as all road projects and development or redevelopment take place, the development and associated transportation facilities should be accessible to all users.

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 with a connection back to the Winchester Medical Center interchange. A section of this road, Botanical Boulevard, is being built with the Winchester Medical Center – West Campus development on the north side of Route 50. Should properties further to the north develop, this road could 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 subjected to projected traffic generation, 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.

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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 the previously established intersections along Route 50 with additional commercial entrances as allowable by established access management standards 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. At an appropriate time, 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. As rezonings are considered, they should be evaluated to ensure that the transportation impacts of development will be mitigated, and the improvements facilitate the goals of the Comprehensive Policy Plan. As with all areas of the County, Level of Service "C" should be maintained on roads adjacent to and within new developments.

ENVIRONMENT

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

HISTORICAL RESOURCES

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

PUBLIC UTILITIES

A fundamental issue for the development of Round Hill has been the provision of public water and sewer. Development of the area is dependent on the availability of appropriate

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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 ensure capacity for all of the Round Hill Rural Community Center and providing utility easements so that adjacent property owners have the ability to extend and connect to public water and sewer.

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

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

PUBLIC FACILITIES

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

PARKS

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

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

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along the ridgeline between Route 50 and Route 522 and a trail at the southern edge of the Round Hill Community to link to the Green Circle in the City of Winchester.

RECREATION AND CONFERENCE COMMERCIAL COMMUNITY

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

GUIDING PRINCIPLES

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

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

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

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

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LAND USE

ROUND HILL COMMERCIAL RECREATION LAND USE

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

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

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

Balance of land uses

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

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

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

This area of commercial shall include a conference facility.

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

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

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

COMMUNITY FACILITIES

In order to promote high quality low impact design, the commercial recreation land use designation should promote energy efficient design and development, including achieving

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LEED certification, or certification from a similar program, as a project. Areas of impervious surface in conjunction with the development should be minimized and alternative irrigation techniques should be promoted.

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

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

DESIGN

High quality building designs and materials are expected. An objective of this plan is to create an attractive, functional commercial area and to prevent the creation of a typical commercial strip, from the perspective of a new interchange on Route 37. Unattractive development along Route 37 frontage should be avoided. From this perspective, the golf course and future conference and lodging facilities should be preserved and be the prominent features. Additional commercial and residential land uses should be avoided directly adjacent to Route 37. The recreational viewshed should be promoted with the golf course and future conference facilities highly visible. This may include a linear area of open space adjacent to Route 37 (500 feet distance). This area of open space should not be extended to the area surrounding the proposed interchange which is an area where appropriately designed development is anticipated.

TRANSPORTATION

The County's Eastern Road Plan and the Win-Fred Metropolitan Planning Organization (MPO) 2040 Metropolitan 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.

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

IMPLEMENTATION

SWSA BOUNDARY

Preferred Alternative:

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

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

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

ZONING DESIGNATION

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



Preferred Alternative:

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







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

Area Plan

Round Hill Community Land Use Plan

-  Urban Development Area
-  Sewer and Water Service Area

Land Use Legend

-  Business
-  Extractive Mining
-  Residential
-  Commercial Recreation
-  Sensitive Natural Areas
-  Rural Community Center

Eastern Road Plan

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

0 0.125 0.25 0.5 Miles



The Comprehensive Plan
Adopted November 10, 2021

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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 orchard and a portion of the study area includes a core area of the Battle of Second Winchester.

Land Use Components

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

Transportation Components

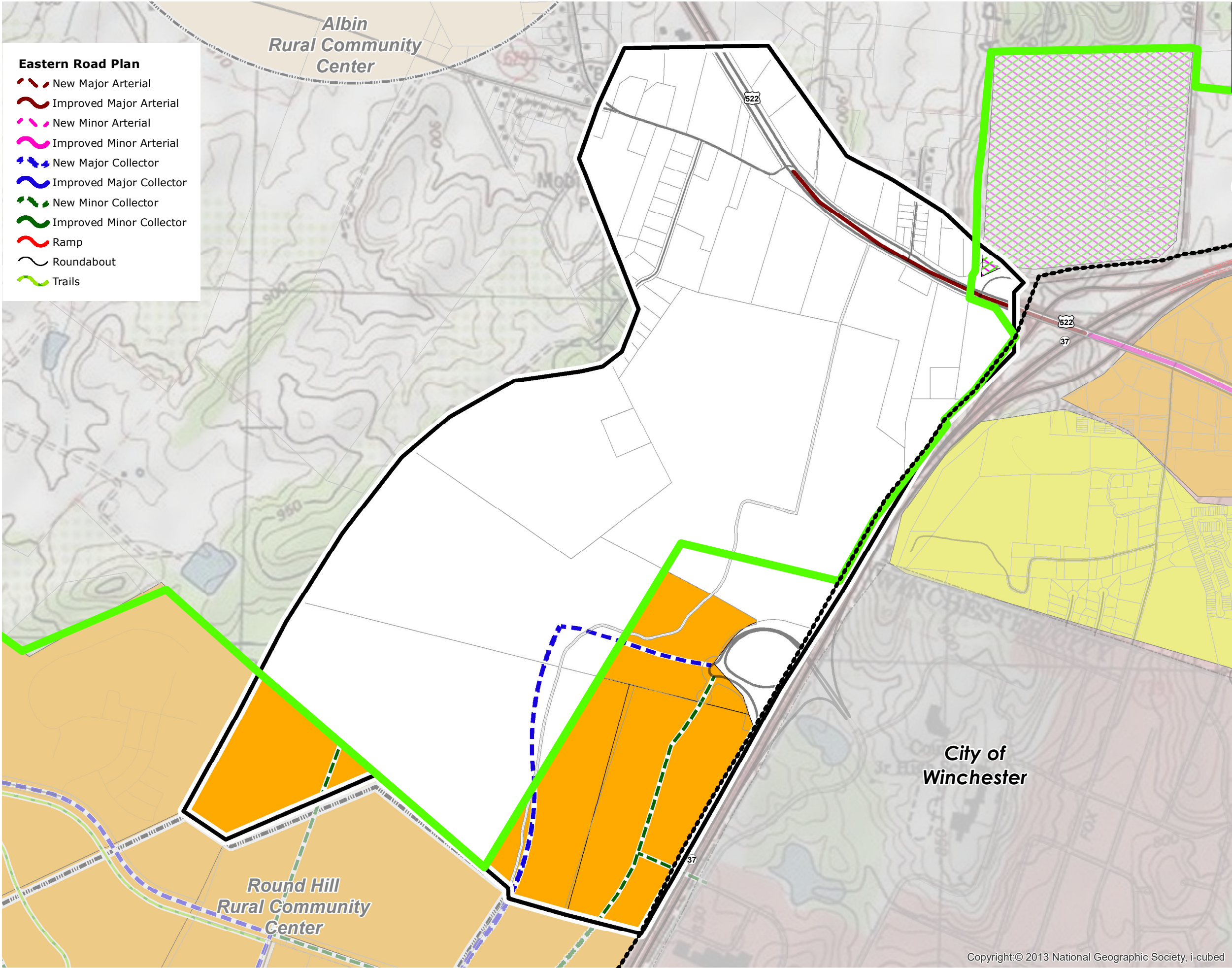
Future road networks are proposed for this study area which link the 120-acre business and retail area with Route 37, Route 522, and Route 50. A system of major collector roads is necessary to promote the safe and efficient movement of traffic through this area. The Winchester Medical Center has coordinated 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 limited 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

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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 Sewer and Water Service Area has been done independently of the Urban Development Area. Therefore, residential development is not proposed or encouraged for this study area.



Eastern Road Plan

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

Area Plan

Route 37 West

Land Use Plan

- Urban Development Area
- Sewer and Water Service Area

Land Use Legend

- Business
- Residential
- Institutional
- Rural Community Center

0 0.075 0.15 0.3 Miles

The Comprehensive Plan
Adopted November 10, 2021



WESTERN JUBAL EARLY LAND USE PLAN

BOARD OF SUPERVISORS

-Approved on January 11, 2006

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GUIDING PRINCIPLES

The Western Jubal Early Land Use Plan details a new community that consists of approximately 600 acres. 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 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

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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.

The Plan and the Win-Fred Metropolitan Planning Organization (MPO) 2040 Metropolitan 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. Extensive design work has taken place on the interchange and roadway extensions. 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 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 major collector road with a bicycle lane or ideally a separate bike path, 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 boulevard style road is envisioned as an urban divided four lane cross-section that includes landscaped medians as well as pedestrian and bicycle facilities. The location shown on the plan is general with the precise location of the north-south collector road remaining flexible.

The development of new road systems, including a new interchange at Route 37, new signalization and improvements to existing road systems are all elements of this plan. It will be the responsibility of private property owners and developers to ensure that these improvements are made. The financial responsibility will rest primarily with private property owners and developers, although they may be able to demonstrate how a partnership, possibly with the Virginia Department of Transportation (VDOT), the City and/or the County will accomplish the necessary road improvements as always, the evaluation of rezonings should consider whether 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 in addition to those which

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should be included as part of roadway improvement/development. The County should also encourage the extension of existing bus routes to serve the area when timing is deemed appropriate. Ideally, future bus stops would be located at the commercial centers and within the development.

ENVIRONMENT

The WJELUP designates environmental resources associated with the Abrams Creek corridor as Sensitive Natural Areas (SNA). These areas should be preserved through the development process with improvements limited to required road crossings and passive recreational amenities. A large sinkhole in the area has been filled and improvements to this area may also need to be restricted to required road crossings and passive recreational amenities. A conservation-oriented approach to the design of residential and commercial projects within the WJELUP area is encouraged to maximize SNA preservation. As such, the precise study and identification of SNA 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 SNA 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 Merrimans Lane. Additionally, a connector trail should be developed that extends from the existing trail to Cedar Creek Grade as an enhancement to the Green Circle Trail. The connecting trail should be located to enhance the interaction of the user with any environmental features or view sheds that are conserved through implementation of the WJELUP. The pedestrian/bicycle network developed in the WJELUP area should provide for a continuous flow from the Green Circle.

HISTORICAL RESOURCES

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

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

APPENDIX I - AREA PLANS

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 Plan.

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

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

PARKS

The WJELUP area should contain a well-defined park and open space system for both active and passive recreation. Central to this open space will be the Abrams Creek corridor which should be preserved as a sensitive natural area. Neighborhood parks should also be located within the study area. As defined in the Comprehensive 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.

