

APPENDIX I - AREA PLANS

WESTERN FREDERICK LAND USE PLAN WFLUP

BOARD OF SUPERVISORS

Adopted 01-08-2025

APPENDIX I - AREA PLANS

WESTERN FREDERICK LAND USE PLAN (WFLUP)

STUDY AREA AND PLAN PURPOSE

The study area encompasses approximately 6,229-acres of the County generally west of the City of Winchester, including areas inside and out of Route 37, north and south of Route 522 (North Frederick Pike), north and south of Route 50 (Northwestern Turnpike), and north from Cedar Creek Grade (Route 622). The western most sections extend along Route 50 to Poorhouse Road (Route 654) and immediately east of Wardensville Grade (Route 608).

This new *Western Frederick Land Use Plan* (WFLUP) incorporates three previously studied planning areas: Round Hill Community (adopted 2010), Western Jubal Early (2006), Route 37 West (1997; now referred to herein as “Albin”) and includes the area between the City of Winchester and Route 37 and north/south of Route 522 known as “Sunnyside” (not previously studied). Each of the above planning areas is detailed separately in the subsections below. The Plan reflects community values, a shared vision, and aspirations gathered through extensive public outreach and surveying conducted in the winter and summer of 2024. The Western Frederick study area of the County provides *a planned transition from the urban and suburban nature of the City of Winchester and eastern Frederick County and the rural areas west of Route 37*. The Western Frederick Land Use Plan builds upon existing community assets and identifies opportunities to integrate land use and transportation, address infrastructure and housing needs, and expand the County’s goals for economic development. The intent of the plan is to preserve rural lands, natural and historic resources, and views west of Route 37. The plan envisions concentrating new growth, particularly new residential growth, and higher density development in areas within the limits of the Urban Development Area (UDA) and served by public utilities (within the limits of the Sewer and Water Service Area or SWSA) and other County services. New planning policies, and plan implementation strategies have been included to achieve the above intent.

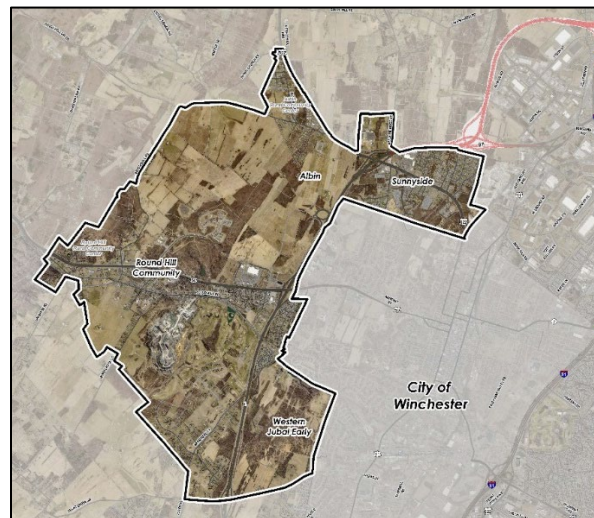


Figure 1: Western Frederick Study Area

A series of maps have been prepared which identify future land uses, transportation, historical resources, natural resources, and community facilities within the study area.

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EXISTING CONDITIONS & FUTURE LAND USE

Sunnyside Planning Area

This northernmost planning area is bounded by the City of Winchester to the east and Route 37 to the west. Sunnyside contains a mix of existing business and residential uses. The housing stock is primarily older (pre-2000), single-family detached (SFD) homes on small lots served by public utilities (both Frederick Water and the City of Winchester). Duplexes, apartments and townhomes are also mixed in but are not the predominate housing type. Residential neighborhoods are siloed and not well integrated or connected. Age-restricted housing (including multi-family) exists in the County and straddles the City of Winchester limits (Shenandoah Valley Westminster-Canterbury, SVWC). This age-restricted community has its own diverse set of needs. The commercial core, situated north and south along Route 522 (North Frederick Pike), includes a shopping center (Stonewall Plaza) with a grocery store anchor, other small convenience and retail uses, gas stations, restaurants with drive-thru facilities, and a hotel. Frederick County Government also owns a 70,614 square foot (SF) former shopping center (known as "Sunnyside Plaza") on the south side of Route 522 and east of Fox Drive (Route 767). The shopping center is mostly vacant with few tenants remaining under existing lease agreements. An office park adjoining Route 37 serves as an employment hub for financial, legal, and medical offices. The Route 522 corridor serves as an entryway to the City of Winchester from areas to the north and west.

Sunnyside is envisioned to be a new "urban center" of mixed residential and commercial (business) development and redevelopment harmonizing with existing residential neighborhoods north of Route 522. These existing neighborhoods are planned to remain "residential." This area of the County should be an accessible semi-urban area with a vibrant commercial core along Route 522, higher residential densities for new development and include a community focal point. The urban center should also be well-integrated with the surrounding community through inter-parcel connections that allows for circulation away from Route 522. New urban center development or redevelopment should be linked to existing residential neighborhoods (such as Star Fort and Darlington subdivisions) and retail centers by sidewalks and trails. Development directly fronting Route 522 should be of a high-quality design and building materials (i.e. brick, stone, and concrete facades) and of an appropriate scale, creating a *seamless* transition to the City of Winchester. New multi-story mixed-use buildings should be located along the roadway with parking behind the buildings. Parking lots should not be the predominate view from Route 522. New housing types should be prioritized to address a variety of income types (especially low income, affordable and workforce housing) and preferences (apartments, duplex, triplex, and townhomes) of the community. Given the planning area's inclusion in the Urban Development Area (UDA) and Sewer and Water Service Area (SWSA) and proximity to the City's newly designated design district, Sunnyside should be viewed as a prime location for infill (i.e. new building on vacant or underutilized lots) and redevelopment through the consolidation of small lots, including higher density residential (multi-family) and mixed-use residential development over commercial spaces.

Frederick County Government is working to identify what County services and other support services may utilize former Sunnyside Plaza. At the time of plan writing (2024), a space needs assessment has been conducted, and County staff will evaluate reuse of the vacant shopping

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center structures or complete redevelopment of the site. The County's Voting Registrar has already relocated to Sunnyside Plaza. Redevelopment of the shopping center may spur other commercial redevelopment and/or additional residential units in the vicinity and serve as a focal point and community hub of the Sunnyside urban center.

Plan Implementation Strategy

To implement this urban center designation, Frederick County may consider a comprehensive "upzoning" process to properties along Route 522 using the TNDB (Traditional Neighborhood Design-Business) Overlay District. Rezoning property with the TNDB Overlay District may require a phased approach. Revisions to the RP (Residential Performance) Zoning District may also be required to expand the available housing types and residential densities to achieve desired land use policies. New ordinance standards to address the challenges of small lot assemblage, including revisions to the TNDB Overlay District as necessary, and infill may also be further studied.

Albin (formerly Route 37 West) Planning Area

This area is bounded by Route 522 to the north, Route 37 to the east, the Round Hill planning area to the south, and a definitive ridge line (Round Hill, elevation 1,381 feet) and Poorhouse Road (Route 654) to the west. The predominant land use is agricultural, open space and a core area of the Second Battle of Winchester. At the northernmost point of the planning area is the Albin Rural Community Center, a historic hinterlands crossroads community; James Wood High School (JWHS) and Apple Pie Ridge Elementary School (APRES) serve as another community focal point.

Properties, including those within the newly defined limits of the Albin Rural Community Center, should remain in their current rural condition, continuing the present land use of agriculture and orchards while preserving the historic integrity of the battlefield, as well as historic properties identified in the Frederick County Rural Landmarks Survey. A significant portion of the planning area has been designated with the "recreation" land use, this includes properties identified as core battlefield and the former Frederick County Poorhouse property. Where public-private partnership opportunities exist for use of historic and rural properties, walking and interpretive recreation amenities may serve not only the residents of western Frederick County but the larger County population and visitors as well. Expansion of the SWSA west of Route 37 and north along Route 522 should not be a priority, as development of this area of the County should be prohibited to maintain existing views, natural systems, historic properties, open space, forestal land and viable agricultural lands.

Round Hill Planning Area

The Round Hill Planning Area has three (3) distinct areas, the long-established Round Hill Rural Community Center clustered along Round Hill Road (Route 803), the established commercial area along Route 50 (Northwestern Pike) and the Route 37 interchange, and properties south of Route 50 which includes a livestock exchange, an existing extractive mining (quarry) operation (Stuart M. Perry, Inc.), a 36-hole golf course (Rock Harbor Golf Course), and a rural residential (estate) subdivision (Roscommon).

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The core of the long-established Round Hill Rural Community Center consists primarily of small lot residences. 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 systems with reduced front yard setbacks that do not conform to modern Zoning Ordinance standards. Several small businesses such as gas stations and other convenience type uses also exist but struggle to compete with new commercial areas to the east. 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. This pattern of development should remain unchanged, and primarily rural.

The Round Hill Rural Community Center has been included within the limits of the Sewer and Water Service Area (SWSA). Inclusion in the SWSA is intended to allow for those small residential lots to connect to public utilities, at such time private systems are no longer a viable option and where public utilities have been extended. Future residential and commercial development within the rural community center, outside of those areas not already identified with a "business" land use designation, should be *limited* in scale and intensity to maintain the historic fabric and rural nature of this area of the County. The extension of public utilities will be driven by demand and end users' willingness to pay for the connection to be made. This should be viewed as a very long-term vision for this area of the County.

Plan Implementation Strategy

The creation of a new overlay district should be further evaluated to accommodate infill development within the designated rural community center that is appropriate for the character and scale of the Round Hill community. Such a district may address desired housing types (including duplexes), lot sizes, setbacks and allowed uses. Allowed commercial uses permitted within this new zoning district should be of a neighborhood-scale limited to general retail, restaurants (without drive-thru facilities), personal services, land surveying and offices, and other uses complementary to rural property owners. The new zoning district should also address design standards that create a more livable place (street trees, curb-side parking, discreet signage, site lighting and underground utilities, etc.).

Historically, highway commercial uses have located along Route 50 (Northwestern Pike). These uses include gas stations, restaurants, and small retail establishments. In more recent years, Round Hill Crossing (including the large Wal-Mart center) has developed on the north side of Route 50 and serves as a commercial hub along the corridor. Future planned commercial areas were also approved with The Village at Orchard Ridge (TVOR) development. The objective of this plan is to create an attractive, functional commercial area with limited access to Route 50. Consolidated entrances are strongly encouraged to avoid impeding traffic flows along Route 50 and maintain entrance spacing requirements. A planned secondary roadway system will also link the future commercial uses at TVOR with the Round Hill Crossing shopping center. The new development in the identified "business" areas along Route 50 should also include pedestrian accommodations, including sidewalks and/or trails, where appropriate and be interconnected through a well-planned road and trail network to TVOR.

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The quarry property, south of Route 50 and Round Hill Road, is planned to remain “extractive mining.” While the quarry itself may not expand beyond the current boundary, upgrades to the facility and equipment should be expected in the future to maintain operations. Rock Harbor Golf Course (previously studied for a Comprehensive Plan Amendment, adopted 2010, and designated with a “commercial recreation” future land use) is envisioned as commercial area and have a balance of land uses that promote the recreational component as the primary land use and enhances the economic development opportunities of the area. Compatible commercial ventures such as conference/event facilities, lodging opportunities (hotel), restaurants, and limited accessory retail may also be appropriate. These new uses should be clustered around the existing course clubhouse and driving range, providing for a significant setback (physical separation) from neighboring residences to the south and west. High quality building designs and materials are expected within the identified mixed-use area, low impact design for stormwater management along with substantial areas of open space that provide a transition to the rural areas to the west of the planning area and mitigate potential negative impacts of new commercial development. Access to future uses should be thoroughly studied to identify impacts to the transportation network, and it is likely significant improvements will need to be made to handle increased traffic and manage circulation. Future expansion of activity to the Rock Harbor Golf Course should also be mindful of the rural residential (estate) subdivision to the south and include enhanced buffers and screening and ensure open space is maintained along common boundaries to mitigate impacts to existing residences.

Western Jubal Early Planning Area

The land included within the Western Jubal Early planning area represents transitional area between the urban and suburban density in the City of Winchester and the rural areas of western Frederick County. A dominant feature of the planning area is the Abrams Creek wetland (watershed).

The Western Jubal Early planning area is envisioned as “planned unit development” (PUD) with a defined, well-planned cluster of suburban style residential development and limited neighborhood-scale commercial development at major intersections (outlined below). A PUD designation provides flexibility to future development of these areas and elevates the land to the highest use given the area’s inclusion within the Urban Development Area (UDA) and Sewer and Water Service Area (SWSA). The PUD designation is intended to continue the established land use pattern in the vicinity of the planning area, including a mix of residential housing types and densities like those in the City of Winchester and the City’s new design districts along Cedar Creek Grade and Route 11.

The Western Jubal Early area is one of the last large property assemblages without entitlement (approved rezoning) available for development within the Urban Development Area. The development of these properties should be done *comprehensively*, and be well-integrated with the City of Winchester, of a high-quality architectural design, and maximize the potential residential density available. Piecemeal development of individual lots, without consideration to the wider planning area, should be avoided. Careful consideration should be given to building types, height, dimensions, design, setbacks, and lot coverage to harmonize with existing development east and west of the future PUD but also achieve desired densities and housing types.

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The PUD will be linked by an efficient road system including an extended north/south connector from existing Merrimans Lane and a new roundabout intersection with Cedar Creek Grade and new east/west extension of Jubal Early Drive from the City of Winchester to Route 37. Multi-purpose trails and sidewalks should accompany all roadways and provide an efficient network for pedestrians and bicyclists. Sensitive natural areas (Abrams Creek wetland watershed) should be preserved by significant buffers and may serve as a recreation amenity for residents through new trail connectivity around the wetlands and to the existing Green Circle Trail in the City of Winchester. Development that encroaches on Abrams Creek, limits or does not provide access to the sensitive natural area or reduces the ability of the wetlands to continue to function as a vital “ecosystem” should be *discouraged*.

The commercial component is envisioned to consist of neighborhood-scale commercial uses along Cedar Creek Grade at the interchange with Route 37 and the intersection of Merriman’s Lane and West Jubal Early Drive extended. Priority should be given to neighborhood scale commercial uses (retail and personal services) with high-quality architecture and attractive site design as these will serve the needs of residents and create focal points for the new community. High-quality building materials such as brick, stone, glass and wood should be the predominant feature for new commercial building facades, along with attractive landscaping and site design. Big box retail, self-storage, and other non-neighborhood scale uses are strongly *discouraged*. Consolidated (shared) entrances will be encouraged to avoid multiple entrances along Jubal Early Drive, Cedar Creek Grade, and the new collector road.

Plan Implementation Strategy

When considering rezoning applications in the Western Jubal Early planning area, elevations, design proposals, and patterns books should be provided by potential applicants/developers and reviewed by staff to ensure high-quality architecture and building materials, attractive site design, and cohesion are addressed. Collaboration between property owners in the development process is crucial to implementing the plan.

TRANSPORTATION

Sunnyside Planning Area

The County’s *Eastern Road Plan* (a Comprehensive Plan element) identifies Route 522 (Northwestern Pike) through the Sunnyside planning area to be an improved four-lane divided minor arterial roadway from the limits of the City of Winchester west through the interchange with Route 37 and out to Indian Hollow Road (Route 679). Redevelopment of small lot commercial along the corridor should incorporate consolidated entrances to reduce the number of entrances to and from Route 522. The south side of Route 522 should include a new minimum 10-foot (FT) wide multi-use trail, and the north side of Route 522 should include new 5-FT wide sidewalks. Some segments of this pedestrian network already exist.

Crosswalks across Route 522 should be prioritized to provide appropriate accommodation to all users, including the elderly and those with physical disabilities. A pedestrian connection should also be made along Route 522, north to Apple Pie Ridge Road and connect James Wood High School (JWHS) with the Sunnyside planning area. Thoughtful consideration should be

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given to this pedestrian amenity to ensure pedestrian, student, and vehicle safety and avoid impeding the signalized intersection of Route 522 and Apple Pie Ridge Road. Given the income, demographics, residential density, and the destination and convenience retail nature of the commercial core along Route 522, bicycle and pedestrian connectivity is critical for all new development and redevelopment. A future study identifying opportunities for transit connectivity through Sunnyside should also be considered.

Plan Implementation Strategy

Frederick County may consider Transportation Alternatives Program (TAP) funding through the Virginia Department of Transportation (VDOT) to accelerate sidewalk and trail infrastructure in the Sunnyside planning area and provide much needed connectivity to existing users along the Route 522 corridor.

Albin (formerly Route 37 West) Planning Area

Improvements may need to be made to the intersection of Apple Pie Ridge Road and Route 522 to enhance safety and traffic flows for residents and school traffic. Limited commercial entrances along Route 522 heading north should also be prioritized to maintain flow of traffic consistent with the transportation chapter of the County's [Comprehensive Plan](#).

Round Hill Planning Area

The *Eastern Road Plan* designates Route 50 to be improved to a six-lane divided (grass median) minor arterial road between Route 37 and Poorhouse Road (Route 654). West of Poorhouse Road, Route 50 is planned as a four-lane divided minor arterial roadway. 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 and pedestrian improvements.

An east/west collector road, north of and parallel to Route 50 is also included in the *Eastern Road Plan*. A section of this road, Petticoat Gap Lane, will be built with subsequent phases of the Round Hill Crossing development. Ultimately this roadway will connect from Botanical Boulevard, the Round Hill Crossing Shopping center to National Lutheran Boulevard to the west. This road is envisioned as an urban roadway that includes landscaped medians, controlled left turns, street trees, and pedestrian and bicycle facilities, to enhance transportation on the north side of Route 50. Future development proposals will need to accommodate the continuation of this collector road to ensure completion. A future study identifying opportunities for transit connectivity to the Valley Health West Medical Campus (WMC) should also be considered.

A Route 37 Jubal Early interchange improvement is also proposed providing access to the Rock Harbor Golf Course, rural residences, and to the east to the Western Jubal Early planning area and future planned unit development (PUD). This project was previously proffered (funded by a developer/privately funded) as part of the Willow Run rezoning, including right-of-way (ROW) dedication. Significant study is still required before such a project would be implemented.

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As noted in the Comprehensive Plan, as all road projects and development or redevelopment take place, the development and associated transportation facilities should be accessible to all users (including bicyclists and pedestrians). In addition to sidewalks and trails along major roadways, 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 and ultimately to the City of Winchester's Green Circle Trail. The location of the proposed trail shown on the plan is general, with the precise location of the trail connection still undecided.

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.

Western Jubal Early Planning Area

The *Eastern Road Plan* of the Comprehensive Plan calls for the extension of Jubal Early Drive to the west through the planning area to Route 37, a new north/south connector, and a new interchange at Route 37 and future Jubal Early Drive extended (this also aligns with the City of Winchester's Comprehensive Plan, adopted in 2022). The extension of Jubal Early Drive and the future interchange at Route 37 are critical to providing connectivity within the planning area, the City of Winchester, and to the west toward the Round Hill Community. Future study to determine the timing of the new interchange will still be required. The extension of Jubal Early Drive is envisioned as a divided four-lane roadway that includes landscaped medians and pedestrian and bicycle facilities. A new major north/south collector road is planned to facilitate traffic movement between Jubal Early Drive extended and Cedar Creek Grade. This boulevard style road is envisioned as an urban divided four-lane roadway that includes landscaped medians as well as pedestrian and bicycle facilities. A roundabout is proposed to connect the new north/south collector roadway to Cedar Creek Grade to facilitate the efficient movement of traffic in this area of the County.

Plan Implementation Strategy

Coordination with the City of Winchester and the Virginia Department of Transportation is critically important to ensure expanded north/south and east/west connections through the planning area to serve new mixed-use planned unit development (PUD). Additional study, including updating regional transportation modeling, will be required prior to any implementation of the planned unit development policies.

Cedar Creek Grade is planned to be widened to a four-lane collector roadway from the City of Winchester west to Route 37, with signalized ramps planned at the intersection of Cedar Creek Grade and Route 37. The Comprehensive Plan also identifies Cedar Creek Grade as a short-term destination route for cyclists. 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.

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WATER AND SEWER

Sunnyside Planning Area

The Sunnyside planning area is within the Sewer and Water Service Area (SWSA) and new development and redevelopment may be served by public utilities owned and operated by Frederick Water. Existing developments may continue to be served by the City of Winchester, where currently connected. However, limited water and sewer capacity from Frederick Water can be expected due to topography challenges in extending public utilities. Frederick Water policy states that new development is responsible for paying for the cost of utility extension and upgrades to existing facilities. Those physical impediments, costs for new or expanded service, and the current Frederick Water policies may hinder development and redevelopment, especially for new residential, in the short term.

Albin (formerly Route 37 West) Planning Area

The Albin planning area is primarily outside of the limits of the SWSA (JWHS and APES are within the SWSA). Rural Community Center (RCC) policies elsewhere in the plan envision community water and sewer systems to support RCC properties where failing private systems may no longer be viable. Expansion of the SWSA along Route 522 to include the Albin Rural Community Center is not envisioned at this time. Caution should be taken to any future discussions about SWSA expansion west of Route 37, including to support additional commercial opportunities along Route 522, and if extension of the SWSA furthers policies outlined elsewhere in the WFLUP.

Round Hill Planning Area

The Sewer and Water Service Area (SWSA) extends west from Route 37 and encompasses the planned business parcels in the planning area, including Round Hill Crossing, planned areas south of Route 50 and Rock Harbor Golf Course. 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 (or what upgrades may be required at the expense of the developer). Water lines exist along Route 50 and through Round Hill Crossing and the Winchester Medical Center – West Campus and along Route 37. These water lines have sufficient capacity to provide the volume of water to serve planned land uses identified in the plan; however, they do not have sufficient pressure. To provide adequate pressure, existing line pressure will have to be boosted and water storage provided. Expansion of the SWSA, specifically sewer service, as envisioned to include the Round Hill Rural Community Center, will require significant additional improvements. Costs for those improvements are borne by the end users. The SWSA boundary expansion is included and intended to expand currently adopted Comprehensive Plan policy for the identified Rural Community Centers and is a very long-term element of the area plan study.

Western Jubal Early Planning Area

The Western Jubal Early planning area is within the limits of the Sewer and Water Service Area (SWSA) and Urban Development Area (UDA) and is envisioned to be developed primarily

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for residential uses through a new planned unit development (PUD). The developer of Willow Run will make improvements necessary to serve their 300-unit residential development, including upgrades to the pump station north of Cedar Creek Grade. However, any additional residential development will require *substantial* upgrades to the sewer network to provide adequate service. Improvements to the network will be completed by the developer, and in the short term may be a barrier to any additional residential and commercial development beyond what is already approved (Willow Run).

NATURAL RESOURCES, HISTORIC RESOURCES AND COMMUNITY FACILITIES

Sunnyside Planning Area

Star Fort is one of the last remaining earthen defensive forts surrounding the City of Winchester, located north of the intersection of Route 522 and Fortress Drive (designated recreation and sensitive natural area). During the Civil War, Star Fort played a major role in the defense of Winchester and today visitors can still see the remains of star-shaped earthworks, magazine pits, and artillery platforms. Several interpretive markers explain the significance of the fort and the role it played during the Second and Third Battle of Winchester. The Star Fort site is owned and preserved by the Shenandoah Valley Battlefields Foundation (SVBF).

Development of vacant parcels, infill, and redevelopment of existing lots within the planned urban center, should be carefully evaluated to assess new demand to public and community facilities, including schools, fire and rescue services and parks for residents of the developments and which may benefit the broader community.

Albin (formerly Route 37 West) Planning Area

Areas to the north and west should remain in their present, rural condition, continuing the present land use of agriculture while preserving the historic integrity of the battlefield, as well as historic properties identified in the Frederick County Rural Landmarks Survey. Rural properties (privately owned) within the core battlefield may be conserved in partnership with the Shenandoah Valley Battlefields Foundation (SVBF) and may be used as recreational areas for the community. Individual property owners should pursue these partnerships with SVBF and Frederick County Parks and Recreation. One significant historic resource in this planning area is the Frederick County Poor Farm Complex, erected in 1820 and closed in 1947. The Frederick County Poor Farm property is now in private ownership, with the buildings currently being used for storage. In 1993, the complex was added to the National Register of Historic Places (NRHP Reference Number 93000823). The property may serve as a historic site accessible for public use in the future in coordination with other recreation amenities.

James Wood High School (JWHS) and Apple Pie Ridge Elementary School (APRES) continue to serve as community focal points. JWHS is receiving substantial internal and external renovations, anticipated to be completed in 2025, allowing the facility to continue to serve the Frederick County community.

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Round Hill Planning Area

The area is dominated by two major natural features – Round Hill itself, which is west of Poorhouse Road (Route 654) and a north/south ridgeline. The ridgeline, west of the Round Hill Crossing shopping center, is highly visible and should be sensitively developed. This topographic feature, which also has connections to Civil War history, could potentially be a future recreation opportunity serving the Round Hill community (the previous community park facility was closed when the fire company relocated to The Village at Orchard Ridge). 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.

Round Hill (rural community center) 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 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.

Western Jubal Early Planning Area

The Western Jubal Early planning area 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 enhance recreational amenities such as walking trails. A portion of the City of Winchester's Green Circle Trail has been constructed on the north side of the Winchester Western Railroad. The above transportation section envisions completion of connection to the trail out 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 plan.

One notable historic house located in the southwestern corner of the Western Jubal Early planning area is the Stuart Brown House. The house is identified in the Lake's Atlas of 1885 and has been identified as a potentially significant property in the Frederick County Rural Landmarks Survey. Protection of this structure is encouraged.

The Western Jubal Early planning area envisions the majority of this land to be developed for residential uses through a new planned unit development (PUD). It will be incumbent upon future development within the planning area to provide adequate community facilities, and adequately mitigate other capital costs to fire and rescue services and public schools, to serve any new residential development within the PUD. Recreational amenities, including a new neighborhood park and multi-use trails, should be part of any such development proposals. This is consistent with the *Community Facilities and Services* policies of the Comprehensive Plan.

Area Plan

Western Frederick Land Use Plan

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

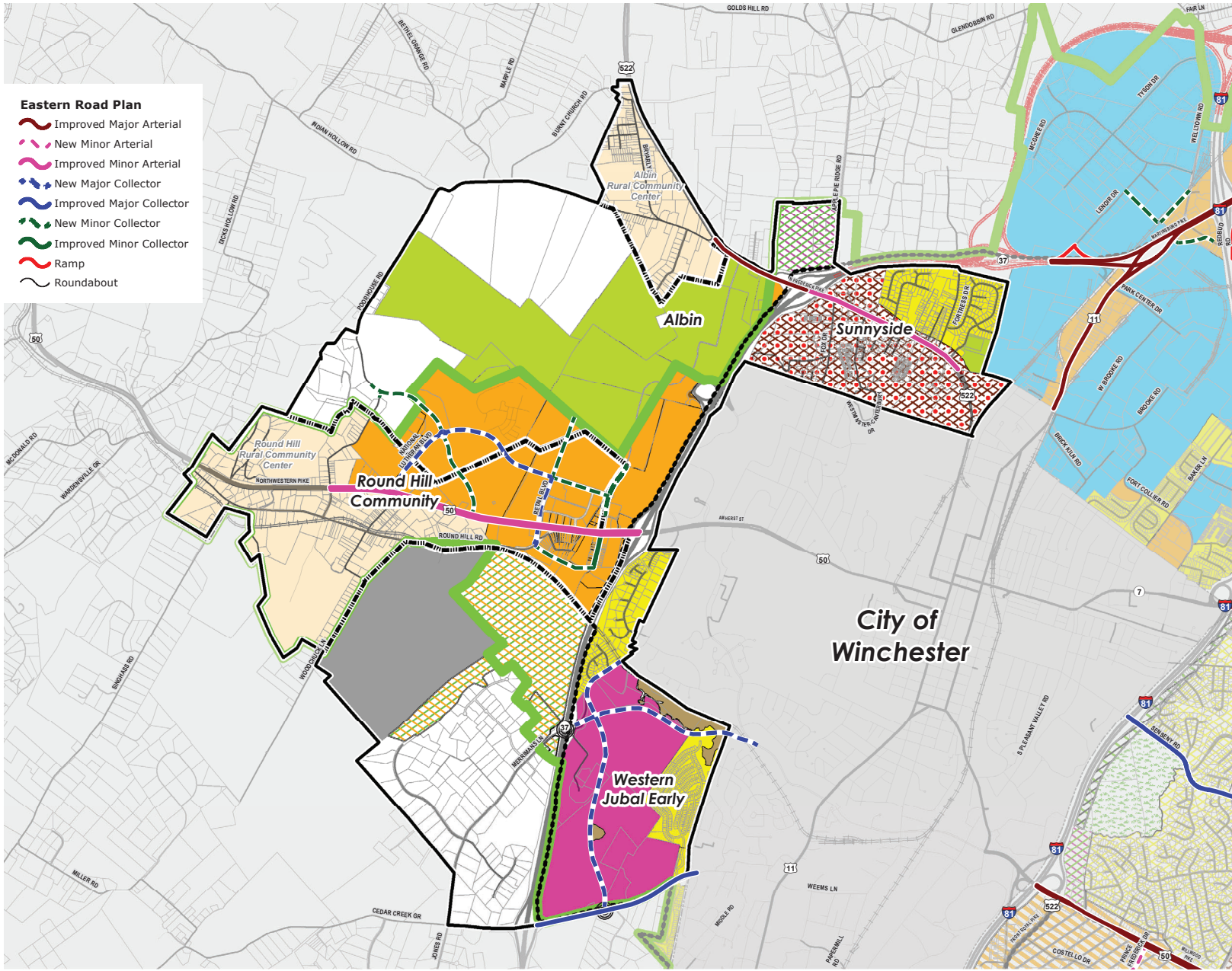
- Urban Development Area
- Sewer and Water Service Area

Land Use Legend

- Business
- Extractive Mining
- Residential
- Planned Unit Development
- Urban Center
- Commercial Recreation
- Recreation
- Institutional
- Sensitive Natural Areas
- Rural Community Center

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Area Plan

Western Frederick Land Use Plan

Transportation Map

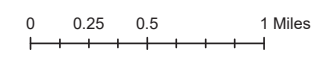
- Urban Development Area
- Sewer and Water Service Area

Bike - Pedestrian Paths

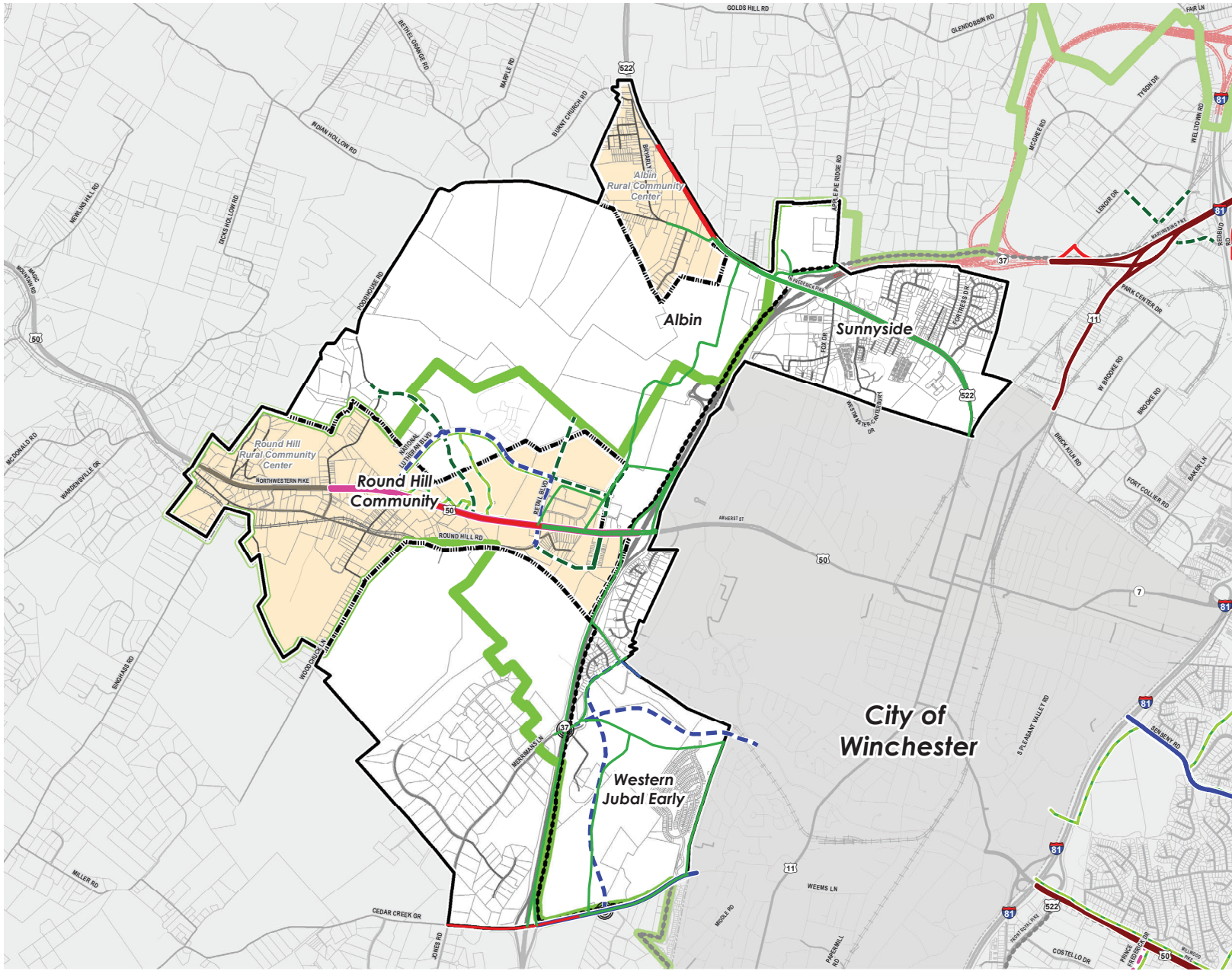
- Bicycle Only
- Multi-Use
- Pedestrian Only

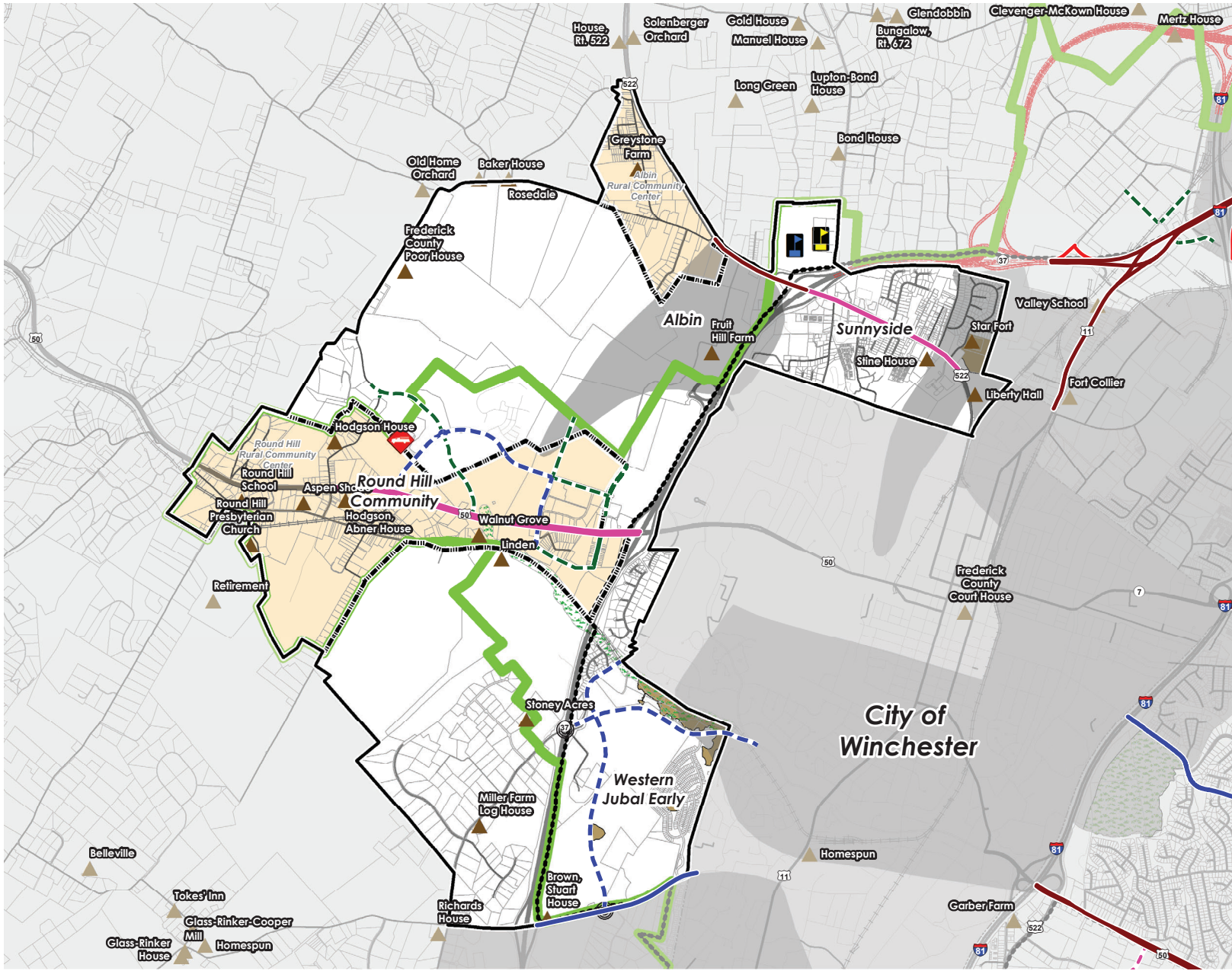
Eastern Road Plan

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



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Area Plan

Western Frederick Land Use Plan

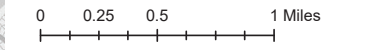
Historic and Natural Resources

- Urban Development Area
- Sewer and Water Service Area

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

- #### Facilities
- Elementary School
 - High School
 - Historic Rural Landmarks
 - Fire Station

- #### Community Facilities
- Natural Resources & Recreation
 - Sensitive Natural Areas
 - Battlefields



The Comprehensive Plan
Adopted January 8, 2025

