

SOUTHERN FREDERICK AREA PLAN

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

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

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

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

The above areas combine to frame the southern boundary of the County's urban areas. In addition, Route 522 South within the study area, defines the eastern boundary of the County's urban areas. South and east of this study area, the County's rural areas are strengthened as the primary land use designation.

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An overview to planning in Frederick County.

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

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

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

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

Land Use.

The Sherando Center

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

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

Route 277 Triangle; Centers of Economy

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

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intent of such areas to promote a strong positive community image. Residential land uses are not permitted.

Lake Frederick Neighborhood Village

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

Interstate Commercial @ 307

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

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White Oak Woods Neighborhood Village

The White Oak Woods Neighborhood Village is a neighborhood village commercial area that is proposed at White Oak Road and Route 277 which is sensitive to the existing character and scale of the location, adjacent to Sherando Park and the White Oak Campground. The orientation of this neighborhood commercial shall be to the park and adjoining street network. A new Fire and Rescue Facility and Community Facility shall provide an additional focal point to this area. This facility and the commercial land uses shall be of a general scale and context similar to projects such as Creekside. High quality building and site design is a priority. Accessory residential uses are only permitted as an accessory component of the neighborhood village commercial land uses.

Tasker Woods

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

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

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

Lakeside Neighborhood Village

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

Atrip Neighborhood Village

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

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focal point and valuable community resource for this area of new development.

Warrior & Tasker Neighborhood Village

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

Defined Rural Areas.

The Southern Frederick Area Plan has sought to further define the boundary between the Rural and Urban Areas of the community. As noted, the above areas of proposed land use combine to frame the southern boundary of the County's urban areas. In addition, the rural areas to the east of Route 522 south further define the County's urban area in this location. The plan provides enhanced recognition of Double Church Agricultural District. This recognition and the location and boundaries of the proposed land uses further promote a clean separation between the County's rural and urban areas.

Armel Rural Community Center.

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

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policies for this rural community center should reflect the particular characteristics of the center and the desires of its residents. This could be achieved through a broader effort to plan the County's Rural Community Centers.

Sherando-Lake Frederick Trailway

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

Residential Development

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

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

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

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

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Business Development

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

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

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

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

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

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

- Light Industrial/High Tech targeted businesses.
- Lodging / Event / Dining along the Route 522 corridor and at the interstate.
- Home Office (versus home based)
- Fast-Casual Dining (EG - Panera, Chipotle)

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- Higher-end dining (Chain and Local businesses) as well as casual Pub's and Cafes.
- Premium Grocery & Retail in the UDA Center area (EG - Wegman's)

The business development group also provided the following general comments:

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

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6. Identify ways to draw more Light Manufacturing and targeted economic development businesses to the area around the FBI facility off of Tasker Rd.
7. The Southern Frederick County area would be a natural fit for various outdoor events and festivals, especially once the road and walking path networks have been enhanced and more lodging and dining options are available. This type of business has a low impact on the environment and provides an external infusion of revenue.

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

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

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

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Additionally, provide for County-managed support of the major road infrastructure projects to streamline the approval process for project design and construction management.

- Incentivize the property owner through the implementation of expedited rezoning processes for future employment, commercial, or industrial land use as recommended by the Comprehensive Policy Plan.
- The creation of new Zoning Ordinance requirements that facilitate more intensive FAR and height allowances for future employment, commercial or industrial land use, especially in the urban centers.
- The County should support and partner with various athletic organizations to sponsor regional or state tournaments and events using existing facilities to promote tourism in support of existing hotels, restaurants, and attractions.

Transportation.

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

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

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

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

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

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intersection accommodations should include pedestrian refuge islands and pedestrian actualized signals.

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

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

Other recommendations from the transportation group:

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

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UDA that are not part of the Primary System (ex. Route 522).

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

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Natural Resources, Historic Resources, and Public Facilities

Natural Resources

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

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

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

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

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

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

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

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

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

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

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

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

Historic Resources

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

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

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

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

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

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

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

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

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

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

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

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

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Community Facilities

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

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

To that end, the following recommendations are offered.

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

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

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

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

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

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

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

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

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

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

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

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

Zoning Amendments to implement the plan

Revised/more flexible B2 Overlay concept

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

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

Traditional Neighborhood Design Zoning Classification.

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