

APPENDIX I - AREA PLANS

SOUTHERN FREDERICK LAND USE PLAN

GENERAL INFORMATION

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

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

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

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OBJECTIVES FOR THE SOUTHERN FREDERICK LAND USE PLAN

Land Use

- Promote orderly development within areas impacted by new infrastructure.
- Provide a balance of industrial, commercial, residential, and agricultural areas.
- Promote Planned Unit Development (PUDs) and mixed-use development in-lieu of large areas of residential.
- Concentrate industrial and commercial uses near and around interstate, arterial, and major collector interchanges and intersections.
- Encourage the preservation of prime agricultural areas and the continuation of Agricultural and Forestal Districts.

Transportation

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

Historical

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

Environmental

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

Public Utilities

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

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

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

Western Area

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

Central Area

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

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

Eastern Area

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

INFRASTRUCTURE COMPONENTS

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

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Transportation

The Winchester Area Transportation Study (WATS) and the Comprehensive Policy Plan's Eastern Road Plan identify several significant transportation improvements within the study area boundaries. These plans call for improvements to existing road alignments and interchanges, the relocation of existing roadways, and the construction of new road systems and interchanges. Transportation improvements to the interstate, arterial, and collector road systems will contribute to improved levels of service throughout the study area, and will shape the land use patterns in the short and long term. The following table describes the transportation improvements that will occur within the study area:

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

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

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

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

Water and Sewer

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

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

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FUTURE LAND USE DEVELOPMENT PHASING

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

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

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