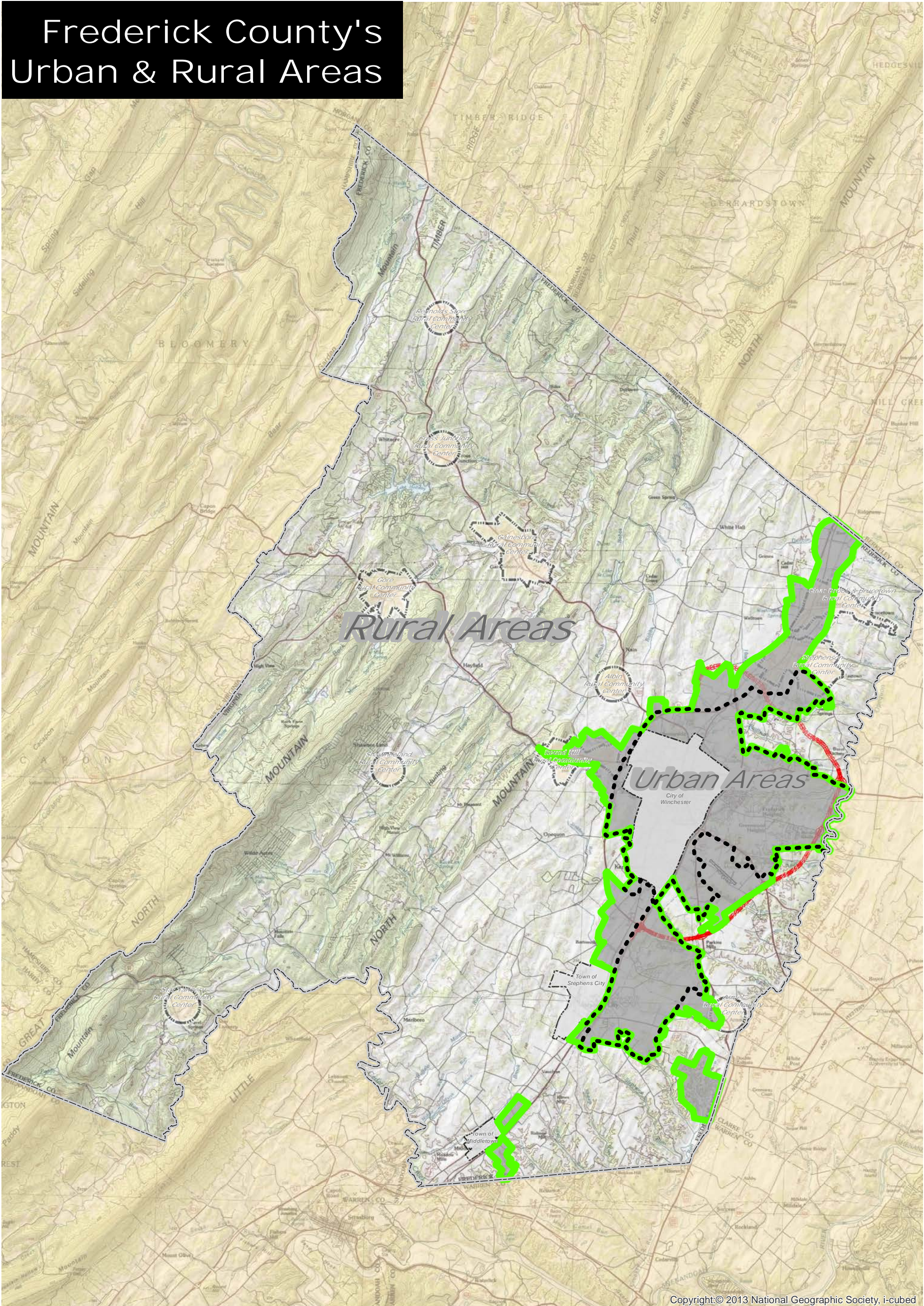








I. URBAN AREAS



Frederick County's Urban & Rural Areas



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-  Frederick County
-  Urban Development Area
-  Sewer and Water Service Area
-  Town and City Boundary
-  Future Rt 37 Bypass
-  Rural Community Center



URBAN AREAS

CURRENT CONDITIONS

The Urban Development Area (UDA) of Frederick County includes those areas anticipated for higher intensity development within and Sewer and Water Service Area (SWSA) designates the limit of where public sewer and water could be extended. The UDA and SWSA provide a clear boundary between the Urban Areas and the Rural Areas. Using the UDA and SWSA as urban growth boundaries, Frederick County seeks to focus growth in strategic areas where community facilities and public services are more readily available. It is expected that the land uses within the UDA and SWSA will be served by public water and sewer.

The UDA defines the general area in which more intensive forms of residential development will occur. Commercial, industrial, and institutional land uses are also encouraged within the UDA in designated areas. The SWSA is consistent with the UDA in many locations. However, the SWSA may extend beyond the UDA to promote commercial, industrial, and institutional land uses in areas where residential land uses are not desirable.

Future land uses are depicted on the various Area Plans which are compiled in Appendix I. These Area Plans have been created over time, through a Community planning process, and have been incorporated as part of the Comprehensive Plan. The aim of the Area Plans is to provide a detailed land use guide for the designated area. As a whole, the individual Area Plans make up the Eastern Frederick County Long Range Land Use Plan.

Historically, the average gross residential density within the UDA has been between two (2) to three (3) units per acre. More recently, the densities of development in Frederick County have been increasing. The County should continually monitor the intensity and density of new development and its associated impacts. Residential densities higher than those previously experienced in the UDA would be appropriate within specifically designated areas within the UDA, known as strategic growth areas (further described on page 4).

Frederick County established the initial UDA boundary in 1987. In 2007, recognizing the importance of utilizing urban growth boundaries such as the UDA, the Virginia General Assembly adopted legislation requiring certain larger and higher growth jurisdictions to incorporate UDA's into their Comprehensive Plans. Frederick County continues to meet the requirements of the Code of Virginia that pertain to Urban Development Areas.

The boundary of Frederick County's UDA should be examined regularly to ensure that it is adequately sized to accommodate future growth, and offers a diversity of housing types. The size of the Urban Areas (both UDA and SWSA) will also be affected by the ability to provide water and sewer service to accommodate future development.

Historically, Frederick County has sought to achieve a balanced ratio between commercial, industrial and residential growth in terms of both available areas of land use and taxable value of the land uses. The target ratio for the Urban Area shall be 25 percent commercial/industrial within the Urban Areas to 75 percent residential and other land uses throughout the County as a whole. The purpose of this target is to achieve fiscal balance through land use planning. Maintaining a healthy and balanced ratio will help the County maintain its low tax rate, while continuing to enhance the services provided to residents. To encourage commercial and

industrial uses to help achieve the targeted ratio, Frederick County has designated certain areas solely for commercial and industrial type uses such as the Route 11 North corridor, Kernstown area, Round Hill, and in the vicinity of the Winchester Regional Airport.

FOCUS FOR THE FUTURE

The UDA Study of 2006 for Frederick County evaluated current land use patterns, comprehensive plan language, development trends, and contemporary planning practices. Using the UDA Study, Frederick County has identified locations which promote higher urban densities and a more compact form of development. These strategic growth areas within the Urban Areas are known as Neighborhood Villages and Urban Centers. Neighborhood Villages and Urban Centers will be the building blocks of the urban fabric of Frederick County's urban areas.

Neighborhood Villages

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

Urban Centers

The Urban Center is larger than the Neighborhood Village and is envisioned to be a more intensive, walkable urban area with a larger commercial core, higher densities, and designed around some form of public space or focal point. Urban Centers should be located in close proximity to major transportation routes and intersections.

Future development within the Urban Areas will be based upon the following:

- Mix and integration of a variety of uses and housing opportunities
- Increased density, walkability and connectivity
- High quality architecture, community focal points, enhanced urban design and planning
- Environmental quality
- Transportation policies for all users

The application of these development principles throughout the Urban Areas, and most importantly within strategic growth areas, seeks to ensure that the UDA of the County will be made up of walkable, mixed-use neighborhoods. These areas should feature a variety of housing choices, high quality retail, community facilities as focal points, employment opportunities, and provide for land uses that are connected by an attractive, efficient, transportation system designed for all users. The mixing of uses provides a greater choice in mobility. Further, focusing development around walkable centers affords people the opportunity to work, live, shop, and play in locations that are near each other.

In order for new areas of urban uses to be established within the Urban Areas, adequate roads and public facilities with sufficient capacities to accommodate the new uses should be provided. For any proposed rezoning to be approved, applicants will be expected to contribute a reasonable portion of the costs, relative to the scale of the development, of new or expanded public facilities and infrastructure needed to serve the proposed development. It is important that anticipated impacts of proposed developments are mitigated to ensure that they are not placing an undue burden on the Community and to further implement the goals of the Comprehensive Policy Plan.

COMMUNITY BENEFITS

The benefits of focusing new growth within the urban areas are numerous. When residential growth occurs outside of the designated growth boundaries and into the rural areas, the County has to extend public services such as schools and emergency services. These expanded service areas increase the costs of operation while decreasing effectiveness. Focused growth limits development pressures within the rural areas, thereby helping to preserve the environment and promote agribusiness and tourism.

Incorporating Neighborhood Design principles such as those identified in this chapter will help to improve the sense of community and promote close knit, walkable communities where residents have greater opportunities to live, work, and play in the same area. The transportation systems encouraged by this plan de-emphasizes the automobile, allowing residents to walk or bike to destinations.

Dedicated areas for commercial and industrial development helps to ensure a strong tax base to provide public services and community facilities and also provide for retail opportunities for the benefit of local residents.

In general, these principles are more efficient, more viable and ultimately more economical for the Community.

GOALS/STRATEGIES

GOAL: AS FREDERICK COUNTY CONTINUES TO GROW, IT IS ESSENTIAL THAT THE VISION OF THE COMPREHENSIVE PLAN FOR THE URBAN AREAS BE IMPLEMENTED IN ORDER TO ACCOMMODATE GROWTH IN A VIABLE MANNER. GROWTH SHOULD PRIMARILY BE FOCUSED WITHIN THE URBAN AREAS.

STRATEGIES:

- Focus new residential growth within the Urban Development Area (UDA).
- Monitor size of UDA and the Sewer and Water Service Area (SWSA) to ensure appropriate land area is made available to accommodate residential growth as well as commercial and industrial opportunities.
- Ensure adequate water and sewer service capacity is available to accommodate new residential and commercial/industrial growth.
- Provide for various densities within the Urban Areas to encourage concentrated growth while also accommodating consumer choice for a variety of housing options.

GOAL: PROMOTE THE NEIGHBORHOOD DESIGN PRINCIPLES AS IDENTIFIED IN THIS CHAPTER WITHIN THE URBAN AREAS.

STRATEGIES:

- Ensure land use applications incorporate the principles of Neighborhood Design identified in this chapter where appropriate.
- Further develop the Neighborhood Village and Urban Center concepts which promote strategic growth areas within the Urban Areas. Community Area Plans could be utilized to identify potential locations for these concepts.
- Promote the location of community facilities as focal points within identified strategic growth areas.

GOAL: PROVIDE FOR TRANSPORTATION OPPORTUNITIES FOR ALL USERS WITHIN THE URBAN AREAS.

STRATEGIES:

- Ensure the Bicycle Plan included as part of the Comprehensive Plan provides for trail facilities in the desired locations.
- Encourage new developments to provide interconnected trail networks and on street shared travel ways.
- Connect “missing links” across existing developments to the extent possible.

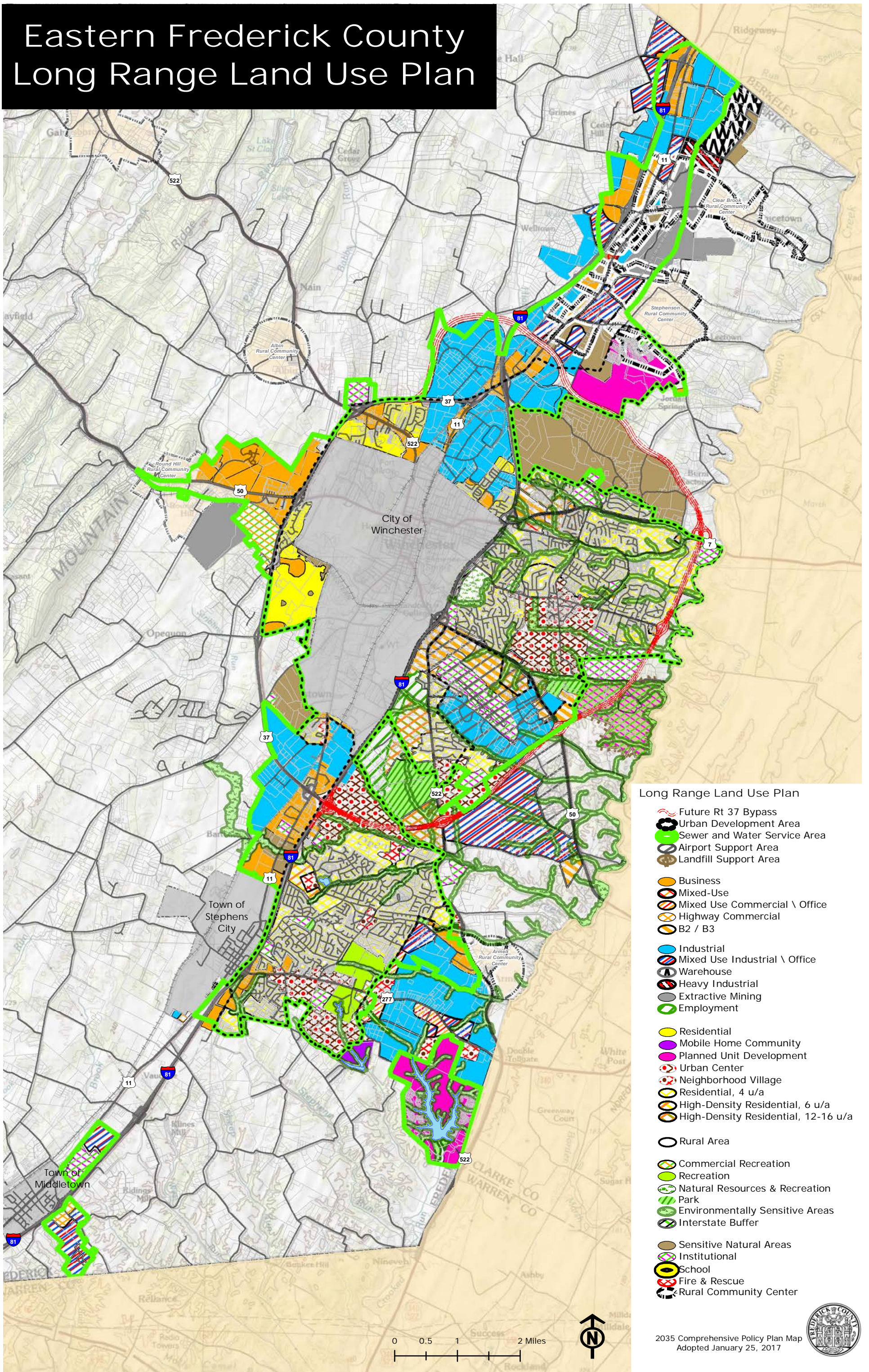
URBAN AREAS

GOALS: OBTAIN 25/75 RATIO OF COMMERCIAL & INDUSTRIAL USES TO RESIDENTIAL AND OTHER LAND USES WITHIN THE URBAN AREAS OF THE COUNTY.

STRATEGIES:

- Ensure adequate services, including water and sewer infrastructure, are available to obtain target business users in a competitive market.
- Monitor location of SWSA and consider expansions when necessary to accommodate demand or a highly desirable business user, and to implement the Long Range Land Use Plan.
- Continue to evaluate the availability of land that will specifically accommodate desired amount of commercial and industrial land uses and incorporate sufficient acreage into Area Plans.
- Seek to attract uses that will generate the desired tax revenue and employment opportunities for the County.

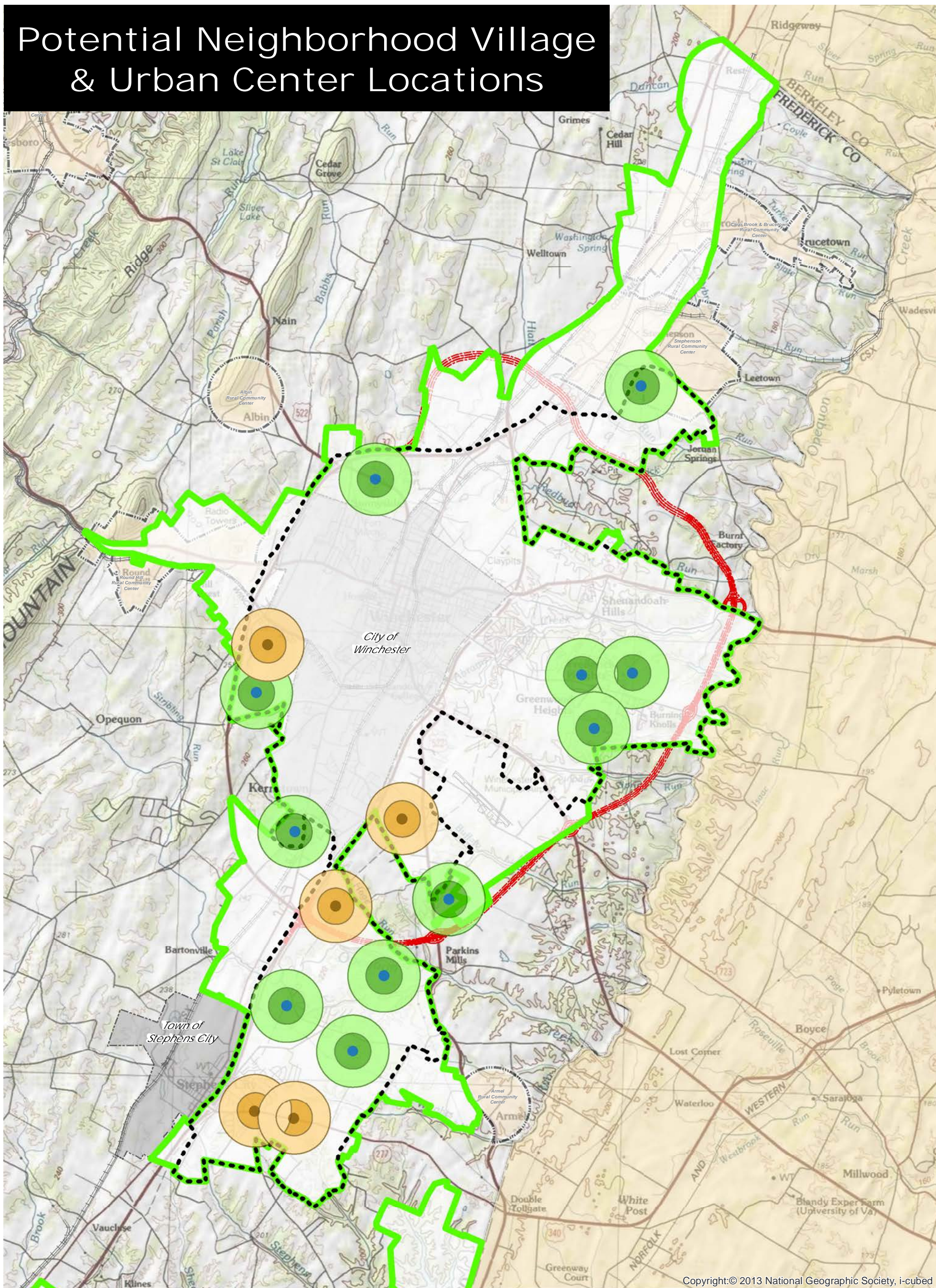
Eastern Frederick County Long Range Land Use Plan






- Long Range Land Use Plan**
- Future Rt 37 Bypass
 - Urban Development Area
 - Sewer and Water Service Area
 - Airport Support Area
 - Landfill Support Area
 - Business
 - Mixed-Use
 - Mixed Use Commercial \ Office
 - Highway Commercial
 - B2 / B3
 - Industrial
 - Mixed Use Industrial \ Office
 - Warehouse
 - Heavy Industrial
 - Extractive Mining
 - Employment
 - Residential
 - Mobile Home Community
 - Planned Unit Development
 - Urban Center
 - Neighborhood Village
 - Residential, 4 u/a
 - High-Density Residential, 6 u/a
 - High-Density Residential, 12-16 u/a
 - Rural Area
 - Commercial Recreation
 - Recreation
 - Natural Resources & Recreation
 - Park
 - Environmentally Sensitive Areas
 - Interstate Buffer
 - Sensitive Natural Areas
 - Institutional
 - School
 - Fire & Rescue
 - Rural Community Center



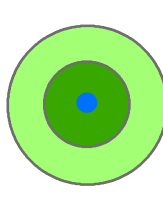
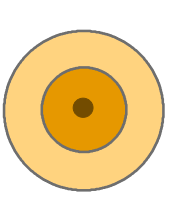
Potential Neighborhood Village & Urban Center Locations



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 Urban Development Area
  Sewer and Water Service Area
  Future Rt 37 Bypass

2035 Comprehensive Policy Plan Map
Adopted January 25, 2017

 Potential Neighborhood Villages (with Ped Sheds (.25 & .5 miles))
  Potential Urban Centers (with Ped Sheds (.25 & .5 miles))

