

WESTERN JUBAL EARLY LAND USE PLAN

BOARD OF SUPERVISORS

-Approved on January 11, 2006

APPENDIX I - AREA PLANS

GUIDING PRINCIPLES

The Western Jubal Early Land Use Plan details a new community that consists of approximately 600 acres. The area contains sensitive environmental features, and these will be preserved. This new community will contain both residential and commercial uses. The community will be linked by an efficient road system, multi-purpose trails and sidewalks.

LAND USE

RESIDENTIAL

The land included within the Western Jubal Early Land Use Plan (WJELUP) represents a transitional area between the City of Winchester and the rural areas of western Frederick County. The WJELUP area is distinguished by its pristine environmental resources and prime farmland soils and has, therefore, historically supported both agricultural and low-density residential land uses. Adjoining land within the City of Winchester has developed extensively with urban and suburban residential uses, most notably within the Meadow Branch, Morlyn Hills, Meadow Branch South, and Orchard Hill subdivisions. Additionally, suburban residential land use has been established within the UDA adjacent and north of the WJELUP area through the Merriman's Chase subdivision.

The predominant land uses envisioned within the WJELUP area are urban and suburban residential uses. The residential designation is intended to continue the established land use pattern in the vicinity of the WJELUP area. As such, new residential development within the WJELUP area is expected to consist primarily of single family detached and single-family small lot units and be compatible with the design of existing residential uses on adjoining property. The gross residential density for residential developments within the WJELUP area should not exceed four dwelling units per acre.

COMMERCIAL

This plan calls for commercial uses to balance, service and complement the residential uses. Areas for commercial land use are designated along the planned route of the Jubal Early Drive extension and near the intersection of Cedar Greek Grade and Route 37. These areas are intended to provide commercial services and employment opportunities that are accessible for residents within the WJELUP area and the adjacent community via alternative modes of transportation, such as pedestrian and bicycle facilities. Enhanced accessibility is anticipated through the connection of such areas to the surrounding residential neighborhoods by a network of multi-purpose trails and sidewalks.

The commercial component is envisioned to consist of neighborhood scale commercial uses and high-end office uses. Priority will be given to neighborhood scale commercial uses as these will serve the needs of residents and create focal points for the new community. Strip commercial development is strongly discouraged. Consolidated entrances will be

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encouraged to avoid multiple entrances along Jubal Early Drive, Cedar Creek Grade, and the new collector road.

TRANSPORTATION

Future road networks are proposed for the WJELUP area which will link it to Jubal Early Drive, Route 37, and Cedar Creek Grade.

The Plan and the Win-Fred Metropolitan Planning Organization (MPO) 2040 Metropolitan Transportation Plan calls for the extension of Jubal Early Drive to Route 37. It calls for a new diamond interchange at Route 37 and Jubal Early Drive, with a realignment of Merrimans Lane. Extensive design work has taken place on the interchange and roadway extensions. The extension of Jubal Early Drive and the interchange at Route 37 are critical to addressing regional transportation problems. This plan, therefore, incorporates the extension of Jubal Early Drive as an east/west through road and the construction of the interchange at Route 37. The extension of Jubal Early Drive through this portion of the UDA is envisioned as an urban divided four lane cross-section that includes landscaped medians as well as pedestrian and bicycle facilities.

The MPO Plan also calls for Cedar Creek Grade to be widened to a four-lane section from the city limits to Merrimans Lane, with signalized ramps at the intersection of Cedar Creek Grade and Route 37. The Frederick County Comprehensive Plan Bicycle Plan also identifies Cedar Creek Grade as a short-term destination route. Therefore, this plan incorporates improvements to Cedar Creek Grade, to a four-lane divided major collector road with a bicycle lane or ideally a separate bike path, and improvements to the interchange at Route 37 and Cedar Creek Grade.

A major collector road, as included in the MPO Plan, is planned to facilitate traffic movement in a north south direction to provide a connection between Jubal Early Drive and Cedar Creek Grade. This boulevard style road is envisioned as an urban divided four lane cross-section that includes landscaped medians as well as pedestrian and bicycle facilities. The location shown on the plan is general with the precise location of the north-south collector road remaining flexible.

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

Another critical transportation component of the WJELUP is alternative modes of transportation, such as pedestrian and bicycle facilities. This plan, therefore, calls for an interconnected system of multi-purpose trails and sidewalks in addition to those which

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

ENVIRONMENT

The WJELUP designates environmental resources associated with the Abrams Creek corridor as Sensitive Natural Areas (SNA). These areas should be preserved through the development process with improvements limited to required road crossings and passive recreational amenities. A large sinkhole in the area has been filled and improvements to this area may also need to be restricted to required road crossings and passive recreational amenities. A conservation-oriented approach to the design of residential and commercial projects within the WJELUP area is encouraged to maximize SNA preservation. As such, the precise study and identification of SNA designated resources should occur as a critical first step in the design process for all development in the WJELUP area. Completion of this resource inventory and the delineation of preservation areas are to be followed and accommodated by layouts and engineering for building sites, lots, drainage and infrastructure. Full gross density credit will be provided for SNA designated land conserved through the development process.

A portion of the Green Circle Trail, as developed by the City of Winchester, has been constructed on the north side of the Winchester Western Railroad. The WJELUP envisions completion of this portion of the trail to Merrimans Lane. Additionally, a connector trail should be developed that extends from the existing trail to Cedar Creek Grade as an enhancement to the Green Circle Trail. The connecting trail should be located to enhance the interaction of the user with any environmental features or view sheds that are conserved through implementation of the WJELUP. The pedestrian/bicycle network developed in the WJELUP area should provide for a continuous flow from the Green Circle.

HISTORICAL RESOURCES

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

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

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PUBLIC FACILITIES

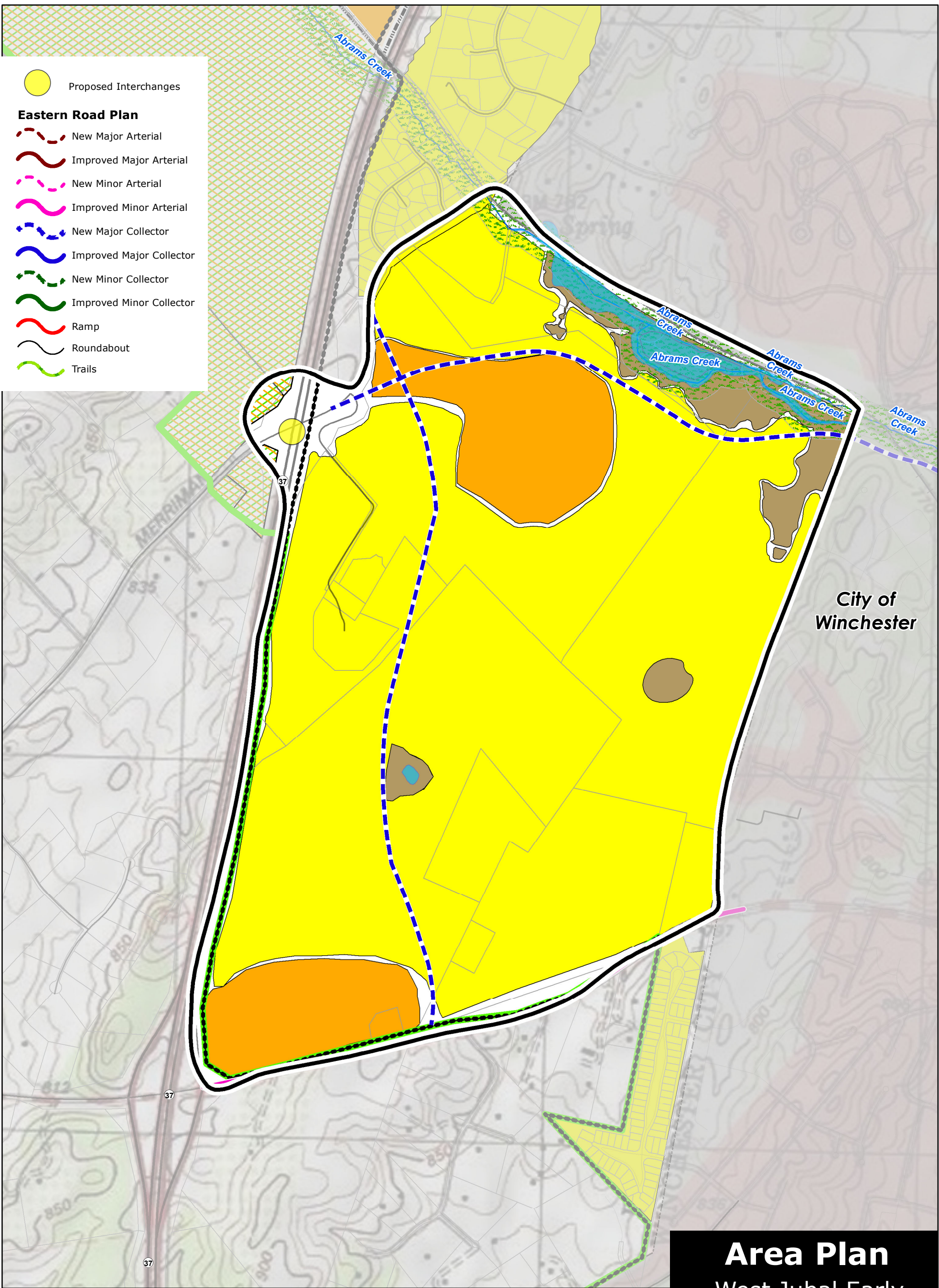
The WJELUP area contains over 600 acres, and the majority of this land is envisioned to be developed for residential uses. It is estimated that up to 2,400 dwellings could be built in the study area. This could generate up to 1,680 new students for the Frederick County School System. This number of students concentrated in such a small area is unprecedented in the western part of Frederick County. It will be incumbent upon future development within the WJELUP area to provide a site for school facilities, to mitigate the impact of the large number of school children resulting from development in the WJELUP area. This is consistent with the Community Facilities and Services policies in the Comprehensive Plan.













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

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

PARKS

The WJELUP area should contain a well-defined park and open space system for both active and passive recreation. Central to this open space will be the Abrams Creek corridor which should be preserved as a sensitive natural area. Neighborhood parks should also be located within the study area. As defined in the Comprehensive Plan, neighborhood parks provide limited types of recreation for the entire family within easy walking distance. Examples of potential facilities in a neighborhood park include a playground, a swimming pool and tennis courts. The neighborhood parks should be located near the school and or neighborhood center and away from major streets. Also, part of the park network will be the interconnected trail system as described above.












-  Proposed Interchanges
- Eastern Road Plan**
-  New Major Arterial
-  Improved Major Arterial
-  New Minor Arterial
-  Improved Minor Arterial
-  New Major Collector
-  Improved Major Collector
-  New Minor Collector
-  Improved Minor Collector
-  Ramp
-  Roundabout
-  Trails

City of Winchester

Area Plan

West Jubal Early Land Use Plan

-  Urban Development Area
-  Sewer and Water Service Area
-  Business
-  Commercial Recreation
-  Sensitive Natural Areas
-  Extractive Mining
-  Natural Resources & Recreation
-  Rural Community Center
-  Residential

