

**KERNSTOWN AREA PLAN**

**BOARD OF SUPERVISORS**

APPROVED ON JANUARY 25, 2017

**PLANNING COMMISSION**

RECOMMENDED APPROVAL JANUARY 4, 2017

### **KERNSTOWN AREA PLAN**

The Kernstown Area Plan study area is generally located along Route 11, south of the City of Winchester and north of the Town of Stephens City, and west of I-81. The Kernstown Area Plan builds on the Route 11 South Corridor Plan, and the balance of the Southern Frederick Plan which was adopted in 1998, by incorporating the western portion of this plan into the Kernstown Area Plan.

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

Within this plan, the Shady Elm Road area continues its economic development emphasis, the Route 11 corridor seeks to capitalize on Interstate Commercial opportunities, the industrial land uses north of Route 37 and east of Route 11 are reinforced, and the Bartonsville and Kernstown historical and cultural areas have been identified.

The Kernstown Area Plan in the vicinity of Route 37 and Interstate 81 feeds directly into the Senseny/Eastern Frederick Urban Area Plan with the Crosspointe Development. Interstate 81 improvements at the 310 Interchange, Phase 1 of which is scheduled to commence in 2015, in this location further supports this area plan. Route 11, Valley Pike, links the Kernstown Area Plan with the City of Winchester to the north and the Town of Stephens City to the south.

The Kernstown Area Plan promotes a new area of new land use focus; the Kernstown Neighborhood Village in the Creekside area, along the west side of Route 11. This area should promote an attractive street presence along the frontage of Route 11 and reaffirm Kernstown as a distinct community, blending the old with the new, and building on the successful developments that have occurred in this area of the County.

#### **Land Use**

The goal of this area plan is to integrate the commercial and industrial (C/I) opportunities and the areas of mixed use with future transportation plans and to recognize the historical and natural resources abundant in this area plan.

### ***Shady Elm Economic Development Area***

The Shady Elm Economic Development Area is designed to be a significant area of industrial and commercial opportunity that is fully supportive of the County Economic Development Authority's targeted goals and strategies. The intent of the industrial 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 intent of such areas to promote a strong positive community image.

### ***Kernstown Interstate Commercial @ 310***

Located at a highly visible location on a prominent interstate interchange, this area of land use both north and south of Route 37 along Route 11, is designed specifically to accommodate and promote highway commercial land uses and commercial uses that continue to promote this area as a regional commercial center.

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. Access Management is a priority along the Route 11 corridor.

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 along the main arterial road, Route 11, the Valley Pike. A significant corridor appearance buffer is proposed along Route 11 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. The recently developed Kernstown Commons provides an excellent example of an enhanced buffer and landscaping area along Route 11 that also includes a multi-purpose trail that serves the area.

### ***Kernstown Industrial Area***

The existing industrial land uses north of Route 37 and both east and west of Route 11 are reinforced with this area plan. Industries including Trex and H.

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P. Hood, are well established and should continue to be supported in this area. Additional industrial and commercial opportunity that is fully supportive of the County Economic Development Authority's targeted goals and strategies should be promoted. The intent of the industrial designation is to further enhance the County's like commercial and industrial areas and to provide focus to the County's regional employment centers.

### ***Kernstown Creekside Neighborhood Village***

Kernstown Creekside Neighborhood Village serves as a focal point to the Kernstown Area and as a gateway feature for this important County location. In addition, the Kernstown Creekside Area serves as a gateway into the City of Winchester, and on a broader scale, a gateway feature for this portion of Frederick County as citizens and visitors approach this portion the County from the south. 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. This area should have a strong street presence with particular attention being paid to the form of the buildings adjacent to Route 11. It is the intent of this plan to reaffirm Kernstown as a distinct community, blending the old with the new, and building on the successful developments that have occurred in this area of the County.

### **Defined Rural Areas**

The Kernstown 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 western boundary of the County's urban areas. In addition, the rural areas to the west of Shady Elm Road south of the industrial areas further define the County's urban area in this location. The plan provides enhanced recognition of the rural residential land uses, Hedgebrook Farm, and the agricultural areas adjacent to Middle Road. 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. The continuation of agricultural uses west of Route 37 and Shady Elm Road will encourage the continuation of agribusiness activity and protect the integrity of the properties voluntarily placed in the South Frederick Agricultural and Forestal District.

### **Kernstown Battlefield and Bartonville Sensitive Natural Areas (SNA's)**

A historic district designation or use of conservation easements is recommended for the portion of the Grim Farm, site of the Kernstown Battlefield owned by the Kernstown Battlefield Association (KBA) that is located in the County. This designation is intended to recognize 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. The County continues to support the Kernstown Battlefield Association's efforts in preserving and promoting this tremendous County resource.

A similar designation should be pursued, in conjunction with property owners, in the Bartonville area. In addition to its historical significance, much of the Bartonville area is also within the 100 year floodplain and would therefore be otherwise limited in terms of development potential. In Bartonville, the rehabilitation, adaptive reuse, or restoration of historic structures should be encouraged. Future development applications that have historic resources on the property should incorporate the resources on the site into development. Any future development should be sensitive to those resources present on the site.

There are several historic sites and markers in the Kernstown 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 Springdale Flour Mill is located in the center of Bartonville and would be ideal for use as a key element for the Bartonville Rural Historic Area. 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 adaptive reuse users to utilize the property.

### ***Bartonville South***

Perhaps the most outstanding feature of the land from Bartonville south to the Stephens City limits is the relatively pristine state of the southern portion of the corridor. At time of writing, it remains relatively undeveloped. The majority of this segment of the study area is currently either used for agriculture or is vacant. Only two, small-scale commercial enterprises are situated in this portion of the corridor. The bigger of the two is a commercial recreational land use known as Appleland. General commercial land uses are envisioned in this area in the future.

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As noted, the Route 11 South corridor, in the area in and around Bartonsville, is shown as the site of a future preservation effort.

One of the significant elements of this plan is the buffering of Route 11 South. This southern section of the corridor from Stephens City, north to Bartonsville is intended to be set apart from the existing commercial development along the northern third of the corridor. The intent is that, through a combination of setbacks, vegetative screening, planting of shade trees along the edge of the right-of-way, and the provision of bike way and pedestrian access, the corridor would have a parkway-like appearance. A planted median strip is also envisioned when this section of Route 11 South becomes four lane. Uses locating within this section of the corridor would be expected to have no direct access to Route 11 South, but rather would access a proposed east-west connector road which in turn would intersect Route 11 South.

### **Valley Pike Trail**

For the Kernstown Area Plan, it is recommended that a new multi-purpose path be constructed along the length of Valley Pike through the study area connecting areas of land use, in particular those resources identified as sensitive natural area's, and providing connections with the City of Winchester and the Town of Stephens City. This pathway should be consistent with that of the path that exists in several locations along the road today. Examples of this such a recreational resource would provide an excellent example for other opportunities in the County.

In general, the goals for land use in the Kernstown Area Plan are to;

- Promote orderly development within areas impacted by new infrastructure.
- Provide a balance of industrial, commercial, residential, and agricultural areas.
- Promote 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.

Recommendations from the 2010 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.

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Ensure connectivity with existing or proposed bicycle or pedestrian transportation accommodations wherever possible. In particular, those planned or existing in the Town of Stephens City or in the City of Winchester.

Pedestrian facilities should be constructed that connect neighborhoods to commercial areas, employment areas and public facilities to promote access and walkability.

Trails should be planned and constructed that connect the Kernstown area, the proposed Valley Pike Trail, and Bartonsville (see the Valley Pike Trail example described in the land use section).

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

### **Residential Development**

The only area of urban residential development is located within the Urban Development Area in the location identified as the Kernstown Creekside Neighborhood Village. New residential uses should complement the existing residential uses, should be generally of a higher residential density and should include a neighborhood commercial component as described in the Kernstown Creekside Neighborhood Village Land Use. It will be very important to mix residential development in this area with the right balance of commercial uses.

In this area, slightly higher residential densities that may fall within the 6-12 units per acre range are envisioned (this is generally attached houses 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 west of Shady Elm Road within the study area are envisioned to remain rural area residential in character. Shady Elm Road south may generally be considered as the boundary between the urban areas and rural areas within the western part of this study area. This provides a transition area to the Opequon Creek and to the well-established rural character of the Middle Road and Springdale Road area.

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### **Business Development**

The Plan identifies a prime area for industrial land uses, the Shady Elm Economic Development Area, to capitalize on future industrial and commercial employment opportunities. Existing areas of industrial development are recognized with additional development promoted. Regional commercial development opportunities are reinforced in the Kernstown Interstate commercial area. In addition, an area is identified for neighborhood village commercial use, including retail, to accommodate existing residential communities and to build upon the successful Creekside commercial project.

The improvements to the Exit 310 Interchange on interstate 81 at Route 37 furthers the significant commercial opportunities that the Plan seeks to take advantage of by identifying the Kernstown Interstate Commercial @ 310 area of land use. Future improvements identified for this area are envisioned to continue to enhance this areas major role for commercial and industrial development.

### **Transportation**

The Plan's Eastern Road Plan identifies 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.

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 11 South Plan and the original Southern Frederick Plan. In this study there is a direct nexus between transportation and land use.

The improvements to Interstate 81 at Exit 310, will provide an improved 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 Route 11 South, Shady Elm Road, and the future extension of Renaissance Drive to complete a key east-west connection south of Route 37. South of Bartonsville, in the area north of the Town of Stephens City, the road network provides for important



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connections into the Town and to the west to connect with the planned alignment of the Tasker Road flyover of Interstate 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.

The context of the collector road network is proposed to be different with the focus being placed on a thoroughfare design that is accessible to all users and a more walkable environment. Particular attention should be paid to street network within the Kernstown Creekside Neighborhood Village Area to ensure that is highly walkable. The change in context in this specific location is to ensure compatibility with adjacent land uses and community goals. The surrounding land use, site design, and building design are features that will help create context and promote the improvement of this area as a focal point and as a place with more distinct character. Attention should 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 a transportation network that is open to all users. Appropriately designed intersection accommodations should include pedestrian refuge islands and pedestrian actualized signals.

In general, the road south of Apple Valley Road will provide for a more functional street open to all users. North of Apple Valley Road, Route 11 will have a more urban scale with a character that builds upon the architecture established in the existing Creekside area.

Special attention should be paid to ensure the transportation considerations of the Town of Stephens City to the south and the City of Winchester to the north are fully coordinated.

In addition, transportation improvements in the Kernstown Battlefield area and the Bartonsville area should include taking a proactive approach in creating safe interconnected routes to the battlefield park from the adjacent areas and creating additional access points. Traffic calming across the entire frontage of Kernstown Creekside Neighborhood Village is warranted with special attention placed on providing a safe and efficient access to this mixed use area of the community.

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

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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.

Further in depth study should occur in the future regarding the preferred alignment of the road connections in the area immediately south and adjacent to the Bartonsville area. Consideration should be given to ensure the future road network functions adequately and is sensitive to the many constraints that exist in that general area.

### **Community Facilities**

The need for public spaces within the study area needs to be acknowledged. Opportunities for small public spaces within the Kernstown Creekside Neighborhood Village should be pursued.

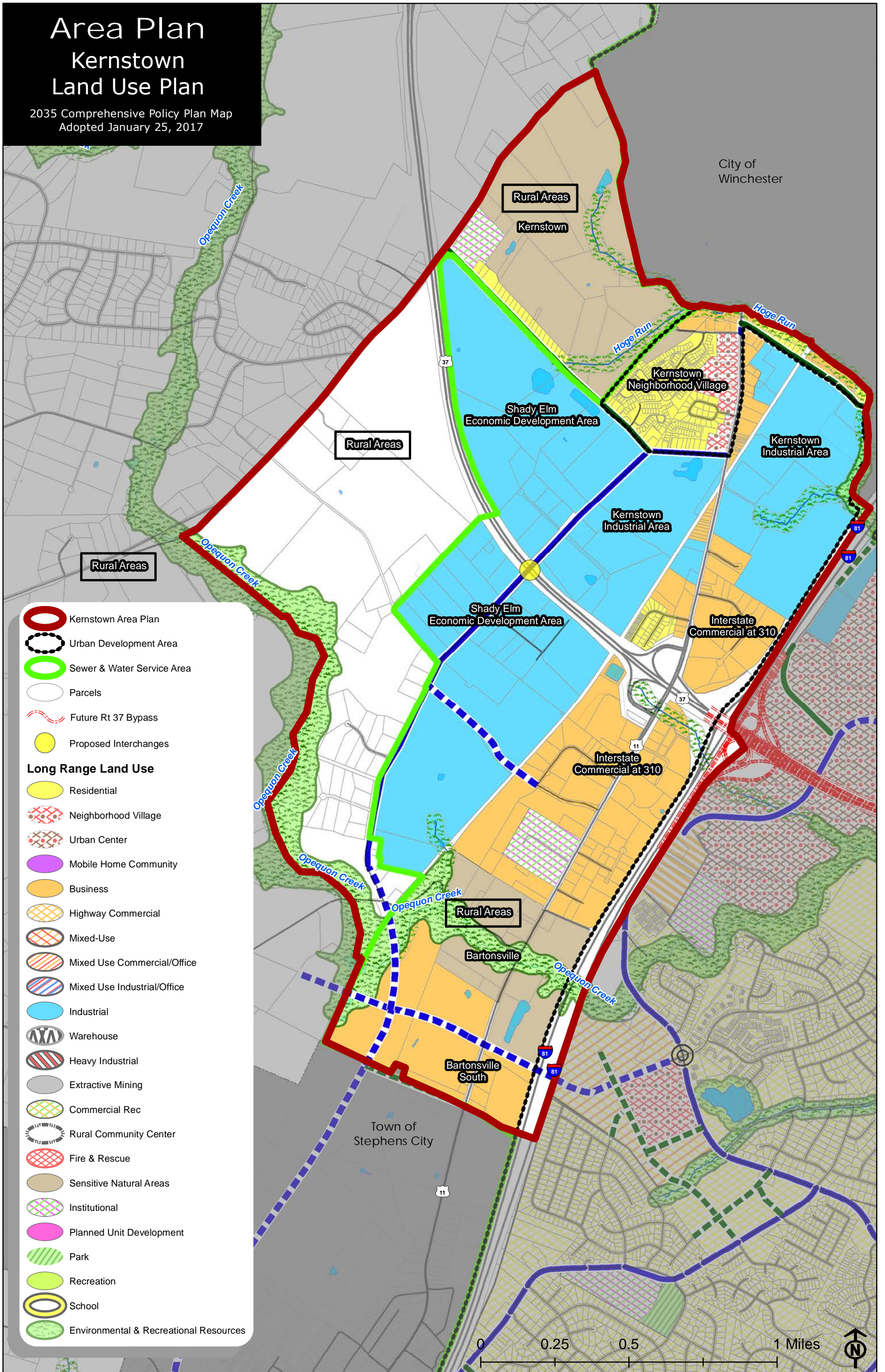
The public facility element of the Kernstown Area plan should directly correlate to the Public Facilities chapter of the 2035 Comprehensive Plan. The public facilities element should also expand upon the existing 2035 Comprehensive Plan and ensure that opportunities for needed public facilities, which are not currently identified, are not missed. The development community should work with FCPS, Fire & Rescue, and Parks and Recreation to determine future public facility needs.

With regards to Public Utilities, the Frederick County Sanitation Authority (FCSA) and County should continue to ensure the availability of adequate water resources in conjunction with the future land uses identified in Area Plans and future development, determine the capacities of water and sewer treatment facilities and projected impacts of future land uses, and provide opportunities for expansion of water and sewage treatment facilities.



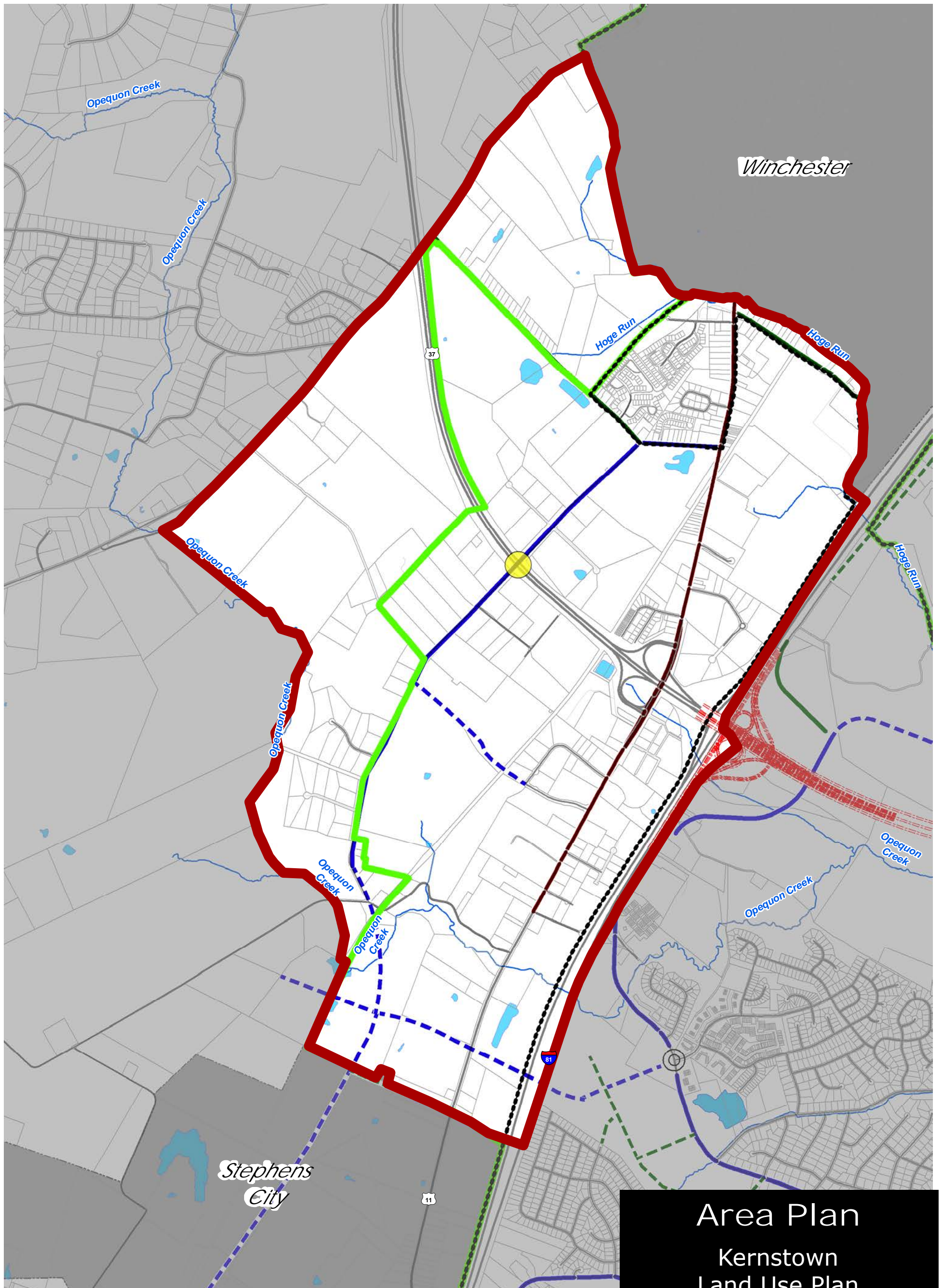
# Area Plan Kernstown Land Use Plan

2035 Comprehensive Policy Plan Map  
Adopted January 25, 2017



- Kernstown Area Plan
- Urban Development Area
- Sewer & Water Service Area
- Parcels
- Future Rt 37 Bypass
- Proposed Interchanges
- Long Range Land Use**
- Residential
- Neighborhood Village
- Urban Center
- Mobile Home Community
- Business
- Highway Commercial
- Mixed-Use
- Mixed Use Commercial/Office
- Mixed Use Industrial/Office
- Industrial
- Warehouse
- Heavy Industrial
- Extractive Mining
- Commercial Rec
- Rural Community Center
- Fire & Rescue
- Sensitive Natural Areas
- Institutional
- Planned Unit Development
- Park
- Recreation
- School
- Environmental & Recreational Resources



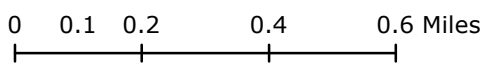


- Urban Development Area
- Sewer and Water Service Area
- Future Rt 37 Bypass
- Eastern Road Plan
- Improved Major Collector
- Proposed Interchanges
- New Major Arterial
- New Minor Collector
- Improved Major Arterial
- Improved Minor Collector
- Ramp
- New Minor Arterial
- Roundabout
- Improved Minor Arterial
- Trails
- New Major Collector

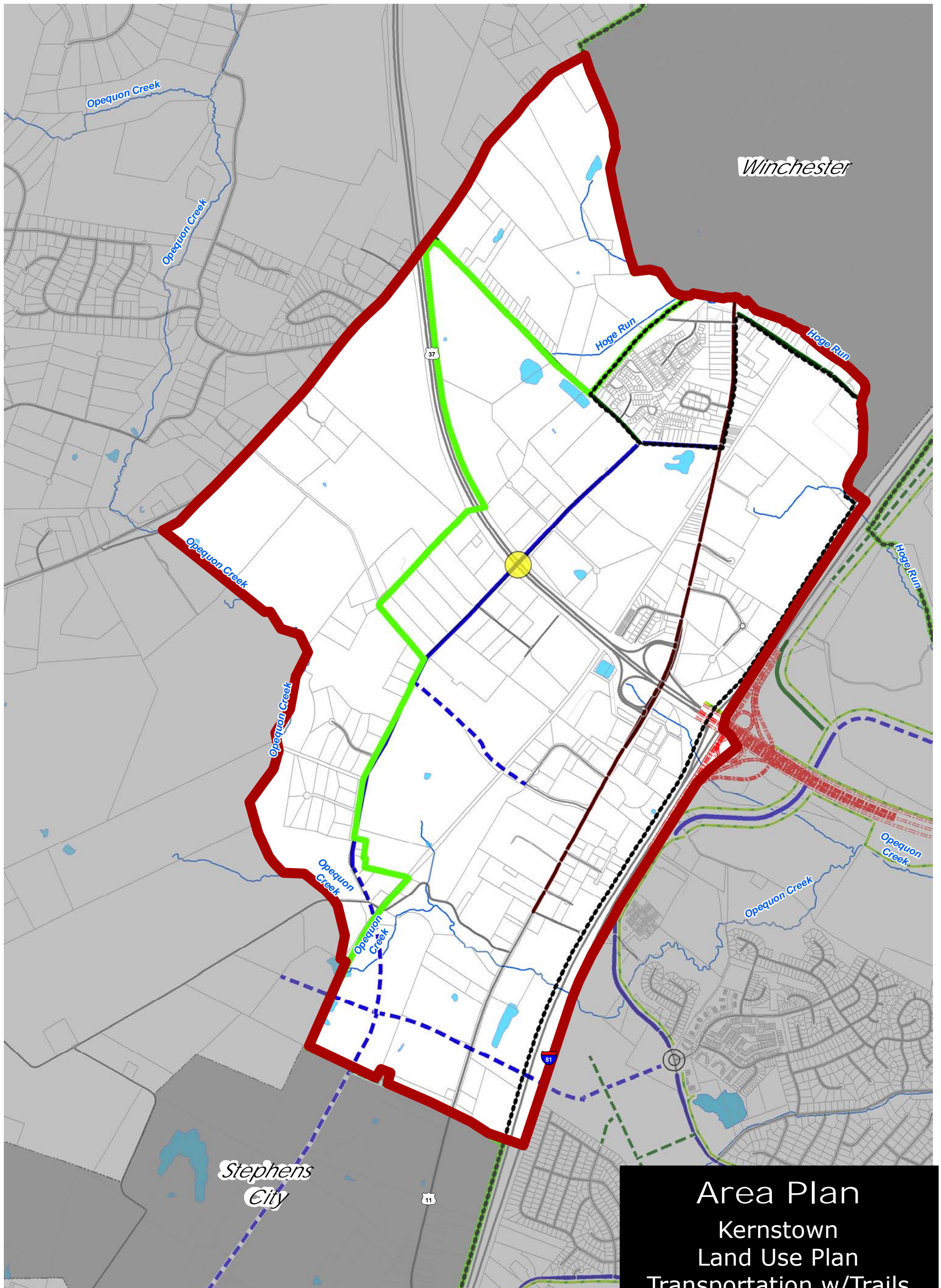
**Area Plan**  
**Kernstown**  
**Land Use Plan**  
**Transportation Map**



2035 Comprehensive Policy Plan Map  
 Adopted January 25, 2017







Winchester

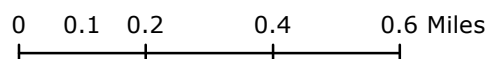
Stephens City

Area Plan  
Kernstown  
Land Use Plan  
Transportation w/Trails  
Map

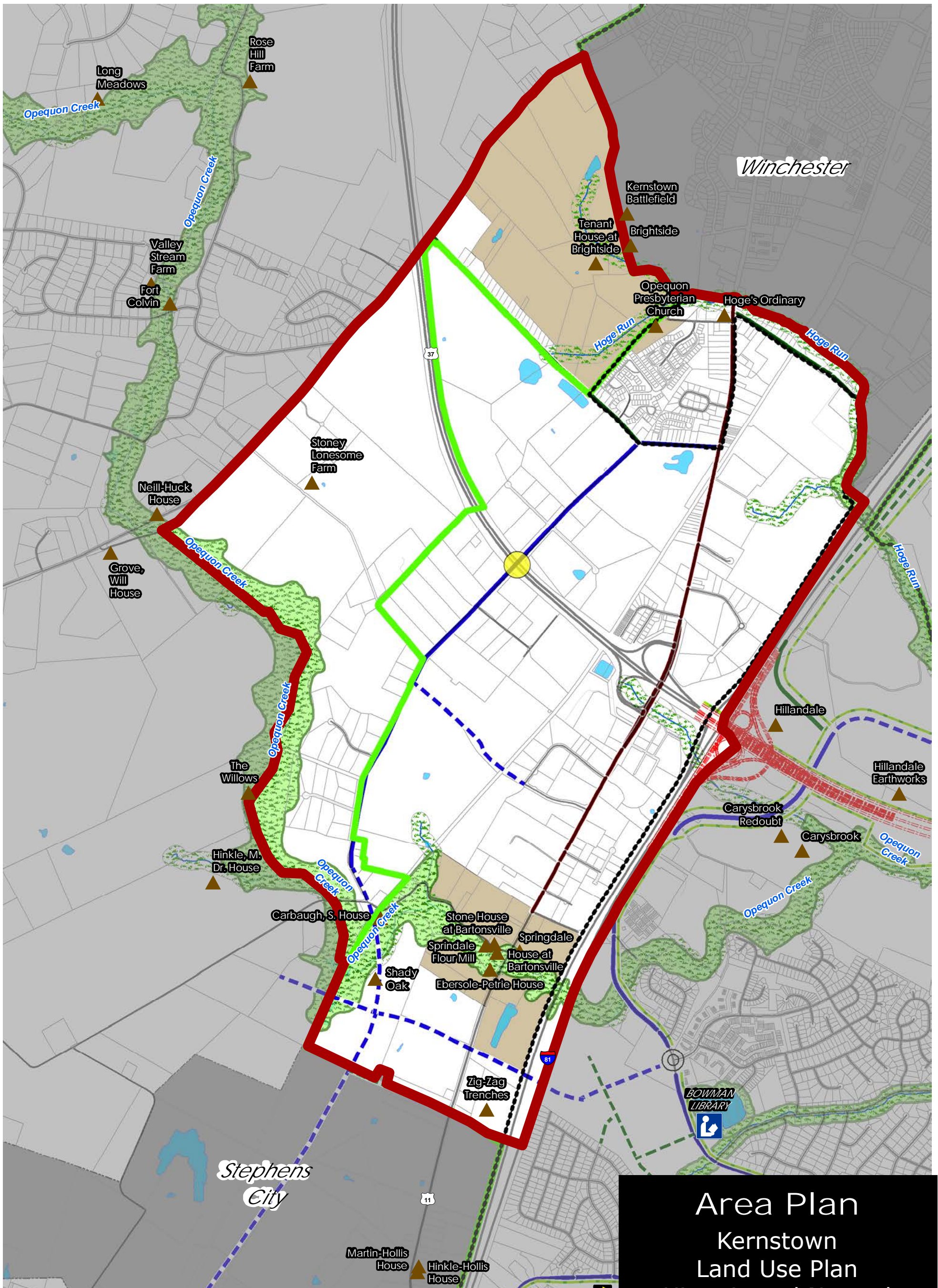
-  Urban Development Area
-  Sewer and Water Service Area
-  Future Rt 37 Bypass
-  Eastern Road Plan
-  Improved Major Collector
-  Proposed Interchanges
-  New Major Arterial
-  New Minor Collector
-  Improved Major Arterial
-  Improved Minor Collector
-  New Minor Arterial
-  Ramp
-  Improved Minor Arterial
-  Roundabout
-  New Major Collector
-  Trails



2035 Comprehensive Policy Plan Map  
Adopted January 25, 2017







**Area Plan  
Kernstown  
Land Use Plan  
Historic and Natural  
Resources**

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

- |                         |                          |                         |                          |
|-------------------------|--------------------------|-------------------------|--------------------------|
| Eastern Road Plan       | Improved Major Collector | Long Range Land Use     | Historic Rural Landmarks |
| New Major Arterial      | New Minor Collector      | Sensitive Natural Areas | Proposed Interchanges    |
| Improved Major Arterial | Improved Minor Collector |                         |                          |
| New Minor Arterial      | Ramp                     |                         |                          |
| Improved Minor Arterial | Roundabout               |                         |                          |
| New Major Collector     | Trails                   |                         |                          |



2035 Comprehensive Policy Plan Map  
Adopted January 25, 2017

