

Lake Frederick and The Madison Property

On Monday, February 10, 2025, the Madison Project Working Group (headed by Marv Davis) conducted a community-wide meeting to present the results of their research to-date and to ascertain the community's perspective on a county requirement for there to be a connector road between the Madison Property and our Lake Frederick Community. Approximately 150+ residents attended this meeting. Also in attendance was Wyatt Pearson, a staff contact of the Frederick County Planning Commission, and Quentin Royer, representing Shea Homes. As a side note, the Opequon District representatives on the Planning Commission are Thomas Bottorf (a resident of Lake Frederick) and Kevin Sneddon.

The Madison Property is located next to the Lake Frederick Property designed as Section 6. Section 6 is currently being developed by Shea. However, MREC is still the developer of record for the county. This property is in the re-zoning/planning stage as Madison is tweaking its plans for the Planning Commission. Currently the 149-acre property is zoned for one house for every five acres. Madison is proposing to build 900 residential and commercial units over the next 8+-years. This planning stage is currently on its third iteration, which has taken over a year. This project will be broken down into phases. Landbay, area #1, will consist of 250 age-restricted residential units plus commercial properties, which will be accessed from Rt. 277, Fairfax Pike. Landbay, area #2, will be an additional 250 units. Landbay, area #3, will consist of 400 residential units comprised of single-family units, townhouses, and four-story apartment complexes. The plan is to have a natural tree/shrub boundary between the two properties. Landbay, area #4, will be left natural/undeveloped as this land parcel is not suited for development. A public trail will be constructed that will connect to the Lake Frederick Nature Trail. At this time, no streets have been laid out. The Madison Property will have access to Rt. 277/Fairfax Pike, and per VDOT (due to the commercial properties), this access will require a traffic light.

Shea is currently developing Phase 6 (e.g., doing site work) of Lake Frederick parcel. Shea expects to complete construction of this remaining parcel by 2028. However, the northernmost section fronting Rt 277/Fairfax Pike will be completed sometime in the future by either Van Metre or some other entity. MREC and Van Metre are in preliminary discussions to develop this final parcel, but no contract has been exercised. The development of this parcel will have an access road to Rt. 277 but will not require a traffic light.

The main discussion of the meeting was an interconnect road between the Madison Property and the Lake Frederick Community. There is a Frederick County, VA Ordinance (§165-202.04 Streets: Inter-parcel Connectors) that would require all subdivisions of more than 10 lots to have a street connecting to an adjoining developed parcel. This adjoining street shall be shown on the master development plan submitted to the Board of Supervisors.

This interconnect road would be gated on the Lake Frederick side allowing Lake Frederick residents access to the commercial area of the Madison Property. However, knowing our Lake Frederick gates are often left open, the Madison Property Residents could have

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access to our Lake Frederick private roads. The Working Group presented three options regarding this inter-parcel connector:

Option #1: Support the Interconnect/Conditionally (Concept Only). This would be a viable access for Lake Frederick residents to Rt 277 via Madison's traffic light entrance and allow for access to this new commercial area. Note: The maintenance cost of a gate is ~\$1,800 per year that is shared between the two Lake Frederick HOAs. This also sets the precedence for potential future connectors to Lake Frederick.

Option #2: Oppose Interconnect. This would be redundant with the Lake Frederick direct access to Rt 277, with no traffic light. This option would incur no cost.

Option #3: "Table" Waiver Request – Planning Commission. There are insufficient specifications available to make this informed recommendation. MREC will be going in front of the Planning Commission to request a waiver to this ordinance.

Note: The Madison roads will be public, whereas the Lake Frederick roads are private. This interconnect road will probably not be in place until 2030 or later. There would need to be two gated access points on this side (one at this interconnect road and one at the Lake Frederick Rt 277 access point). As stated earlier, the Lake Frederick access point does not warrant a traffic light according to the planning commission.

The working group supported Option #1 as it would allow residents to safely exit onto Rt. 277 via a traffic light. A vote via show of hands of those in attendance was taken. The results: Option #1 had 62 votes; Option #2: 36 votes; and Option #3 had 33 votes.

The Frederick County Planning Commission is scheduled to meet on February 19. There was concern that those in attendance were only a small representation of the entire community and more input would be needed to make an informed decision.

Follow-Up:

As a follow-up: Marv Davis posted the following on MTL:

"Regarding the connector road, we presented three options (at the Feb 10th Meeting). The responses were mixed, plus a significant number of residents did not indicate a preference. Your Working Group re-convened on Thursday (February 13) to analyze the results and determined the community needed much more data regarding the potential connector. There's a County Planning Commission meeting this coming week (scheduled for February 19th) at which your Working Group will present the following viewpoints:

- Lake Frederick Homeowners want to participate in the decision-making process of deciding if the connector will be built (and where it will be built)
- Residents have "mixed" responses currently to a MREC waiver request
- The planned 2nd access from Lake Frederick to Rt 277 is a critical component of our assessment.
- We need more data to make an informed assessment.

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Concerns/Considerations:

The following is a short list of some items to be considered if the Lake Frederick Area is to be connected to the Madison property:

1. Gates are unlikely to prevent unwanted traffic through the Lake Frederick area since unmanned gates stop NOTHING. How often are our gates left open?
2. Accessing Lake Frederick through the Madison property, and possibly winding through the retail parking area, would not have the same visual impact as entering through the current “gated” entry or the proposed “gated” entry. This could possibly affect resale values.
3. Gaining access to a commercial area might be beneficial and it may be safer to exit onto RT 277.
4. The Madison plans show the terminus of a DMV proposed roadway to an exit/entrance at Hwy 81 (the Stephen’s City exit would then be closed). How will affect traffic?
5. Is there any advantage to making our Lake Frederick roads public as well?

These plans are all in the future...but the future is now...and will affect us all. Stay informed and stay vocal.

The contents of letters written by Chas Crispino and Kathy Thomas have been coalesced into one letter.