

APPENDIX I - AREA PLANS

ROUTE 7 EAST CORRIDOR STUDY LAND USE PLAN

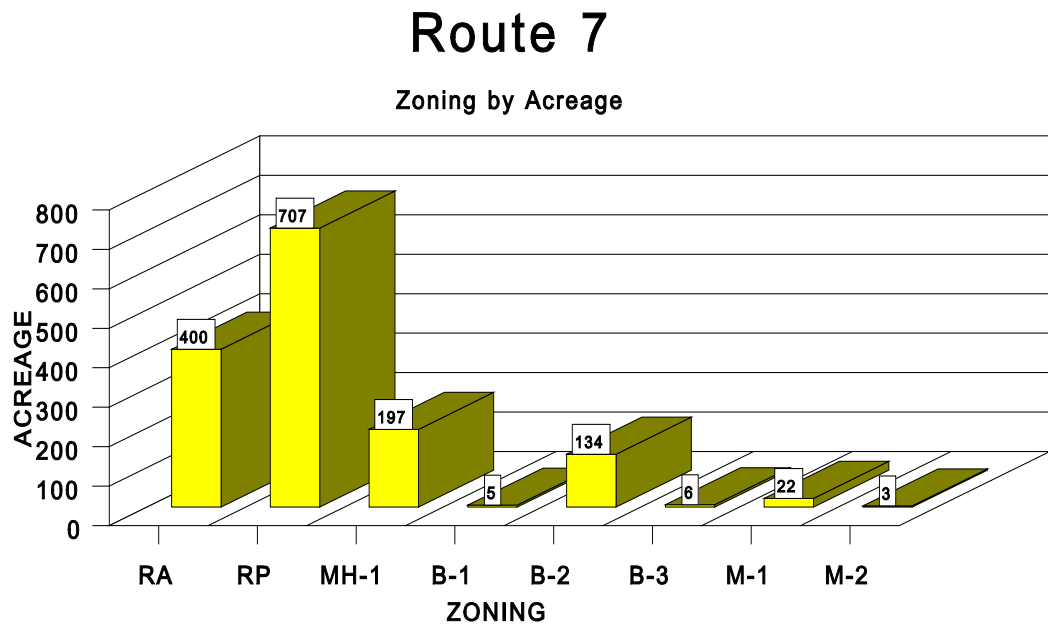
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The Route 7 corridor study area runs from the Interstate 81 interchange, east to Woods Mill Road for a distance of 2.2 miles, encompassing 1,450 acres. The study area extends north of Route 7 to include the Regency Lakes development, the site of the Redbud Elementary School, and south of Route 7 to include the residential developments along Valley Mill Road and Abrams Creek.

The largest single zoning category within this corridor is RP accounting for nearly half of the 1,450 acres. There are still 400 acres that remain in RA zoning, of which 128 acres are owned by the Frederick County School System and a total of 166 acres are zoned for business, commercial, or industrial uses.

Figure 10: Route 7 Zoning by Acre



The Route 7 corridor is probably the most limited of the three corridors studied in terms of the potential for further commercial development. This does not mean that the corridor is not expected to change dramatically in coming years; rather, the intensity of the change is not expected to be as great as the Routes 50 or 11 corridors. One reason for this is existing land use. There are 584 acres of vacant land within the bounds of the corridor

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study area. Of this acreage, 128 acres is owned by the Frederick County School System. There are only 100 vacant acres currently zoned for business or industrial uses. The corridor is also somewhat limited by topography, with roughly 370 of its 1,450 acres being steep slopes.

Route 7 between the interchange of Interstate 81 and Greenwood Road (Route 656) is one of the most frequently traveled roadways in Frederick County. Approximately 21,000 vehicles traveled this segment daily in 1989. Vehicles traveling east of this segment between Greenwood Road and Woods Mill Road lessened to approximately 16,500. Traffic remains heavy in both the A.M. and P.M. peak hours, although traffic is heaviest in the P.M. hours between I-81 and Route 656. The P.M. peak count for this segment in 1989 was 1,814 vehicles. By 2015, the peak count for this segment is expected to reach 2,824 vehicles.

The volume of traffic on Valley Mill Road (Route 659) and Greenwood Road is also projected to increase. Based on traffic counts conducted by VDOT, 4,531 vehicles per day traveled the segment of Valley Mill Road between Brookland Lane and Greenwood Road. Approximately 1,972 vehicles per day traveled on Greenwood Road in 1993. Projected volume of traffic during peak evening hours is not expected to increase significantly on Greenwood Road. However, traffic on Valley Mill Road is expected to increase. Based on the Winchester Area Transportation Study, 218 vehicles were recorded as the P.M. peak count for Valley Mill Road in 1989. By 2015, this volume is expected to reach 377. This is consistent with the number of residential units that can be developed along and just west of Brookland Lane. Because of the potential growth in this area and due to its narrow shoulder width, Valley Mill Road as it exists today will not be sufficient to carry the traffic projected for 2015.

LAND USE PLAN

The Route 7 corridor plan shows a large area of institutional use at the northwest quadrant of the intersection of Route 7 and Route 660. This land is owned by the Frederick County School System and contains the Redbud Run Elementary School and is proposed as the site of a new high school and a vehicle maintenance facility. Access to this site is shown as being provided by means of a series of proposed collector roads, one traveling from the intersection of Route 7 and Route 656, north to Route 661 (Redbud Road); another traveling east\west, connecting the first collector with the north\south collector west of the Winchester Mall property; and a third going north from Route 7 (at Blossom Drive) which intersects the east\west collector. An area expected to transition from residential to business/office type uses is shown on the north side of Route 7 across from Blossom Drive.

The area shown to the north of the study area boundary as being historic is the core area of the Third Winchester Battlefield. Efforts should be made to buffer this area from development.

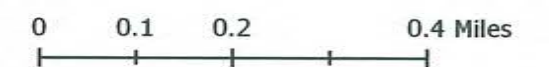
Area Plan

Route 7 East Corridor Land Use Plan

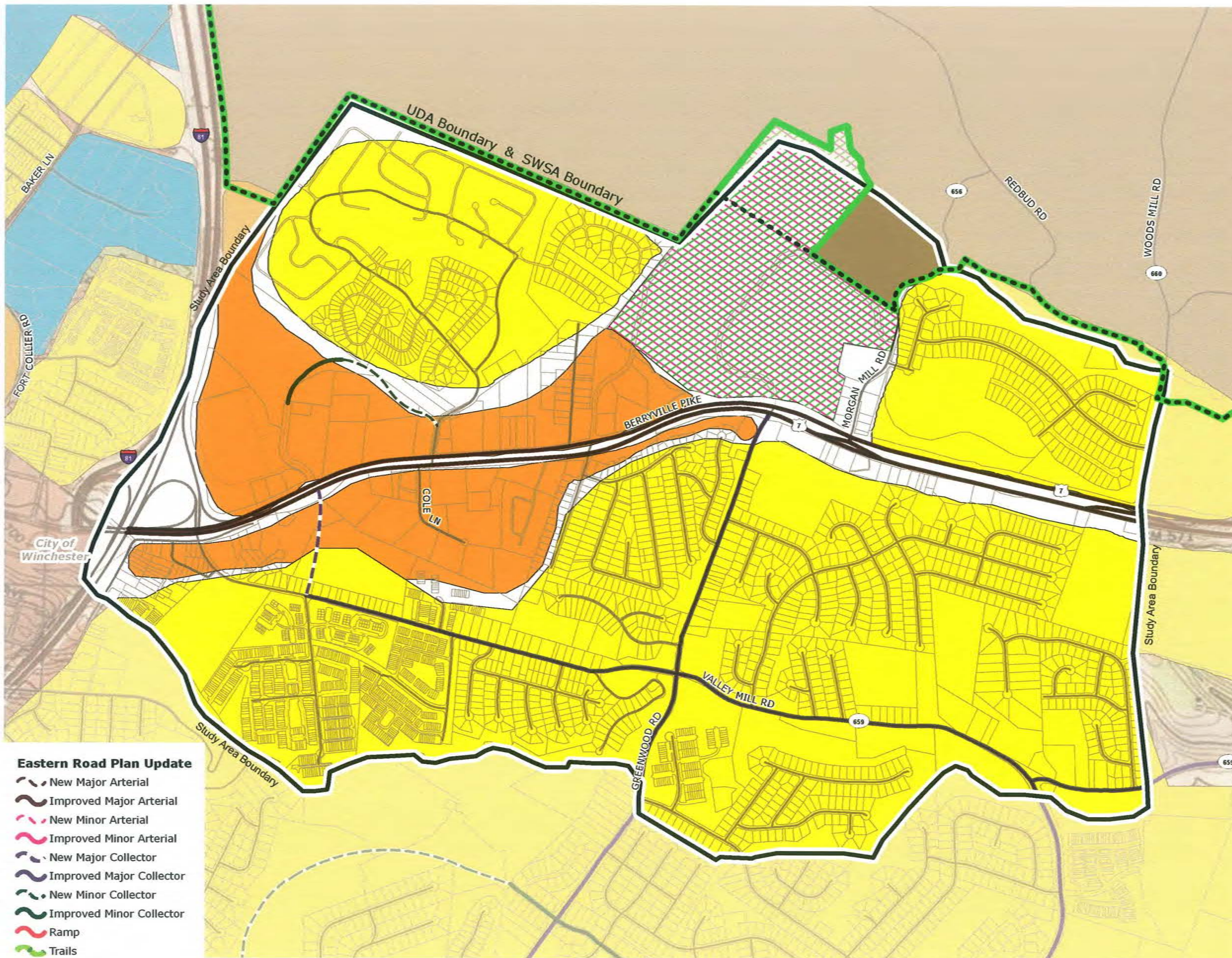
-  Urban Development Area
-  Sewer and Water Service Area

Land Use Legend

-  Business
-  Mixed-Use
-  Mixed Use Commercial \ Office
-  Highway Commercial
-  Industrial
-  Warehouse
-  Heavy Industrial
-  Mixed Use Industrial \ Office
-  Extractive Mining
-  Residential
-  Planned Unit Development
-  Mixed Use Age Restricted
-  Urban Center
-  Neighborhood Village
-  Commercial Recreation
-  Recreation
-  Natural Resources & Recreation
-  Park
-  DSA - Historic Resources & Recreation
-  Fire & Rescue
-  Institutional
-  School
-  RuralCommunityCenter



2030 Comprehensive Policy Plan Map
Approved: July 14th, 2011



Eastern Road Plan Update

-  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
- Trails