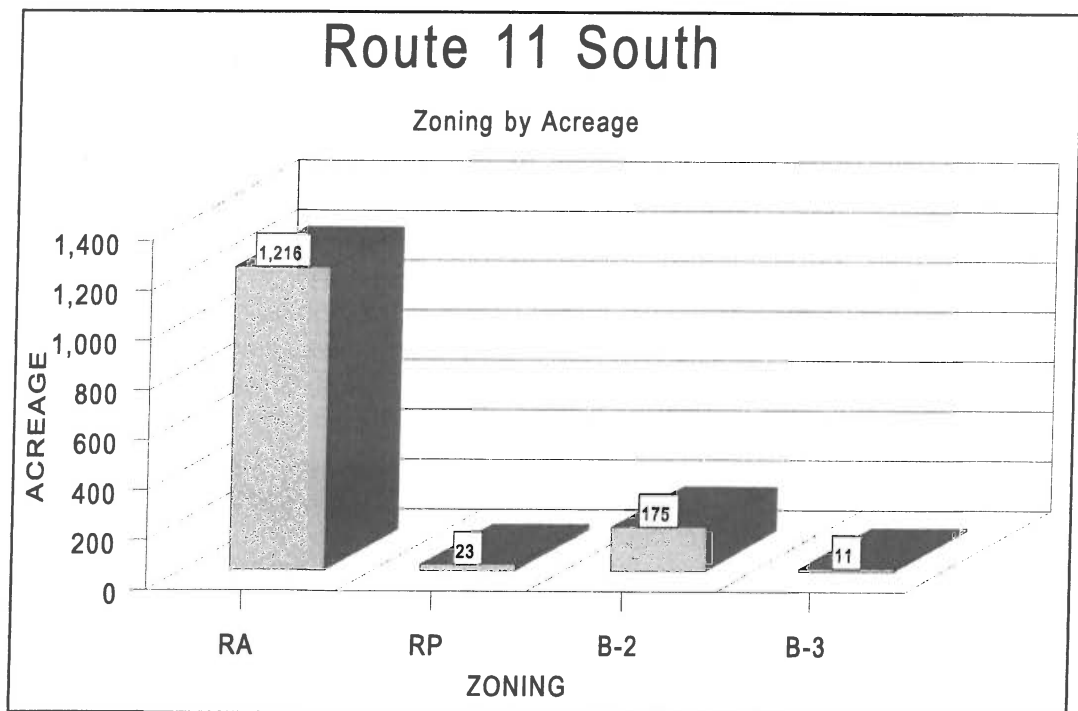


## APPENDIX I - AREA PLANS

### ROUTE 11 SOUTH CORRIDOR LAND USE PLAN

The Route 11 South corridor study area encompasses approximately 1,500 acres. The corridor is roughly three miles in length and runs from Route 37 South to, and including, the northern edge of Stephens City. Interstate 81 forms the eastern terminus of the study area with the Baltimore and Ohio railroad tracks composing the western boundary. The majority of land within this study area (roughly 1,200 acres) is currently zoned Rural Areas (RA). There are about 175 acres of Business General (B-2) zoning within the corridor, all of which is situated north of Bartonsville. There are also 23 acres of Residential Performance (RP) zoning and 11 acres zoned Industrial Transition (B-3).

**Figure 7: Route 11 South Zoning**



Perhaps the most outstanding feature of the Route 11 South study area is the relatively pristine state of the southern portion of the corridor. The land from Bartonsville south to the Stephens City limits is relatively undeveloped. The majority of this segment of the study area (approximately 475 acres) is currently either used for agriculture or is vacant. Only two, small-scale commercial enterprises are situated in this portion of the corridor.

## APPENDIX I - AREA PLANS

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Based upon the counts taken in 1989 by the Winchester Area Transportation Study, 9,140 vehicles traveled on Route 11 South between the intersection of Route 37 and the Stephens City corporate line. Traffic is heaviest during the evening, reaching a peak of 843 vehicles. The majority of this traffic during this time is traveling southbound. This segment is identified by the Winchester Area Transportation study as deficient due to inadequate shoulder width.

### **LAND USE PLAN**

The Route 11 South corridor plan calls for business/office uses along the majority of the corridor with the exception of the area in and around Bartonsville, which is shown as the site of a future Historic District. The southwestern portion of the study area, adjacent to Stephens City, contains a continuation of the residential development within the Town. Future land use along the western edge of the corridor is shown as industrial/office. This designation would take advantage of the rail frontage to promote economic development in the area.

One of the significant elements of this plan is the buffering of Route 11 South. The 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.

The plan shows two collector roads which would connect the proposed future commercial development areas with Route 11 South and Fairfax Street, west of Stephens City, and ultimately, with Route 642, on the east side of interstate 81. These roads would effectively create a bypass of the northern portion of Stephens City, providing an alternate means of traveling east-west or north-south without having to pass through the traffic light at the intersection of Routes 11 South and 277 (Fairfax Street). A similar arrangement should be planned for the southwestern quadrant of Stephens City to create a full bypass for north-south travel, further alleviating pressure on the Fairfax/Route 11 intersection.

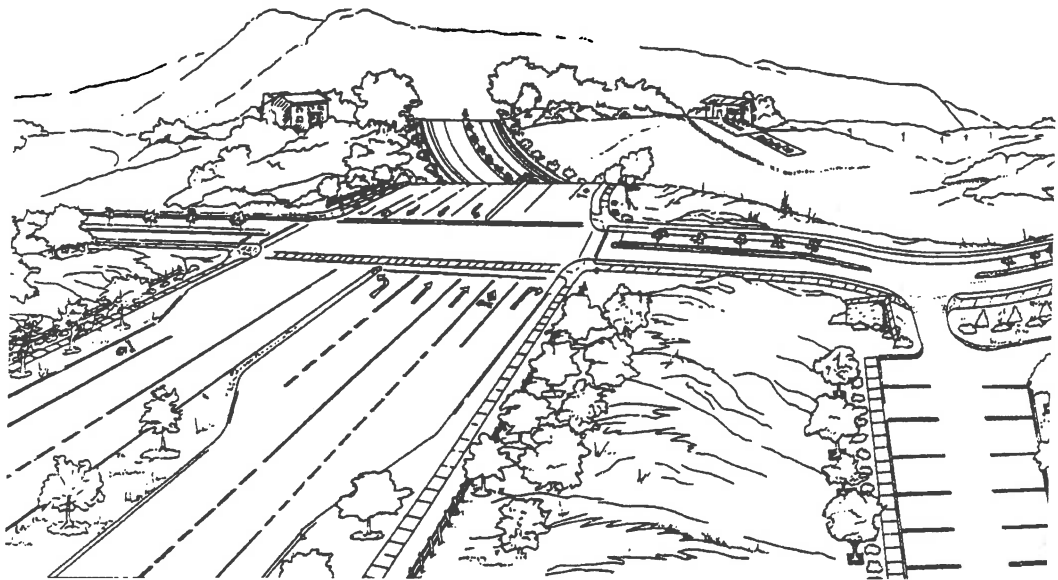
## APPENDIX I - AREA PLANS

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The plan calls for the formation of a Historical District around the Bartonsville area. Current County regulations stipulate that the formation of a Historic District must be done with the landowner's consent, although a proposal for a Historic District can be made by the County's Historic Resources Advisory Board. In addition to its historical significance, much of the Bartonsville area is also within the 100 year flood plain and would therefore be otherwise limited in terms of development potential.

It is intended that as much as possible, the view from Route 11 South be screened. This could be achieved by requiring uses which locate within this area to use the east-west connector road as a means of access to Route 11 South rather than having individual entrances directly onto Route 11 South. Extensive screening and setbacks should also be required adjacent to Route 11 South.

**Figure 8: Route 11 South Corridor Four Lanes with Buffers and Setbacks**



## APPENDIX I - AREA PLANS

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**Figure 9:**

**Methods to be Used to Preserve the Appearance of the Route 11 Corridor**

- Save existing stone fence rows and mature trees wherever possible by incorporating them into site designs.
- Utilize native species in plantings for buffers and landscaping along Route 11 and establish mechanisms to insure that the plantings are properly maintained.
- Incorporate interconnected bike and pedestrian travel ways into site design.
- Utilize traditional board fencing along Route 11 and within developments as appropriate.
- Limit or prohibit the use of off-site signs along the corridor. Encourage the use of monument style signs.
- Prohibit individual site entrances and parking lots along the frontage of Route 11.