

APPENDIX I - AREA PLANS

ROUTE 50 EAST CORRIDOR STUDY LAND USE PLAN

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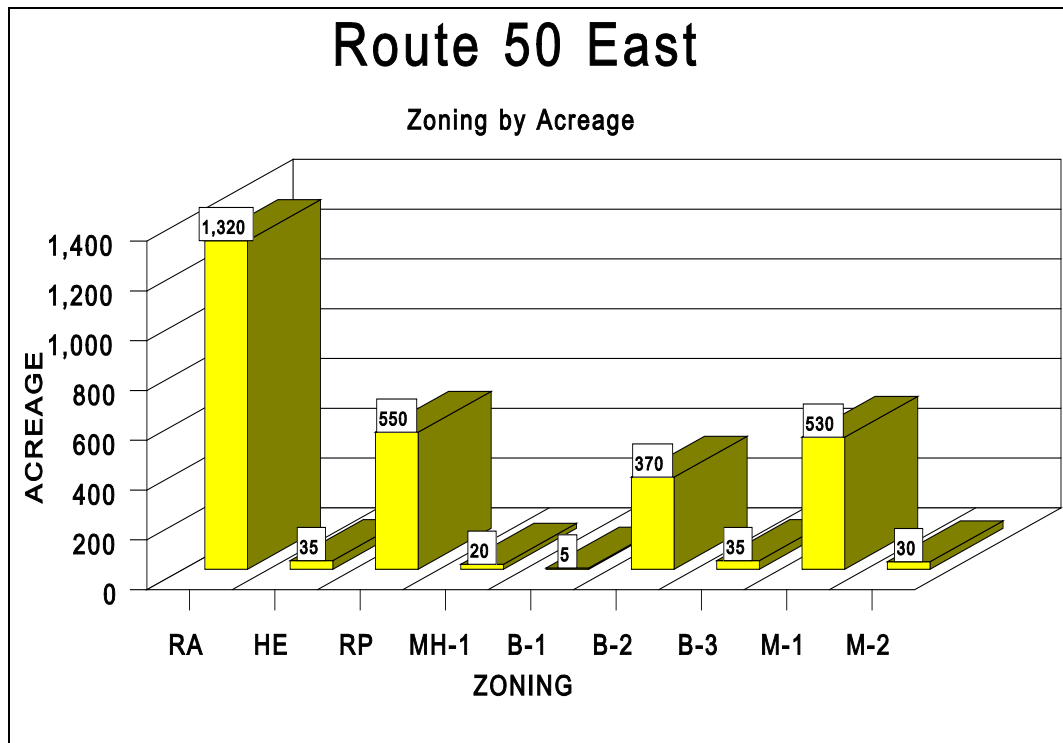
The area included in the Route 50 East corridor land use plan consists of nearly 3,000 acres. The corridor extends from the 81 interchange to the eastern edge of the Westview Business Centre, a distance of 3.6 miles. The corridor study area also extends south to encompass the Winchester Regional Airport, the Airport Business Park, and surrounding uses. The largest single zoning category within the study area remains Rural Area (RA) zoning with approximately 1,300 acres. RA zoning permits general agricultural uses and low density residential development (one unit per five acres). The bulk of the remaining acreage, roughly 1,000 acres, is presently zoned for retail office and or industrial uses. Residential Performance (RP) zoning accounts for roughly 550 acres. RP zoning allows for residential development at a maximum density of up to ten units per acre, with an average overall density of four units per acre.

Of the three corridors which have had land use plans developed, the Route 50 corridor is the largest and has the greatest potential for additional commercial growth. Its proximity to the Winchester Regional Airport, in addition to Interstate 81, make it a highly desirable location for many commercial uses. Of the nearly 3,000 acres in the corridor study area, roughly 1,400 acres are vacant. Of this vacant acreage, 550 acres are already zoned for commercial or industrial use. For this reason, the transportation network within and around the corridor area will be of great importance.

Another important element of this corridor plan will be a coordinated effort at stormwater management. The corridor contains a total of 131 acres of flood plain. The land along Sulphur Spring Run has experienced numerous flooding problems over the years. The County will need to insure that any future development within the study area is done in a manner that will help to alleviate this problem, not exacerbate it. There is also 444 acres of land with slopes in excess of fifteen percent, 11 identified historic sites, and there are areas of mature woodland. These areas need to be avoided and protected when surrounding land is developed.

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Figure 6: Rout 50 East Zoning



According to the Virginia Department of Transportation's *Average Daily Traffic Volumes on Interstate, Arterial, and Primary Routes*, approximately 31,000 vehicles traveled daily on the segment of Route 50 between Route 522 and the Clarke County line in 1992. Based upon the Winchester Area Transportation Study (WATS), the majority of traffic traveling along this segment is concentrated between Routes 522 and Purdue Drive, located just east of Delco Plaza Shopping Center.

Within the study area, traffic is heaviest during the P.M. hours. The highest P.M. peak count occurred between Routes 522 and Sulphur Spring Road, Route 655, with 1,406 vehicles traveling this segment in 1989. Projections based upon the WATS indicate that by 2015, traffic within this segment will increase during P.M. peak hours by 42%. Traffic on Route 50 is also heavy between Sulphur Spring Road and Victory Lane, Route 728. In 1989, the P.M. peak count for this segment was 1,180. Traffic within this segment is expected to increase, especially as more development occurs off Airport Road. Approximately 1,500 vehicles per day travel on Airport Road between Routes 522 and 728. In 1989, the P.M. peak count was 87 vehicles. By 2015, the amount of traffic is projected to increase 500%.

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LAND USE PLAN

The Route 50 corridor plan shows two areas of business/office and industrial/office use adjacent to the airport. One is a large area south of Route 50, the other is a smaller area east of Route 522 and north of Route 645, (Airport Road). Both areas would be expected to benefit from their proximity to the airport as well as easy access to Route 81. An area designated for office/industrial use is shown on the south side of Route 645 across from the intersection with Route 728, (Victory Lane). These areas would basically be continuations or extensions of established land uses.

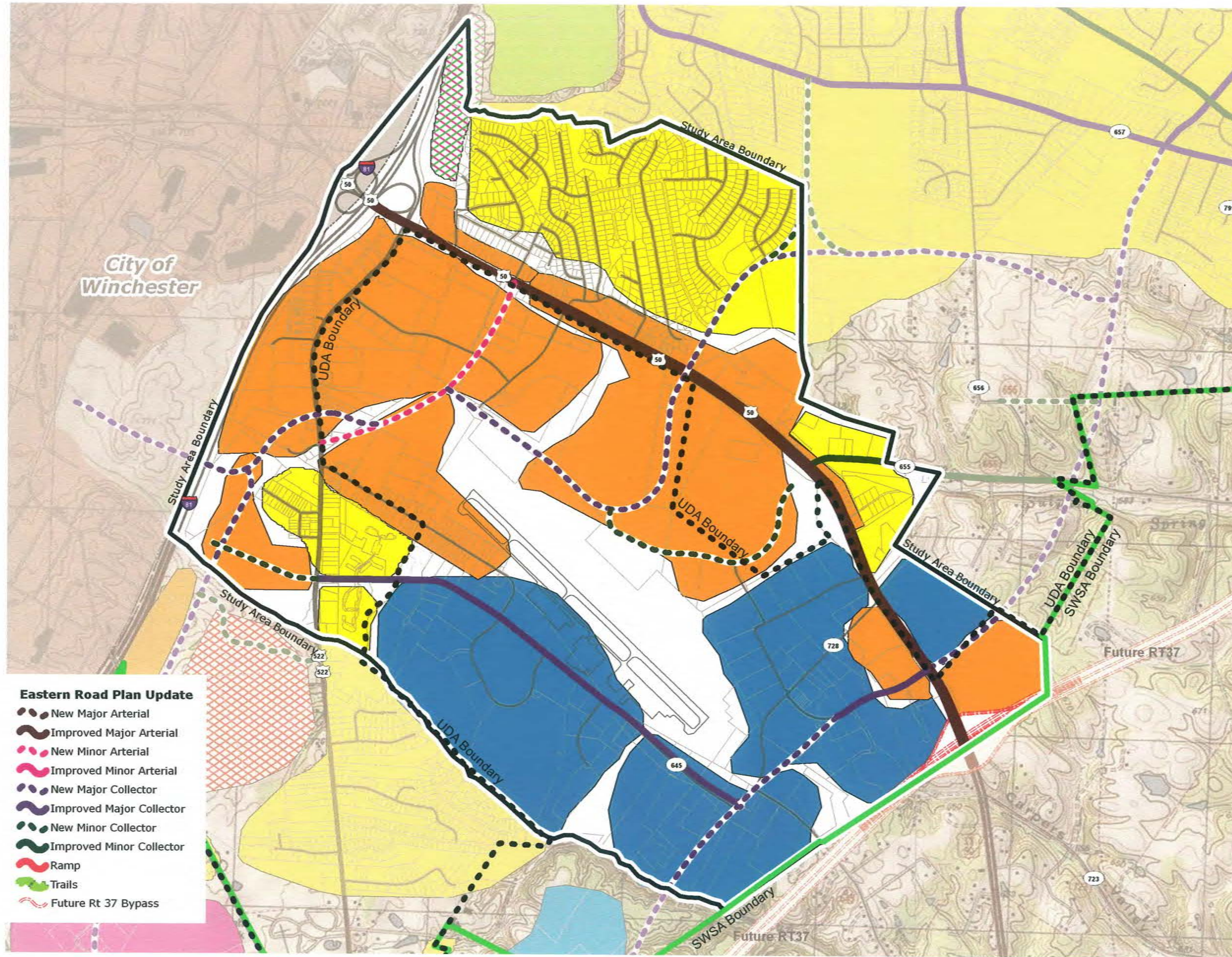
An area of business/office use is also shown west of the intersection of Airport Road and Route 522. This area would be expected to accommodate a future road connection resulting from the extension of Airport Road, west into the City. Plans at this time would be to connect with road segments which are, at this time, partially in place south of Lowes, extending east from Pleasant Valley Road. This connection is seen as an important link in the overall Winchester Area Transportation Plan.

Two connector roads between Routes 522 and 50 are depicted in the plan. The purpose of these connectors would be to both relieve some pressure from the existing 522/50/81 interchange area, as well as to act as a connector between the various parcels that would otherwise have to utilize Route 50 as their sole means of ingress and egress.

A connection is also shown between Delco Plaza and a planned collector road running from Route 522 east through the Prince Frederick Office Park and then north to Route 50. This connection is shown running north-south from the western edge of the plaza. It is hoped that this connection might make it possible to relocate the Delco Plaza entrance and light at the 522 entrance with one further south, at the intersection of Route 522 and the planned collector road. This might be preferable in order to give more room for traffic which backs up in the north bound lanes of Route 522 as a result of the light at Route 50.

Area Plan

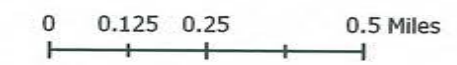
RT 50 East Corridor Land Use Plan



- 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

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
- Future Rt 37 Bypass



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

