CENTRAL AREA PLAN

Adopted By The Chesterfield County Board of Supervisors February 12, 1997

Amended By The Chesterfield County Board of Supervisors January 10, 2001

This amendment moved the Southern Jefferson Davis Highway corridor to the Southern Jefferson Davis Corridor Plan, adopted January 10, 2001.

Amended By The Chesterfield County Board of Supervisors July 28, 2004

This amendment added the geography of the Government Center Master Plan to the Central Area Plan. The Government Center Master Plan is now a separate document that addresses details for development within the Government Center geography. Therefore, the Chesterfield County Government Center Master Plan is not a part of the Central Area Plan.

Amended By The Chesterfield County Board of Supervisors July 27, 2005

This amendment moved two small parts of the Central Area Plan to the Chester Plan.

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EXECUTIVE SUMMARY

For many years Central Chesterfield County has built on a multitude of strengths: diverse, healthy neighborhoods; long established local business; proximity to many of the region's major employers; and the developing commercial centers located near the County's Airport and Government Center Complex. While areas closer to Midlothian Turnpike and Route 360 have grown at a faster rate, the Central Area is established and familiar, and in many ways the heart of Chesterfield County. Its strength is derived from the uniqueness created by the integration of the various parts: living and working. The Central Area Plan builds on these unique strengths to help effectively guide the area's future.

Important issues addressed in the Central Area planning effort include:

- How the forces of change are affecting established neighborhoods and businesses in the Central Area, and what the demand will be for new housing, commercial and industrial uses.
- Recognizing the importance of the Chesterfield County Airport to the County's future economic vitality.
- The protection of existing and proposed industrial areas from conflicting land use development.
- The recognition of neighborhoods as the building blocks of the County and its quality of life.
- Understanding that area businesses and neighborhoods need to work together to address community concerns.
- Providing adequate public facilities to address the impact of development.

Key recommendations of the plan include:

- Expanding the recommended complementary light industrial land uses around the **Chesterfield County Airport**.

Note: A summary of the citizen participation process, existing conditions and issues and the Community Initiative for the Central Area Plan is available from the Chesterfield County Planning Department.

INTRODUCTION

The Central Area fits the image of a livable community; a community located in a well-situated and pleasant geography, with healthy neighborhoods, businesses, and industry that are strong contributors to the County's tax base. A community of diverse neighborhoods, the Central Area offers opportunities that fill a variety of housing needs: from mature, settled neighborhoods of substantial homes to neighborhoods of starter homes as well as a variety of multifamily dwelling units that may be the choice of a recent college graduate or a senior citizen. Employment opportunities existing in the Central Area include the developing office center near the Courthouse and a light industrial/office park area developing around the County's airport.

As in any community, there are some dilemmas. In some instances, the Central Area's

development pattern has resulted in incompatibility between land uses. Few neighborhoods reap the benefits of having established neighborhood organizations to open the lines of communication. Predicaments facing maturing neighborhoods, such as aging housing stock in need of rehabilitation and vacant commercial establishments, may be on the horizon not just for the Central Area, but for Chesterfield County as a whole.

All in all, however, the Central Area fits the image of a livable community -- a community of varied neighborhoods and profitable businesses. These assets of livability and economic vitality must be preserved and strengthened as we plan for the future. Striving to do just that, the plan should be used by the public officials and citizens who will shape the area's future.

How This Plan Works

The *Central Area Plan* should be used as a general guide for decisions, both public and private, affecting the future of the Central Area. In Chesterfield County, plans for physical growth are adopted by the Board of Supervisors and become part of the "Plan For Chesterfield," the County's comprehensive plan.

The following major components are found in the *Central Area Plan*:

- **Goals:** These goals are general statements about what is desirable for the future - what the plan attempts to accomplish.
- **Recommendations:** These are statements on ways to reach goals, and what general actions should be taken to achieve them.
- **The Land Use Plan:** This plan will be used as a general guide for future land use decisions.

A PLAN FOR ACTION

I. Goals

The theme of the *Central Area Plan* is a belief in the value of a positive image for the community that emphasizes livability and economic vitality. As the Central Area moves toward the twenty-first century, there needs to be a clear vision of the future. The goals listed below establish a framework for the plan's more specific recommendations. These goals, like the recommendations that follow, are not in order of rank or priority.

- **Vitality:** Maintain the long term vitality and attractiveness of the Central Area as a quality community offering opportunities for residential and business/industrial uses. The land use pattern for a healthy, livable Central Area should reflect the following:

  a. Maintenance of stable, attractive, and diverse neighborhoods that are the building blocks of the residential land use pattern,

  b. The provision for high quality employment opportunities through new businesses and growth of existing ones,

  c. Maintenance and improvement of the public services and facilities which provide a framework for the land use pattern -- such as roads, water and sewer lines and educational amenities.

- **Character:** The preservation of the intrinsic strengths and character of the Central Area, including a strong base of single-family housing, is of great importance. When planning at the neighborhood level, we must keep in mind the importance of protecting the character, stability, and integrity of existing housing, while meeting demands for new housing.

  a. Neighborhoods are the building blocks of the County and its quality of life. As the County grows, its livability is increasingly determined by the character of its neighborhoods. The conditions and character of the Central Area neighborhoods vary greatly. We must understand these differences. The needs of an older "in town" neighborhood are different from the needs of a new neighborhood located on the rural fringe.

- **New Development:** Accommodate new development in the western part of the Central Area, recognizing distinct character differences between developed and undeveloped

- **Open Land:** This is of primary importance to the future health and vitality of Chesterfield County. This accommodation considers the importance of:

  a. The preservation of established neighborhood character in developed areas,

  b. The recognition of the County Airport as an anchor to Chesterfield County's economy, by promoting synergistic relationships between the airport and future industrial activity.

II. Recommendations

The land use plan for the Central Area seeks to provide a high quality residential location over the long term, together with the development of a quality employment center. The need is to conserve the established residential areas, while accommodating the area's strong potential for economic development. Development in the Central Area has taken the form of single family subdivisions, scattered multifamily complexes, small to medium sized shopping areas often along highway corridors, large employment centers, industrial parks, and a once in a lifetime economic development opportunity of an airport. Although this development pattern has produced a livable community, the shifting pattern of growth has contributed to disinvestment in some neighborhoods, created conflicting land uses, and resulted in many vacant areas "leapfrogged" by development.

Land Use Recommendations

1. **Balance:** Recognize in land use decisions the vital importance of balance between neighborhoods and employment opportunities. Accommodate growth in response to the Central Area's unique opportunities.

2. **Accommodation**: Provide for the accommodation of future residential development in balance with other land uses.

3. **Environment:** Promote environmental quality and community integrity through continued good site plan design, adequate transition, and buffering.

4. **Pattern:** Protect the validity of a variety of land uses by providing adequate separation and buffering.

5. **Public Facilities and Services:** Provide adequate public facilities to address the impact of development. Develop needed community facilities and services in a cost effective manner by following the County's *Public Facilities Plan*.

6. **Development Around the Chesterfield County Government Center**: To insure visual compatibility and appropriately reflect the historic significance of the Courthouse area, future non-residential development in the area around the Chesterfield County Government Center should incorporate the same Federalist and Colonial architectural design features as other non-residential developments in the area, such as the Chesterfield Meadows Shopping Center.

Economic Growth and Business Development Recommendations

1. **Chesterfield County Airport**: Recognize the importance of the airport to the County's future economic vitality and protect this important asset from land uses that would be in conflict with activities inherent to airport operations.

2. **Route 288 Corridor:** Focus on the regional transportation and industrial location advantages of the Route 288 corridor. Actively market the light industrial and regional mixed use potential of designated areas along the corridor.

3. **Government Center:** Encourage compatible commercial development in areas adjacent to the Chesterfield County Government Center Complex.

4. **Industrial Development:** Protect existing and proposed industrial areas from conflicting residential land use development.

5. **Business Location:** Provide convenient business locations that reduce traffic and travel time.

6. **Community Involvement**: Encourage business community involvement in the Community Initiative (see following section).

Public Facilities and Transportation Recommendations

1. **Capital Improvement Program:** Continue to use the County's *Public Facilities Plan* as the primary guide for initiating future public facilities projects in the County's Capital Improvement Program.

2. **Thoroughfare Plan:** Encourage development proposals to conform to the Thoroughfare Plan with respect to the construction of road improvements and the dedication of right-of-way, including the future extension of Courthouse Road from it's terminus adjacent to L. C. Byrd High School eastward to Salem Church Road.

3. **Government Center Road Network:** Construct sections of the ultimate Government Center Road Network in conjunction with the construction of any additional development within the Government Center Complex.

Historic Resource Recommendation

1. **Adaptive Reuse of Historic Properties For Non-residential Uses:** Provide support through land use decisions on historically

significant properties located in agricultural and residential zoning districts, provided that the use does not significantly impact adjacent residential areas, or detract from the agricultural or residential character of the area.

III. The Land Use Plan

The Land Use Plan seeks to enhance the special character of the Central Area and to help guide the changes in the development pattern that may take place over the next twenty years. The plan strives to:

- Provide for the livability and the economic **vitality** of the Central Area in the future.
- Preserve and accommodate growth in response to the Central Area's unique opportunities by working toward a **balanced** distribution of employment and housing options.
- Recognize the importance of the **Airport** to the County's future economic vitality and to protect this important asset from land uses that would be in conflict with activities inherent to airport operations.
- Protect existing and proposed **industrial** areas from conflicting residential land use development.

The Land Use Plan illustrates the recommended future development pattern for the Central Area. It provides more than an adequate supply of additional acreage for various land uses relative to market demand projections. This map (Map F) will be useful as a guide for all future decisions, including rezonings and other land use decisions. Key features of recommended uses are presented in Chart 3.

IV. Other Considerations

Specific Area Considerations

- The accommodation of new development in the western part of the Central Area is of primary importance to the future health and vitality of Chesterfield County. Important considerations include preserving established neighborhood character, building quality neighborhoods for the future, and recognizing the County Airport as an anchor to Chesterfield County's economy through promoting synergistic relationships with future industrial activity.
- The character of the northern portion of the planning area is predominantly residential with some mixed use commercial and office development. The plan recommends this land use pattern continue. Challenges include an aging housing stock, a decline in the number of commercial services in the area, and the effective integration of future construction on undeveloped land adjacent to existing developed areas.
- The character of the area west of Route 10 includes residential development as well as major industrial, office and commercial employment centers, an irreplaceable asset in the Chesterfield County Airport, and, significant vacant land available for future development. Challenges to the future development of this area include rapid growth and providing an effective transition between residential and non-residential land uses. The land uses recommended here will 1) set aside larger area for future industrial use to optimize economic development opportunities associated with the Chesterfield County Airport, 2) preserve and protect stable neighborhoods and 3) provide effective separation and buffering of commercial, office, and industrial uses from residential areas.
- Typically, the southern portion of the Central Area is characterized by employment centers, neighborhoods, and commercial goods and services. Future land use recommendations support continued development in the form of residential, office and community commercial uses.
- The preservation of the intrinsic strengths and character of the Central Area, including a strong base of single family housing is of great importance. At the same time this preservation must go hand in hand with meeting the demand for development on vacant land and the need for revitalization of some older areas.

CENTRAL AREA PLAN LAND USE CATEGORIES

The plan recommends the following land use categories.

NEIGHBORHOOD CONVENIENCE CENTER: (Not shown on Land Use Plan) Neighborhood oriented uses (C-1 and O-1 Districts) such as limited retail, personal services, and offices. Limited retail, personal service, and office centers should be provided within planned residential areas to attract customers from immediate neighborhoods only. Preferably, they should be planned in conjunction with new residential projects. These centers should be sited on one corner of an intersection of two collector streets, or where a collector street intersects with an arterial road.

NEIGHBORHOOD MIXED USE: Neighborhood oriented retail development (C-2 District) including small shopping centers and other commercial and office services.

OFFICE: Professional and administrative offices. Supporting retail and service uses would be appropriate when part of a mixed use center of aggregated acreage under a unified plan of development and when located interior to the project, and when the project is located with access to intersecting transportation corridors. (O-2)

MIXED USE CORRIDOR: Residential developments of various densities, as well as professional, business, industrial, and administrative offices with integrated supporting uses. Such uses should extend approximately 1,000 feet from the major arterial road; however, existing natural or built boundaries (such as bodies of water, floodplains, rights-of-way, access locations or utility corridors) are preferable to an arbitrary depth, such as 1,000 feet.

- *Note:* Nursery schools, child or adult day care centers, kindergartens, hospitals, and other places of assembly are not appropriate on Route 10 (Ironbridge Road) between Kingsland Road and Route 288 due to the proximity to the Runway Approach Surface at the Chesterfield County Airport.
- *Note*: Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

COMMUNITY MIXED USE: Community-scale development (C-3 District) including shopping centers, other commercial and office uses, and integrated townhouse or multi-family residential uses.

- *Note*: Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

REGIONAL MIXED USE: A mixture of integrated office, shopping center, light industrial parks, and/or higher density residential uses. Where appropriate, this area could include community scale mixed uses such as shopping centers, other commercial uses or offices.

- *Note*: Based on findings contained in the *Market Assessment for the Central Area*, new multi-family residential development is generally not appropriate north of Route 288.

LIGHT INDUSTRIAL: Light industrial uses (I-1 District uses and some I-2 District uses) that are dependent upon raw materials first processed elsewhere. Limited retail and service uses that are accessory to industrial uses are also permitted when part of an integrated industrial development.

GENERAL INDUSTRIAL: Industrial uses (I-1 and I-2 District uses and some I-3 District uses may be appropriate if they have the same general character as I-1 and I-2 uses). Limited retail and service uses that are accessory to industrial uses are also permitted when part of an integrated industrial development.

***General Notes*:**

- Within all land use categories, zoning proposals should be analyzed to determine specific impacts of individual projects on existing and future development.
- Transportation impact and required road improvements for specific development proposals should be evaluated through the zoning and plan review processes.
- Appropriate land use transitions should be provided between existing and future residential development and higher intensity uses.
- In some cases, future land use classifications are appropriate if parcels are part of a larger scale development plan that provides for an aggregation of parcels, thereby allowing sufficient land to provide appropriate buffers and land use transitions.
- The rural forested character of Newbys Bridge Road should be preserved. Further, any non-residential uses along Newbys Bridge Road, north of Whitepine Road Extended, should be oriented toward the

interior of projects having an internal road network.

- Light industrial uses adjacent to existing or future residential areas should be designed in a campus style setting to be achieved through preservation of forested character, landscaping and buildings with architectural styles and materials of the quality found in office/industrial parks such as Moorefield or the Arboretum.

Airport Impact Area:

Due to the impact of daily airport operations on residential development, future residential developments in the area most impacted by the Chesterfield County Airport, currently designated on the Zoning Map for Chesterfield County as the outer Airport Height Obstruction limit, should have mechanisms to notify future home owners about the location and effect of the Airport before the purchase of their homes.

Numbered Notes Referenced On Land Use Plan:

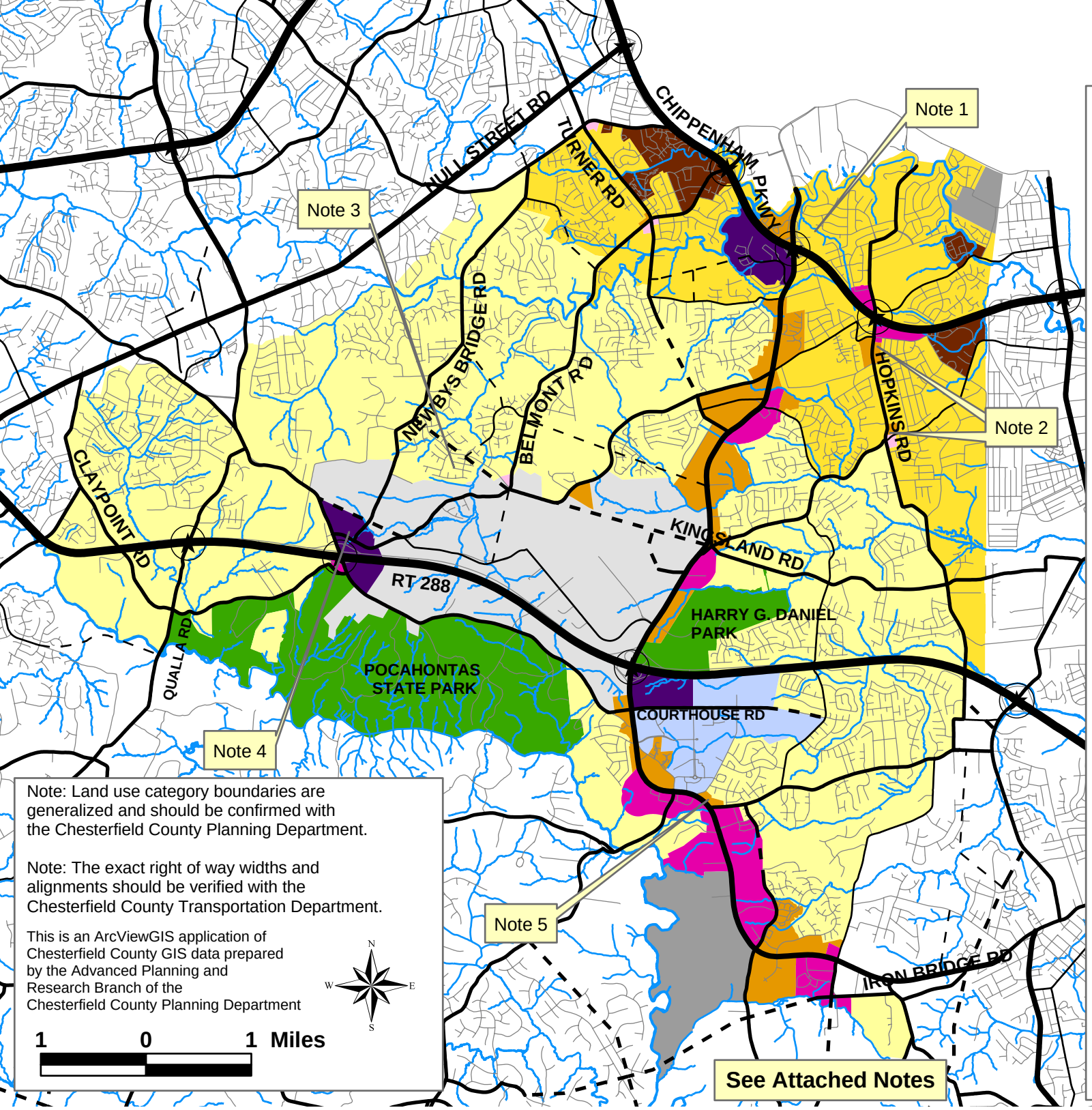
Note 1: With appropriate access, transportation improvements, and transition to the adjacent single-family neighborhood, mixed-use corridor uses may be appropriate in this location.

Note 2: Due to the proximity of the two elementary schools and the limited size of the parcels, uses will be limited in the mixed-use corridor along Hopkins Road. Office and residential uses only, with no supporting retail uses, are appropriate in this area due to these site limitations.

Note 3: Cogbill Road Extended shall not be connected to Newbys Bridge Road, until Newbys Bridge Road is reconstructed as two (2) lane roadway to VDOT Urban Minor Arterial Standards from Walmsley Boulevard to its intersection with Cogbill Road Extended.

Note 4: The development of this regional mixed-use node is dependent upon transportation improvements, to include among other things, the east-west arterial as shown on the Thoroughfare Plan.

Note 5: Certain neighborhood commercial uses may be appropriate at this quadrant with appropriate access, architectural design compatible with the provisions of the Plan and design controls which provide protection of and compatibility with the adjacent residential neighborhood.



Note: Land use category boundaries are generalized and should be confirmed with the Chesterfield County Planning Department.

Note: The exact right of way widths and alignments should be verified with the Chesterfield County Transportation Department.

This is an ArcViewGIS application of Chesterfield County GIS data prepared by the Advanced Planning and Research Branch of the Chesterfield County Planning Department

Central Area Plan

Adopted by the Chesterfield County Board of Supervisors July 27, 2005

Interchanges

Thoroughfare Roads

- 200' major arterial
- 200' major art. proposed
- 120-200' major arterial
- 120-200' major art. proposed
- 90' major arterial
- 90' major arterial proposed
- 70' collector
- 70' collector proposed
- Streets
- Streams

Central Area Plan - land uses

- Residential (1.0 - 2.5 D.U.A.)
- Residential (2.51 - 4.0 D.U.A.)
- Residential (7.01 D.U.A. or more)
- Office
- Mixed Use Corridor
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Light Industrial
- General Industrial
- Parks

Note A: Government buildings and other public facilities would be appropriate within the Chesterfield County Government Center geography. Such development should comply with non-residential development standards.

Note B: Within the Regional Mixed Use Area located at the intersection of Rt.10 and Rt.288, an exposition building or center, a stadium or an arena would be appropriate due to the proximity of the government center.Such uses should be located towards the eastern edge of the area, away from Rt. 10. Commercial development should be restricted to supporting retail establishments, hotels and restaurants along Rt. 10. Due to the proximity of the airport and associated noise impacts,multi-family uses would not be appropriate.