

Community Input Summary: June – August 2019

During community outreach on the draft plan over the months of June - August comments were collected in person at community meetings as well as via email.

At the community meetings held in June 2019 attendees provided comments and feedback on the draft plan recommendations. **Fifty-one comments** were recorded from the over 300 citizens in attendance over a series of three meetings. Additionally **19 emails** were received regarding the draft plan.

Additional comments were collected during a community organized meeting on the draft plan on August 8th, 2019. About 200 individuals attended this meeting and 35 comments were recorded.

Below is a general summary of the comments received (some comments covered multiple subjects thus the total topics is greater than the total number of comments received):

Summary of Comments from Meetings and Emails

- Concern over density/land use recommendation – 23
- Concerns regarding traffic – 17
- Positive feedback regarding improved walkability – 17
- Concern over impact on schools – 11
- Specific concerns relating to transportation issues (Route 60, etc) – 7
- General positive comment regarding plan – 7
- Improve transit section of plan – 7
- General comment on design recommendation – 5
- Cost concern/question (how is this paid for) – 4
- Positive comment regarding land use recommendation – 4
- Desire for transit to be expanded – 3
- Concern regarding parking within the village – 3
- Comment on Specific development issue – 2
- Need to fix existing streetlights – 1
- Parking – 1
- Library expansion - 1
- More recommendations for pedestrian crossings – 2
- Public WIFI in community – 1
- Need to be attractive to Millennials – 1
- More public spaces/water features/food trucks – 1
- Program activities within community – 1
- Keep green areas undeveloped – 1
- Concern regarding existing vacant retail – 1
- Need for infrastructure to come with development – 1
- Need non-retail high paying jobs in community -1

Raw Comments From Meetings:

Raw Comment	
Connecting nearby neighborhoods (i.e. Salisbury) to the core area	Connectivity
Who Pays for all of this?	Cost
Who is paying for this change?	Cost
Flowers and trees will not make us a village along the pike. Waste of money.	Cost
Do our taxes go up for this?	Cost
The buildings may share the same language but you cant straight jacket the architecture. Connectivity and landscaping/place is key.	Design
Great Meeting!! Thank you	General Positive
Visionary! Without a goal for what you want, you settle! This is a terrific vision.	General Positive
Great plan, keep developing walkable/bikeable travel	General Positive, Walkability
Loved it! Midlothian Rocks!	General Positive
Love it - but will a new middle school be included in the plan?	General Positive, Schools
Don't make us a Carytown - too close for vehicles	Land Use - Concern
We don't want a city - we bought here to get away from cities	Land Use - Concern
Integrate housing with commercial development	Land Use - In Favor
More housing types and availability mixed close to shops will energize our village	Land Use - In Favor
There should be more density closer to the Urban Farmhouse office/retail complex.	Land Use - In Favor
Half the plan sounds lovely. Do you think all these people "walking" to restaurants, dog walking and enjoying green space wont need to leave for work, church, groceries. Where do the cars go???	Land Use - In Favor, Parking/Traffic Concern
Please incorporate senior housing - not huge places, 1 story, within the village so we can walk if we cant drive. Please also consider access to Winfree church, both for cars and even crossing Midlothian Turnpike and Coalfield.	Land Use - Senior Housing
Don't do what you did on Winterfield Rd! 1. Buildings too close to the street. 2. Parallel parking on a busy road - we don't parallel park in chesterfield! 3. Circle is an accident waiting to happen!	Land Use and Design Concern, Transportation
Concerned about density of thru traffic along Midlothian when you make the changes. All new apts and retail will generate new traffic feeding out into that thru-fare making traffic even worse than it is now.	Land Use Concern, Density, Traffic

I'm concerned about the Publix coming to Huguenot Shopping Center The impact on the competing Kroger and displacement of all those family owned small businesses that are now out of business or losing \$\$\$\$ income. How can a plan be a proved for a huge retailer at the expense of small business :(boo	Out of plan area
Parking for workers in shops and Restaurants? Parking for consumers who don't live in the village?	Parking
What will the impact be on schools?	Schools
What about current overcrowding in the schools? Development of more housing leads to more children	Schools
When will the new development behind Kroger shopping center be discussed and started? What about our water problems ? Traffic?	Specific Development Issue
Fix all the streetlights	Streetlights
Winterfield Rd is still a 2 land road and one of only 2 entrances into Salisbury. Homes, or apts and townhomes are arms length away! What about the extra traffic?	Traffic
Traffic! Its already bad. How does this help?	Traffic
Midlo traffic is already a nightmare. How does this plan impact our community resources? Fire? Rescue? Police?	Traffic
Midlo Turnpike will need to continue to accommodate traffic flow; cant reroute all to Woolridge or elsewhere.	Traffic
No roadway for the many units built already	Traffic
Traffic on Winterfield Rd with expanded development	Traffic
What about traffic on Westfield Rd	Traffic
How is the increased traffic going to be diverted from Midlothian Turnpike? (Housing unit density = more cars)	Traffic
Infrastructure Midlo Turnpike is a mess, it is not getting better with this plan. Put paths in place along feeder roads like Winterfield and Old Buckingham to feed people into the village	Transportation, Traffic Concern, Walkability
Any public transportation in the plan? Ex GRTC	Transit
Midlothian Turnpike needs to be either relocated (by-pass) or lowered to below grade... like 288 is below rt 60.	Transportation - Route 60
Midlo turnpike - to fast now - hard to turn into businesses on other side	Transportation - Route 60
Too late for "village: on Midlothian Tnpk thousands of "thru" cars	Transportation General
Traffic light at Grove Hill Road and Woolridge will be needed to slow traffic speed between Coalfield and Walton Park Roads tends to go more than 45. Dangerous at times	Transportation Specific Concern, Traffic
We would love to see the walkability that Williamsburg has here.	Walkability
The no more biking/walking trails the better!	Walkability

I love that there will be a focus on walkability and bike access. Please remember, when you build residences, that people will need places to safely and securely store their bikes. Please indoor or covered bike storage.	Walkability
Get community more walk and bike friendly	Walkability
Good to see the separate bike paths! Great idea that will enhance the area. Will these connect with the outlying neighborhoods?	Walkability
Love the walking/biking... has a local mass transit in neighborhood been considered?	Walkability, Transit
Remember: Think green. Public transportation. People can walk to shops, etc. but they need to get to work	Walkability, Transit
I like the idea of pedestrian islands on Midlo Turnpike. Does that mean traffic lights?	Walkability, Transportation
Excited to see the new plan. Sidewalks and trails would be a great addition	Walkability
Concerned that the village will become another "Short Pump". Growth is good, planned growth is better, but too much and we will lose our identity, our "place".	Design concern
Apartments do NOT promote stability of a community! Too much transience. People move in and out without commitment to the community.	Land Use/Density Concern
Please control the density. Too much growth, too quickly. Preserve the Village. Save Midlothian.	Land Use/Density Concern
Too many high density developments happening all at once. Why are developers not contributing more to infrastructure. Schools are aging, not being maintained properly and are overcrowded!	Land Use/Density Concern, Schools
Less high density, the Tpke can't handle it now, need to make the tpke pedestrian friendly. Keep short pump and the Fan where they area. Don't want tall building after tall building. Want to keep residential looking buildings for retail.	Land Use/Density concern, walkability, design
Seems we have different definitions of "managed growth" - most of us want management to curb increased density	Land Use/Density concern
No Apartments	Land Use/Density concern
No more apartments or condos especially on Woolridge or Coalfield	Land Use/Density Concern
Most of us started out in apartments!!! Where would we be without them?	General Statement
No more apartments or condos on Woolridge	Land Use/Density Concern
Can't wait for flying cars	General statement

No condos that back up to single family residential homes	Land Use/Density Concern
Where are you putting the roads?	Transportation
Do not turn suburban Midlothian Village into a city - do not add any more condominiums, apartments and townhomes.	Land Use/Density Concern
Moved here to get away from Urban development - all of your examples are urban	Land Use/Density Concern
Not allowing questions is not very transparent!	General Statement
Please allow current apartments and townhomes to fill up before you add hundreds more in the same area	Land Use/Density Concern
Broad Street near Short Pump with all the high density is awful. Please do not do that in Midlothian.	Land Use/Density Concern
Like more sidewalks and bike lanes, but not the increased density	Walkability, Land Use/Density Concern
Getting down Winterfield is already a nightmare	Traffic
Cadence and governance matters	General Statement
What do we want time travel! When do we want it? Its irrelevant.	General Statement
Too much focus on high density. Traffic, Water/wastewater capacity. We DO NOT want to be Carytown or Fan or Bellview. No new urbanism	Land Use/Density and infrastructure impacts
Crossing Midlo Turnpike by foot or bike needs solid solutions - did not hear any the Turnpike divides Midlo.	Bike/Ped Crossing
This is too urban. If I wanted to live in the city, I'd move there! The high density plan is a terrible idea - And lets not be in such a rush to build, build, build. Let other projects nearby that have started finish - then re-evaluate!	Land Use/Density Concern
The new library is not going to be larger enough to accommodate the active use of all Library resources. Build bigger - fund it!	Library
We need a light at Grove Hill Road. Very dangerous to try to make a left onto Woolridge.	Transportation
If you are directing traffic onto Woolridge Road, you need a light at Grove Hill Road.	Transportation
Woolridge and Midlothian are very congested... like the bike friendly, trees and lighting and sidewalks - concerned about more traffic.	Transportation/Traffic
The notion of 5000 extra people in a concentrated area leading to less traffic is ludicrous	Traffic
Exciting to see a plan for our future. Like the sidewalks and trails	Walkability, General statement
Doesn't seem like there is enough parking close to Sycamore area!	Parking

I hope the next meeting addresses the growing number of planned apartments!!	Land Use/Density
2,000+ housing units yields way too much traffic!!	Land Use/ Density
Too much high density	Land Use/Density

Raw Email Comments:

Comments on the draft Midlothian Special Area Plan, 6/17/19.

I. Crosswalks.

The draft report begins by citing “What Makes a community Great?” The second item on the list is

- **Bicycle and Pedestrian Facilities**

Also, “What would You Change/Improve Upon?” The top item on the list is

- **Bicycle/Pedestrian Facilities**

So I looked for ideas for bike and pedestrian facilities. What I found were a few new paths, alleys and rebuilt secondary roads on the south side of the village, and some on the north side (notably Westfield Road), and conceptual drawings involving sidewalks and shared use paths along various roadways (but none at intersections). But on the issue of getting between the north side of the village and the south side of the village I found nothing. The only hint was a single word in the plan, on page 56:

”crosswalks”

and that only refers to Sidewalks, suggesting that the crosswalks are to connect sidewalk fragments, for example, across Coalfield Road between the sidewalk in front of Winfree Baptist and the sidewalk in front of Midlothian Middle School.

Otherwise, this draft simply refers to the Bikeways and Trails chapter of the Comprehensive Plan. But the Bikeways and Trails plan is primarily interested in County-level routes, not in short-distance, village-scale routes. And except for generalities, that plan says nothing about pedestrian connectivity.

There is nothing in this draft Midlothian SAP that resembles what was done for the Bon Air SAP, where planners identified the library (for example) and asked, how can people walk safely to and from it?

Nowhere in this plan do you seem to consider questions such as: how would residents of Enclave Apartments, or Sycamore Village, or Atlantic Apartments, walk safely to the Lifelong Learning Institute? How would residents of Buckingham Station Apartments walk safely to Loch Lothian?

This is a huge gap in the present draft plan. It’s already fairly easy to walk around the part of the village south of Midlothian Turnpike. There are sidewalks along most of Midlothian Turnpike, North Woolridge Road, Coalfield Road, Charter Colony Parkway, Le Gordon Drive. It’s now possible to cross North Woolridge Road safely in three places: at Charter Colony, at Coalfield and via the tunnel near Lake Lomond. There are informal paths connecting the Middle School both to Sycamore Village and to Enclave Apartments and Loch Lothian.

Midlothian Village is not walkable now primarily because it is virtually impossible to cross Midlothian Turnpike safely on foot.

There is almost nothing in the draft report about intersections, and nothing at all that relates “intersections” and “pedestrians”. Without consideration of how to cross Midlothian Turnpike safely, this draft plan is a plan for two separate entities: North Midlothian Village and South Midlothian Village.

I know that pedestrian crossings of Midlothian Turnpike are under the control of VDOT. But if this Midlothian SAP ignores the issue, where is the planning document that will support the County when it tries to persuade the auto-centric VDOT to install pedestrian signals in the village?

II. Crossing Midlothian Turnpike

There are five fairly obvious locations for pedestrian crossings of Midlothian Turnpike:

- At Le Gordon Drive
- At Charter Colony Parkway
- At Coalfield Road
- At Salisbury Drive (to be moved to the proposed new road just east of Midlothian MS)
- At North Woolridge Rd.

The Salisbury Drive/new road signal would serve Midlothian Middle School. That signal and the improvements proposed for Salisbury Drive would provide a safe route to/from school on foot or bike for students who live near Salisbury Drive in the village, much as the pedestrian signal at Polo Parkway and Robious Road and the sidewalk along Polo Parkway and Robious Crossing Drive enable typically dozens of Robious Middle School students to cross Robious Road each school day afternoon, to access ACAC and the Briarwood and Roxshire neighborhoods south of Robious Road.

Public transportation remains a controversial subject in Chesterfield County. But in view of the comments about it on page 25, I would make a suggestion:

Given that the typical distance between bus stops around the US is around 3700 feet, it could make sense to have two bus stops in the village: at the intersection of the new proposed north-south road just east of MMS, and at Charter Colony Parkway. (The bus route could then turn south on Charter Colony and stop at JTCC on the way to Westchester Commons.) Pedestrian signals at those intersections would be essential for the viability of bus service, because every round trip by bus involves crossing the highway on foot.

III. Coalfield Road.

This year VDOT installed pedestrian signals at the intersection of Coalfield Road and North Woolridge Road. It is now much safer to cross North Woolridge and Coalfield Road at that intersection.

But there remains a gap. The nearest sidewalk on Coalfield Road south of that intersection is on the west side, beginning at Manders Road, a half mile to the south. (The cross section of Coalfield Road on page 86 is only partly accurate south of North Woolridge Road.) Coalfield Road was originally designed as a major north-south street and has plenty of ROW on the east side for a shared use path (SUP) to connect the Coalfield/North Woolridge Road intersection to the roundabout at Queensgate Road, from where riding/walking south on Coalfield Road and Miner's Trail Road leads to a SUP connecting to Luck's Lane. But without a SUP, Coalfield Road north of Queensgate Road is hazardous for bicyclists and pedestrians, because it has no shoulders and a 45 mph speed limit that is usually exceeded. I've often traveled on foot along Coalfield Road between the entrance to the YMCA and Grove Hill Road, and it is an uncomfortable experience even with light traffic.

A shared use path along Coalfield Road would provide a bicycle link between the Village and the shared use path along Lucks Lane to connect to the proposed new park in the vicinity of Route 288 between Midlothian Turnpike and Powwhite Parkway.

IV. Unsignalized crosswalks.

Last year a student was hit by a car trying to cross Charter Colony Parkway on the crosswalk at Sovereign Grace Road to get to MHS. Subsequently, the state put up a few more signs to encourage Charter Colony drivers to slow down and look for pedestrians. But suburban drivers are not accustomed to seeing pedestrians on crosswalks, so they usually ignore them.

That student was not the only recent example I know of where a pedestrian was hit by a car on a crosswalk—an older couple of my acquaintance was hit by a car last January while on a crosswalk on Englander Street, a 25 mph street in Ashland. They survived, but were in rehab for several months with an assortment of injuries—broken hands, pelvis, legs.

Unsignalized crosswalks are not safe in suburbs. Some research suggests that they are not safe anywhere, because they raise the expectations of pedestrians that drivers will pay attention to crosswalks, when in fact they too often don't.

The only safe method to be sure drivers will yield to pedestrians at a crosswalk is to install stop signs or a pedestrian-actuated traffic signal. There should be a signal at Sovereign Grace and Charter Colony.

One will be needed also on Winterfield Road at Westfield Road, since the only existing sidewalk on Winterfield is on the west side of the roadway.

V. The Midlothian Turnpike/North Woolridge Road intersection.

The plan (p. 94) calls for Midlothian Turnpike and North Woolridge Road intersection improvements.

At present, this intersection has serious conflicts between traffic making free right turns from North Woolridge Road onto Midlothian Turnpike and eastbound traffic on Midlothian Turnpike wishing to turn into the commercial area of Walgreens, Burger Bach, etc. The conflict could be resolved by adding a traffic signal on the right turn ramp from North Woolridge onto Midlothian Turnpike. The signal should permit right turns only during the phase when westbound traffic on Midlothian Turnpike is allowed to turn left onto North Woolridge Road.

This intersection needs pedestrian signals. Since every right turn lane is separated from the main part of the intersection by islands (that can serve as pedestrian refuges), it is quite feasible to phase pedestrian crossings at the intersection without substantially reducing the capacity of the intersection.

VI. A couple of minor comments.

1. To claim that North Woolridge Road has a 4 foot bike lane (page 84) is incorrect. Between Coalfield Road and Midlothian Turnpike the lane is often less than 4 feet wide.

The intimation that a four foot bike lane on North Woolridge is acceptable ignores the standards in the Bikeways chapter of the Comprehensive Plan, especially considering that that stretch of North Woolridge has a typically exceeded 45 mph speed limit and has a serious curve in it as traffic speeds down the hill from Coalfield toward the Walton Park Road intersection. (One speaker at a budget meeting a couple of years ago characterized the adjacent sidewalk as “a sidewalk of death”, because a pedestrian would be walking right next to the roadway with a guide rail preventing escape in case of an out-of-control motor vehicle.)

2. There is an obvious error on page 84 in the MIDLOTHIAN TURNPIKE WITHIN THE VILLAGE CORE (PROPOSED) cross-section. The right end of the cross-section shows a 6 foot sidewalk adjacent to a 10 foot sidewalk.

I do have serious concerns about the rapid growth. Midlothian HS is 45 years old and does not have the wide hallways like the newer schools to handle 2,000 students, which appears to be where we are heading in the next two years. The traffic on Charter Colony with a large school presents challenge as well.

I noticed the data is three years old. I wonder if the feedback and needs have changed since?

1. The words “pedestrian” and “walk” appear 69 and 67 times respectively in the draft plan. The word “crosswalk” appears once. For this plan to truly emphasize pedestrians, it should include specific recommendations for crosswalks on Midlothian Turnpike and key cross streets. I live north of Midlothian Turnpike in Salisbury and many of the village’s walkable destinations, including the YMCA, library, and Mid-Lothian Mines Park, are on the south side of Midlothian Turnpike. Although there are stop light-controlled intersections, they lack marked crosswalks that comply with the Uniform Manual on Traffic Control Devices, pedestrian traffic signals with push-to-walk buttons, and pedestrian crossing signage. Following are my suggested locations for the installation of these features:

- a. Midlothian Turnpike at Crowder Drive (depending on when this light is scheduled for removal.
- b. Coalfield Road.
- c. Midlothian Turnpike at Charter Colony Parkway.
- d. Midlothian Turnpike at Winterfield Road/LeGordon Drive.
- e. Proposed N/S roadway east of Midlothian Middle School.

I suggest you add additional graphics following the Access Management and Signalization Plans shown on pages 91-93 that illustrate the location and extent these proposed pedestrian improvements.

I attended the information session tonight at Winfree Church. While I am not a resident within the footprint of the plan, our family has shopped, worked etc in this area for over 25 years and enjoy the quaintness of destinations like Midlothian Apothecary, Bogey’s Bagels of yesteryear and so on. (we are now in Riverdowns the last 15 years)

my first reaction from this evening was that this was a plan for us 55-75 year old folks (I am right in the middle of that demographic) I was struck by no young millennials (or whatever we refer to the 16-30 year old cohort) and hope you focus more of the plan on what the Village needs to be in 2035 and beyond and not a 1980’s yesteryear feel

I have 4 boys aged 23-31 and they would never consider a place like it is today but have chosen large or medium sized urban environments with nearby restaurants etc that have activities for their ages etc That needs to be a core element of your vision not an afterthought (though I do recognize the interest of us old folks should not be forgotten) with better transit choices for the elderly to get around etc

A few things I have seen in other cities that I believe the plan would benefit from 1. the midlothian corridor should have robust/strong Wifi (free) to encourage and support gathering 2. look at a water feature that allows our children (little ones) to walk in (an example is near Nationals Park in DC) 3. create a space in the walkable corridor that people of all ages can bring a blanket and sit down on the ground or chairs and watch a movie every Friday night in the summer - add food trucks maybe or just ask local restaurants to provide food in booths etc 4. Coordinate with Westchester Commons for activities etc (maybe even a small shuttle on weekends to move people from one to another to encourage them to park at WC and shop and not drive car to Midlo

As a resident of Midlothian in Walton Park, I was shocked to hear of the news for this lengthy development as were many neighbors who also had no idea. I would like to be kept in the loop of planning and be on an email list or by whatever means you are including the community. I would like more info on this plan. I am greatly concerned about how much time and disruption this will take. My other concern is keeping the green area green and not cutting down a bunch of existing trees to accomplish this... and leaving the entrance of Walton park as it is and not developed.

I reached out to Leslie Hayes, my local supervisor, but I wanted to reach out to you as well.

I read the chesterfield observer article on your plan for a high density development in Midlothian. I'm a 26, year old Midlothian High School graduate working in DC for Senator Kaine and I wanted to thank you for your advocacy for the project and offer my services if I could be helpful.

I want to buy a home in Midlothian at some point but it is doubtful I will return to the same Queensmill neighborhood my parents still live in. Most of my friends from high school have moved out of midlothian to places like downtown Richmond, Charlotte, and Arlington and while for some it's jobs, for others the type of community we want to live in is part of the equation. Midlothian is fantastic community with great schools, parks to play and an affordable quality of life compared to the city.

Midlothian has the potential to be an even more vibrant community and having young people choosing to move back after college, and attracting new people, will enable it to continue to be a great place to live. We need people my age to come back and support our schools, and people who already live there need people to continue to want to live in Midlo so their homes continue to appreciate in value. I hope that my kids will one day shoot hoops at Walton park like I did, and developments like these are essential for making that happen.

Im sure you are getting a lot of pushback from current homeowners but I think if they hear more from people who have moved away but want to come back it would help turn the tide. Thank you for your work on this subject and I look forward to seeing it add to an already incredible community.

reading the Midlothian Special Areas plan, I can't seem to locate a section on transit....did I miss it or is it just not there?

I note that bus rapid transit nearly shows up in the proposed Midlothian plan. I know the difficulties you face with the “powers that be” but you must be bold and get BRT squarely in there. Come on guys!

I’ve been pleased to hear that there soon will be bus service on Jeff Davis Highway. I’m certain this will help Chesterfield residents with safer access to shopping, and easier access to work.

Please know that this would benefit Midlothian Turnpike as well. There are many entry-level (as well as higher-level) jobs out near my house in Windsor Forest, and access from other parts of the county to this area would benefit all of us.

I’m a bus rider myself; I take the 64x to my job downtown. While I have a car, I appreciate the congenial atmosphere and lower cost of GRTC. Please expand bus service closer to my house.

As a former resident of Chesterfield, I strongly urge the planning committee to include public transit options along the Midlothian corridor. Having access to transit would have greatly improved my quality of life and encouraged me to stay. I lived off boulders parkway in a condo/apt complex that required a car at all times. When the local ukrops closed, and before the Kroger shopping area was built, we were in a food desert. A local bus connecting the homes and apartments to the nearby retail, groceries and would have given me and my neighbors access. I spent my weekends driving the length of Midlothian to shop at the mall, eat at restaurants, pick up home improvement supplies and visit friends. An express bus on Midlothian turnpike would have allowed me to make this trips, but more importantly it would connect residents to job centers. My job was also in chesterfield and took me close to 30 minutes on major arterial routes. If Chesterfield County starts a transit network on Midlothian, it could serve as a spine of activity, commerce and investment that has been in decline for decades. I hope the Midlothian Community Special Area Plan will be amended to include transit as it is vital to attract new residents, retain residents with options, and serve those who don’t.

Please include more public transportation along Midlothian Turnpike in the Midlothian Special Area Plan—specifically GRTC bus service from the City line out to Westchester Commons as recommended by the Greater RVA Transit Vision Plan.

Please include more public transportation along Midlothian Turnpike in the Midlothian Special Area Plan—specifically GRTC bus service from the City line out to Westchester Commons as recommended by the Greater RVA Transit Vision Plan. To do otherwise would be shortsighted and costly (in terms of service) to residents all along either side of the route.

I'm planning on working on a letter to the editor idea called Getting new Sidewalks built along Midlothian Turnpike set in stone.

The story is based off of the idea that currently the village of Midlothian requires that builders build new sidewalks along Route 60 between the intersection of Old Buckingham Road and US Route 60 to the intersection of Winterfeild Road and US Route 60.

Outside of this zone outside of the village limits it's kind of vague into if sidewalks are required or not along US Route 60.

A example is I saw one company next to Target build a new 80 foot section of sidewalk in front of their new place but the McDonalds a few store fronts away knocked down their building and renovated and built no sidewalks.

What I would like to propose in the story about the sidewalks along US Route 60 is that the County of Chesterfield needs extend the village of Midlohan's mandatory sidewalk requirement along US Route 60 require to all of US Route 60 from the Powhatan County line to the Richmond City limits to have builders build sidewalks along US Route 60.

The logic behind asking developers building sidewalks between the Watkins Center and the Powhatan County line is that all of that empty forest land will soon become apartments and subdivisions in 10 to 30 years between the Watkins Center and Powhatan County.

The section of US Route 60 between Old Buckingham Road and the City of Richmond's City limits over the last few years seems to have a lot more pedestrians then it did a few years ago.

Business have been building sidewalks here but I don't know if they are being nice or are required to build them?

I have also noticed a lot of old buildings being sold and torn down and new apartments popping up with old parking lots being turned into buildings which is good. But I want to know if they will get adding sidewalks to US Route 60 set in stone were it's required.

In the story I'm planning on talking about a bold idea to use 2% to 5% of the existing property taxes collected on buildings along US Route 60 fund the construction of new sidewalks outright over five years along US Route 60.

Dear Supervisors,

I was elated to recently learn of approval of the pilot bus service (exact route to be determined) for the Jeff Davis corridor. I had been one of the "green shirts" people who attended Board of Supervisors meetings. Thank you for your approval.

I live near the corner of Robious and Huguenot roads. I recently accepted a four-month position downtown and was dismayed at parking costs, which I found to be unaffordable. Very fortunately for me, I went to the GRTC website and found that I was close to one of only two Chesterfield County bus routes. I use the 64X to and from work. I know I am extremely lucky to be able to park-and-ride and use this bus route. It certainly has sensitized me to the overall dearth of bus options in Chesterfield County.

Numerous times during conversations with other bus riders, I have heard negative comments about stopping the former bus route along Midlothian Turnpike. I think the number was 82. I request and encourage you to include returning bus service to this corridor.

I am aghast that you all would continue to allow and encourage developers to create more density to our area without a single plan in place for our schools. When you cut the proffer by 50% in 2016 and designated none to go to the schools you are not holding the developers responsible for the impact they are having on our community and we the residents will all suffer through redistricting as Leslie Hailey stated last night or we will have the tax burden of building new schools.

It's shameful, and everyone is taking note.

Members of the Planning Commission:

I am a Midlothian home owner, the founder of a volunteer non-profit in Midlothian that supports Chesterfield County and most importantly the mother of three little boys. This email is to make very clear that I, along with many of my neighbors, am adamantly opposed to the developments being proposed for re-zoning in the J.B. Watkins school zone and furthermore developments that impact Midlothian Middle School and High School. This includes the Randolph's Pond, Mike Garcia and Jones properties.

I grew up in Richmond City and moved to Chesterfield so that my kids didn't have to decide each year whether they'd be at a private or public school based on the mixed reviews on schools in the city. I, however, am finding that maybe we would have been better off there. It is absolutely reprehensible that our county puts the needs of our county's children so low and instead prioritizes development. When will our county and schools look at the impact of overcrowding on it's children instead of allowing developers to use inaccurate numbers provided by 'the county' to show the capacities of our schools. And when will we consider the important data such as how many kids in our district are receiving home bound education because of anxiety or how many children are other having negative outcomes related to overcrowding?

Bottom line - we have no room in our schools. The health of the county largely depends on the health of it's children but when will we actually consider this when developers simply have a one track mind to the money? Until the county decides to put the education of our children over money and actually prioritize schools in the grand plans, we are not going to sit down and stay quiet. I am hopeful that you will hear this loud and clear and vote accordingly when these matters cross your desk. Our children are counting on you!

Hello,

First, I moved to Midlothian VA after spending most of my life in Prince William and Fairfax Counties. I grew up in Prince William County through high school, and watched what was as you seem to snarkily call a "safe bedroom community" with great schools get turned into the unsafe and crumbling community it is today. What caused this drastic turn from a community where everyone wanted to raise their children to a place that everyone has fled to places like Midlothian? Exactly what you are doing to Midlothian today. Each year I watched as apartment complex after apartment complex sprouted up with politicians touting their plan to bring business to the county. The result? Overcrowded schools that dropped from 9-10 to 2-3, lower property values, over development of housing leading to horrible traffic, massive increase in crime, etc. I will not sit by and watch this happen again.

Most of the residents of Hallsley and other neighborhoods in west Midlothian either grew up in this wonderful area or moved here to get AWAY from areas like Prince William and Fairfax Counties. Did you even stop to ask the residents here what we want, or is it all about campaign contributions? Additionally, I keep hearing that you want us to emulate Short Pump and their successes. Are you even aware that many store fronts in Short Pump are vacant? That is really what you are striving for? You have a very skilled constituency filled with doctors, architects, lawyers, etc. who have educated and well thought out ideas on these subjects. Stop listening to developers who only care about lining their own pockets and start listening to your constituents!

The residents of several neighborhoods have already organized and are sending around petitions to build on a rapidly growing movement to stop this misguided plan. By over building apartments and multi-family homes you will ultimately drive the young professional and affluent residents from your county and leave the same mess that Prince William County is currently dealing with.

Historically, my wife and I have never been the activist types. We are both very independent minded, but this issue is quickly changing that as politicians in Chesterfield are clearly not concerned with our children's education and well being or the current residents of this wonderful community. Rest assured, this issue has been popping up at every dinner and event over the past few months and these issues will be felt at the ballot box. We do not want to become Prince William County.

One note you should be aware of outside of political consequences is the fact that many residents in western Midlothian are high skilled professionals with mobility. If this strategy continues, you will lose most of your successful professional class, including my wife and I. We don't need to live in Midlothian, we choose to live here for what it is today, not what you are trying to turn it into.

Please do not respond with a canned email explaining how this is in the best interest of a community. This is in the best interest of the developers who contribute to the politicians campaigns. We will be present at the upcoming meetings along with a great number of other concerned residents of Midlothian. Your job is to represent your constituents, not developers or board member wish lists. At that you are clearly failing.

I'm hoping you can help answer some questions I have regarding development proposals and the direction you have laid out for our community. I grew up in this community and attended JB Watkins as a child. My parents relocated here in the 90's from the Mid-West and picked Chesterfield out of anywhere in Virginia based specifically on test scores. I am a "millennial" and I can tell you that when I was planning my own family, I moved from Richmond to Chesterfield because it is a good place to raise a family. Every time a home sells in my neighborhood in the Midlothian Village, an older couple sells and a young family moves in. Millennials already desire to be here. Our generation is a 13 year span and the youngest of us only in their 20s and understandably do not have children yet. When they do, they will come. I know 3 families within a block from my house who grew up in my neighborhood and moved back when they started their own families. I can't say enough about the quality of our community and how it has been so well maintained over the years!

So with the dramatic proposed changes I have a few questions:

How are we maintaining the quality of our schools with less money (reduction in proffers- none to schools, 2016) and more kids being brought in with high density development?

Why isn't there a plan in place for the additional children who are and will be added to our community schools? All of them are at or near program capacity.

Why aren't we planning a new additional elementary school and middle school with the sharp increase in population you suggest?

I'm extremely concerned about the close proximity of the Randolph Pond development to JB Watkins. Typically a development like this is separated by a road, or woods, or the campus is fenced in. This project puts homes right outside the Watkins bus loop and playground with no planned barrier. I would also ask that they plan the construction of the homes nearest Watkins during the summer as our kids deserve a non-chaotic environment to learn their important foundational skills.

In your community survey results, it states that residents care about retail/entertainment, being pedestrian friendly, schools and public facilities, parks, managing growth, focusing on small businesses. I understand that you are trying to create more density to support retail, but I think if you ask residents if they would sacrifice all of the above for shops they would say no. It's hard to believe that we don't have enough density as we have a huge concentration of grocery stores, and Westchester and Stonehenge shopping centers are always crowded. It seems to me that we need an anchor store and new structures built along the Midlo Village corridor for these businesses to move into. If there is something newer and better elsewhere, people would rather go there.

What incentives are we planning to bring in experiential retail to the Midlo corridor? Currently, I count 7 auto establishment and 9 banks facing the road right on Rt. 60 in the Midlothian Village. Your plan suggests that automotive establishments should be relocated and rightly so. If you want to create a walkable, destination then I would think incentivizing restaurants and retail (or breweries as Scott's Edition did) to take over would be your first step. And I would argue that the banks as well should be relocated. I'm wondering what, if any tax incentives are being proposed to bring those businesses in?

What caps are being put on residential development? Do we have a max capacity number for our area? Are we planning a percentage or ratio of public plazas, parks, public art, for every certain amount of new development projects? For example in Richmond we have 2% for the Arts. I would suggest that we require developers to contribute a percentage of their development for a public project in the corridor such as art or parks in order to break up the new residential developments.

Thank you for any answers you can provide to my concerns which I share with many others in my community. I am happy to meet in person to discuss at your convenience. We are collectively opposed to moving forward without an immediate plan in place for our schools.