ETTRICK VSU
SPECIAL AREA PLAN

A plan to provide detailed guidance and recommendations for the future growth and development of the community of Ettrick and Virginia State University (VSU)

Adopted by the Chesterfield County Board of Supervisors
April 15, 2015
CHAPTER 11: SPECIAL AREA PLANS
11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 2: Concept Plan

Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 1: Introduction – Plan Overview</td>
<td>EV 3</td>
</tr>
<tr>
<td>Section 2: Concept Plan</td>
<td>EV 6</td>
</tr>
<tr>
<td>Section 3: Guidelines</td>
<td>EV 9</td>
</tr>
<tr>
<td>Section 4: Issues &amp; Opportunities</td>
<td>EV 12</td>
</tr>
<tr>
<td>Section 5: Infrastructure</td>
<td>EV 23</td>
</tr>
<tr>
<td>Section 6: Design Plan</td>
<td>EV 30</td>
</tr>
</tbody>
</table>
CHAPTER 11: SPECIAL AREA PLANS

11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 1: Introduction

**WELCOME TO ETTRICK**

Ettrick is located at the falls of the scenic Appomattox River just across from the City of Petersburg and adjacent to the City of Colonial Heights. It is one of Chesterfield County’s oldest communities, and home to the county’s only four-year university, Virginia State University (VSU), as well as the county’s only passenger rail station, Ettrick Train Station. Ettrick Train Station accommodates passenger service to points north and south along the east coast, as well as east to the Hampton Roads area. Ettrick is also close to Interstates 95 and 85.

Ettrick has gone through many changes since its founding. Many of the changes occurring today are driven by the expansion of VSU which has become an agent for new community and economic vitality. Together with Ettrick’s location, natural resources and history, these factors provide the community with great potential for growth.

**A BRIEF HISTORY OF ETTRICK**

Ettrick began as the mid-18th century plantation home of Scottish merchant Neil Buchanan. Industries from Petersburg soon crossed the Appomattox River into Chesterfield County in the vicinity of Ettrick, beginning with a flour inspection station on Fleet’s Hill, now part of the campus of Virginia State University. In 1810, a permit was granted to construct a bridge across the Appomattox River near the base of Fleet’s Hill. The current bridge at this location still provides the only direct vehicular access between Petersburg and Ettrick. The first true urban residential settlement in Ettrick began in the 1830s and 1840s along what are now Main, Light, Pannill, Totty, Court and Jackson Streets.

**VIRGINIA STATE UNIVERSITY (VSU)**

Virginia State University (VSU) is an important force in Ettrick’s economy and revitalization. The campus has been steadily expanding in both size and curriculum, and continues to be a major area influence on housing and service needs. Founded in 1882, VSU is the nation’s oldest state-supported land grant college for African-Americans. The first president of the college, John Mercer Langston, was one of the best-known African-Americans of his day. Until 1992, he was the only African-American ever elected to the United States Congress from Virginia (elected in 1888). VSU is one of two land-grant institutions in the Commonwealth of Virginia, crowning a bluff above the Appomattox River with integrated modern and historic buildings. Three campus buildings are listed on the National Register of Historic Places, and eligibility of the entire campus as a historic district has been considered.
COMMUNITY IN TRANSITION

Ettrick today is in transition. It has great potential for reinvestment in and revitalization of the community. The Ettrick VSU Special Area Plan recognizes this potential.

HOW TO USE THIS SPECIAL AREA PLAN

The Ettrick VSU Special Area Plan builds upon the framework of Moving Forward - The Comprehensive Plan for Chesterfield County. It supplements the overall goals and guidelines of the countywide plan with more detailed guidelines to assist in making decisions regarding new development and redevelopment in the area.

STUDY AREA BOUNDARIES

The Ettrick VSU Special Area Plan encompasses approximately one (1) square mile. It is bounded by the CSX railroad to the west, Dupuy Road to the north, the Appomattox River and the City of Petersburg to the south, and the City of Colonial Heights to the east. The area lies completely within the county’s Matoaca Magisterial District.

STAFF ANALYSIS

The Planning Department, in conjunction with other county departments, assessed conditions and performed land use and infrastructure analyses to anticipate development trends and needs in the area. The results were summarized and shared with public officials and interested citizens. These assessments and analyses, together with input from public officials and citizens, serve as the basis for the key findings and recommendations in this plan.
COMMUNITY ENGAGEMENT

This Special Area Plan was developed through dedicated, cooperative participation by county staff, citizens and other area stakeholders, Virginia State University, and elected and appointed officials. Staff met with these entities during the creation of this plan document to ensure that those most affected by this plan were provided many opportunities to help shape its outcome.

THE ETTRICK VSU SPECIAL AREA PLAN TEAM

The Ettrick VSU Special Area Plan was drafted by a team of county professionals assembled for the purpose of preparing a draft comprehensive plan amendment for the Ettrick community. This draft is the product of the collaborative nature of a team-driven process. It involved the interests and expertise of team members at all points in the preparation of the document, including the document's form, format and content.

THE ETTRICK VSU SPECIAL AREA PLAN GRAPHICS

The Ettrick VSU Special Area Plan uses graphics to illustrate the concepts embodied in the goal, guidelines and text of the plan. These graphics are conceptual, and are used for illustrative purposes only. Their intent is to serve as examples of development that achieves functional and visual compatibility with the goal and guidelines of the plan. However, graphics are not intended to encourage any particular architectural style, or promote any specific development patterns or details, other than as embodied in the text of the plan or as may be required by ordinance amendments.
Section 2: Concept Plan

**GOAL OF THE ETTRICK VSU SPECIAL AREA PLAN:**

ETTRICK IS A PLACE WHERE RESIDENTS, BUSINESSES AND VIRGINIA STATE UNIVERSITY WORK AND LIVE TOGETHER TO PROMOTE A NEW, URBAN-STYLE, BICYCLE AND PEDESTRIAN FRIENDLY ENVIRONMENT THAT TAKES ADVANTAGE OF THE COMMUNITY’S UNIQUE ECONOMIC DEVELOPMENT OPPORTUNITIES, RICH HISTORY AND NATURAL RESOURCES.

**ETTRICK TODAY**

Development in Ettrick is characterized by single use, one- and two-story buildings – residential, retail, office and public/semi-public uses (a fire station, an elementary school, churches and Virginia State University). Limited street amenities consist of narrow sidewalks, on-street parking and street lights both high intensity and pedestrian scale.

*Chesterfield Avenue – looking south from the vicinity of Paine Street.*

**ETTRICK TOMORROW**

The development pattern of Ettrick is anticipated to change, especially given VSU’s construction of a multi-purpose facility along the south line of East River Road and plans for mixed use multi-story development along the northeast line of Chesterfield Avenue. It is anticipated that with the growth of the university there will be an increased demand for private sector services such as retail, personal services and additional housing. The residential areas north of River Road, south of Dupuy Road and east of Loyal Avenue consisting partly of College Parks and Laurel Branch Farms subdivisions, as well as the residential areas generally east of Randolph Farms and west of Pannill Street and Rutledge Avenue, are proposed to be characterized by residential development of 2 (two) to 4 (four) units per acre, much like
the existing development patterns. However, under certain circumstances the plan does support higher density residential development in these areas. The area along Orange Hill Avenue is suggested for redevelopment of higher density residential uses at a density of 8 (eight) to 12 units per acre.

Areas along Chesterfield Avenue, East River Road and Granger Street are anticipated to develop for a mix of retail, personal services and higher density residential uses. Each area will have different development design characteristics. It is anticipated that the area surrounding the Ettrick Train Station and the area at the intersection of East River and Dupuy Roads will be developed for more typical suburban type retail uses and for uses that support rail travelers as well as the immediate community. Along Chesterfield Avenue, in addition to retail and personal service uses, the plan suggests integration of higher density residential development in multi-story buildings. Each of the retail and mixed use areas are proposed to be designed to reduce dependence upon automobiles through the provision of bicycle lanes, wide sidewalks, pedestrian crosswalks, and streetscaping amenities. Entrances to buildings should front streets, with off-street parking located to the rear of buildings and the interiors of blocks. Connections with the surrounding community will be encouraged, to include pedestrian and bicycling amenities. This mixed use development pattern should be characterized by retail, office and residential development densities that are higher than the densities of traditional suburban development. However, parking requirements should be less than with suburban development, as dependence on the automobile is anticipated to be reduced, and parking areas may be shared between different types of uses. As development densities increase, mass transit (bus, van, etc.) becomes more feasible.
Section 2: Concept Plan

Moving Forward…The Comprehensive Plan for Chesterfield County
Section 3: Guidelines

- **Partnership with VSU.** Partner with VSU to integrate and facilitate the university’s expansion plans into the larger community.

- **New Development Standards.** Adopt new development standards that create an urban-style, integrated mixed use environment in Ettrick, as outlined in the Design Plan included in this plan.
  - Promote urban-style development along Chesterfield Avenue patterned on the VSU Foundation mixed use site.
  - Promote higher density residential development along Orange Hill Avenue that complements the mixed use development pattern recommended for Chesterfield Avenue and provides transition to existing single family neighborhoods to the west.
  - Promote development around the Ettrick Train Station that supports rail travelers and the community while complementing the development pattern recommended for Chesterfield Avenue.

- **Mixed Use Development.** Encourage vertically integrated commercial and residential mixed uses, in conformance with the land use plan.

- **Aggregation.** Encourage the aggregation of property along Chesterfield and Orange Hill Avenues, and around the Ettrick Train Station, during the rezoning and site development processes to better facilitate the development patterns recommended by this plan.

- **Streetscaping.** New developments along Chesterfield Avenue, Main Street, Bessie Lane, and East River Road, east of Bessie Lane, should incorporate features such as bicycle and pedestrian facilities, pedestrian-scale street lighting and signage, landscaping, and other similar amenities.

*Conceptual illustration of Chesterfield Avenue’s potential for redevelopment, using new development standards patterned on the VSU Foundation mixed use site.*
CHAPTER 11: SPECIAL AREA PLANS

11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 3: Guidelines

- **Waterfront Access.** Obtain easements and/or property to increase public recreational access to the Appomattox River.

- **Economic Development.** Promote job creation and economic development opportunities that take advantage of, and compliment, VSU’s education and research focus.

- **Tourism Opportunities.** Capitalize on tourism opportunities by promoting Summerseat, VSU, the Appomattox River and Ettrick’s history, as well as Ettrick’s proximity to historic Petersburg and Matoaca Village, as destinations for visitors.

- **Rights-of-Way and Easements.** Obtain sufficient rights-of-way and easements to accommodate on-street parking and bicycle and pedestrian amenities, where appropriate.

- **Vehicular Accessibility into Area.** Work with the City of Colonial Heights, the City of Petersburg, and local, regional and state agencies to enhance vehicular accessibility into the Ettrick area.

- **Transportation Network.** Improve the transportation network to enhance access that accommodates community and university expansion, activities and events.

- **Bicycle and Pedestrian Amenities.** Support the construction of bicycle and pedestrian amenities as part of development proposals, and as well as in conjunction with larger scale, coordinated public projects.

- **Stormwater System Improvements.** Upgrade and install an improved stormwater management system along Chesterfield Avenue to facilitate development suggested by this plan.

- **Wastewater System Improvements.** Upgrade the wastewater system along Chesterfield Avenue to facilitate development suggested by this plan.

- **Civic Group Formation.** Pursue the formation of a business, resident and university representative volunteer association to foster investment, represent community concerns and communicate effectively with local, regional and state agencies.

- **Funding of Improvements.** Pursue funding and partnerships with VSU to provide infrastructure that serves both community and university needs.

- **Ettrick Train Station and Surrounding Economic Development.** Reserve and market areas around the Ettrick Train Station for economic development that supports the university, area neighborhoods and rail passengers.

- **Ettrick Train Station, Support Service.** Support continued passenger rail service, including multi-modal access that serves the Ettrick Train Station.
CHAPTER 11: SPECIAL AREA PLANS
11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 3: Guidelines

- **Ettrick Train Station Access.** Work with CSX Railroad and the university to create an enhanced and attractive vehicular, bicycling and pedestrian-friendly access to the train station. Partner with CSX to improve public safety and security along the tracks and around parking lots.

- **Residential Enhancement Plans.** Develop detailed revitalization plans to promote area enhancement and stabilization.

- **Proactive Code Enforcement.** Stabilize neighborhoods and business areas through continued proactive code enforcement.

- **Police Presence.** Increase law enforcement visibility within the community by moving the Ettrick Policing Office from Ettrick Park to an appropriate location along Chesterfield Avenue.

- **Ettrick Elementary School.** Revitalize or replace Ettrick Elementary School.

- **Historic Designation.** Encourage local, state and national historic designation for the Summerseat structure once an appropriate use for the structure has been identified by the county, VSU and/or another entity.

- **Incentivize Development.** Consider incentives to encourage development of multi-family and/or condominiums as part of vertically integrated, mixed use projects that conform to the development pattern promoted by this plan.

- **Job Creation.** Consider opportunities to create jobs by supporting the development of a technology/research park in proximity to VSU.
Section 4: Issues & Opportunities

**EXISTING ZONING**

The Ettrick VSU study area is zoned for a mix of single family residential, commercial and industrial uses. In some cases, existing zoning is in direct conflict with uses recommended by this plan.

Portions of the area generally bounded by Chesterfield Avenue, Granger Street, East River Road and the railroad tracks are identified as a gateway to the Ettrick community and Chesterfield County. This area should have high quality design standards that give visitors a positive impression of the Ettrick community, VSU and the county, and that support development which provides goods and services to rail travelers, visitors, nearby residents and VSU students, faculty and staff. The existing General Business (C-5) and Light Industrial (I-1) zonings within this area are in conflict with the plan’s vision of a gateway area consisting of a variety of neighborhood and community commercial uses.

Also, much of the Chesterfield Avenue corridor is zoned for a mixture of Neighborhood Business (C-2), Community Business (C-3) and General Business (C-5) uses. While the C-2 and C-3 uses would generally support the recommendations of the plan for neighborhood and community commercial development, the C-5 zoning is not consistent, nor do any of these zoning classifications allow by right integrated higher density, residential and commercial mixed uses, or require development to occur in a pedestrian and bicycle friendly pattern supported by this plan.
Two parcels along the railroad tracks south of Chesterfield Avenue and behind (west of) Ettrick Elementary School are zoned Community Business (C-3) and Light Industrial (I-1). These parcels have access limitations due to the proximity of the elevated bridge crossing over the CSX railroad, by the CSX railroad tracks, by the existing Ettrick Elementary School site, and by nearby single family residential development. Such limitations would challenge development for any kind of commercial or industrial use. The plan recommends these parcels for residential development that compliments nearby neighborhoods.

**NEIGHBORHOODS IN TRANSITION**

The neighborhoods along the principal roads of Ettrick are developed for a mix of residential, commercial and public/semi-public uses. It is anticipated that development along these roads will change over time to higher density multi-family, condominium, or mixed-use developments, as has occurred in other communities experiencing redevelopment and revitalization.

Left is an example of a neighborhood in transition from single-family residential (foreground) to higher density residential, commercial and mixed use development (background). The neighborhood in this example is located in Richmond, Virginia, in the vicinity of a new mixed use development at the intersection of West Cary Street and South Meadow Street, which is called the Lofts at Cary (see pages 34 and 35 for information about this project).

Same neighborhood from the other end of the block: mixed use and apartments (foreground) and single-family residences (middle). The next two (2) blocks (background) are developed for two-story apartments.
Existing zoning and development in Ettrick can present challenges to achieving the desired pattern of pedestrian oriented mixed use. In some cases, where properties are already zoned commercially and have developed for commercial uses, they have not developed to the standards envisioned by this plan. In other cases, single-family uses are located on commercially zoned property, and these may be converted to commercial uses under certain circumstances, though at a lesser standard of development than normally associated with commercial uses in Chesterfield.
Current zoning ordinances applicable to commercially zoned properties along East River Road, Granger Street, Bessie Lane and Chesterfield Avenue allow for single use, single story commercial and office development with minimal development standards, but not multi-family residences.

New development standards, as recommended with this plan and outlined in this document, would require multi-story buildings (a minimum of two stories) and urban design features, for new commercial and office development.

However, vertically integrated development that incorporates multi-family uses in addition to commercial and office uses would require rezoning to allow multi-family residences.
CHAPTER 11: SPECIAL AREA PLANS

11.1 Ettrick VSU Special Area Plan

Section 4: Issues & Opportunities

EXPANSION OF VIRGINIA STATE UNIVERSITY

The expansion of VSU as reflected in the university's master plan will transform that portion of Ettrick controlled by the university into an urbanized, higher density mixed-use environment, and thereby change the fundamental character of much of Ettrick. The university's planned increases in enrollment will generate additional demand for housing and commercial services in the area surrounding the campus.

Currently, many of the university's students and faculty reside outside of Ettrick and in other jurisdictions. The guidelines outlined in this plan will promote more housing to meet future housing demand, as well as more housing choices, within the plan geography and in proximity to the university.

Besides the 180-acre main campus, VSU owns and operates Randolph Farm, a 400-acre agricultural research facility. Randolph Farm, which is physically separated from VSU's main campus, is used by VSU's School of Agriculture. The School of Agriculture offers a Bachelor's Degree with concentrations in Agriculture Business and Economics, Agriculture Education, Animal Science and Pre-Veterinary Medicine, Aquatic Science, and Plant, Soil and Environmental Science with specialties in Horticulture and Soils. About 100 acres of Randolph Farm is located within the boundaries of the Ettrick VSU Special Area Plan.

The university continues to expand, with plans to increase on- and off-campus enrollment, improve campus infrastructure and build new facilities. A master plan to guide this growth and expansion was adopted by the university in 2007. The master plan recommends partnerships with Chesterfield County to support and enhance on- and off-campus growth. Recommendations include development of new buildings and grounds, additions and renovations to existing spaces, and overall enhancements to improve on-campus academic and cultural life centered on a pedestrian-friendly environment. VSU is currently updating its master plan and anticipates completing this update early in 2015.

Currently, VSU is building a new multi-purpose center with a seating capacity of up to 7,000 along East River Road. Recent additions to the campus include new dorms, and the university has plans for developing mixed use buildings along Chesterfield Avenue. In particular, many of the properties along the northeast line of Chesterfield Avenue have been purchased by either VSU or the Visitors of Virginia State University (the VSU Foundation), which intend to redevelop the northeast line of the Chesterfield Avenue corridor for an integrated mix of housing and retail. While VSU is exempt from county requirements, any development by other, private entities are subject to county approval.
BSU has been awarded a $3.25 million grant from the U. S. Department of Labor to develop an education and career training program to prepare a workforce for careers in building and maintaining the nation's wireless networks. This program will be only one (1) of two (2) such programs in the country, and will be designed to fill a growing need for a skilled workforce in this sector in the communication industry.

The U.S. Department of Defense has also awarded VSU a $485,616 grant to establish a next-generation DNA sequencing system at VSU to support research in genomics. Once established, a state-of-the-art facility will benefit other researchers at VSU by significantly improving the research capability in genomics and facilitating interdisciplinary research among biology, agriculture, computer science, mathematics and engineering.

The U.S. Department of Agriculture's National Institute of Food and Agriculture (NIFA) has awarded Virginia State University's Agricultural Research Station a three (3) year grant of $298,849 to explore sustainable ways for farmers and municipalities to manage wastewaters in an effort to reduce environmental and economic impacts of wastewater discharges, especially to the Chesapeake Bay fishing industry. Wastewater for the pilot will be provided by the South Central Wastewater Authority in Petersburg and Chesterfield County and the Virginia Utilities Department.

**TOURISM**

The Ettrick VSU area should be promoted for tourism that capitalizes upon its existing and developing assets. These include the Appomattox River, the new VSU multi-purpose center under construction along East River Road and the Ettrick Train Station. The train station and areas along the river should be enhanced with a mix of private and public improvements as identified in this plan.

In addition, Ettrick's proximity to historic Petersburg and Matoaca Village enhances opportunities for developing tourism venues in this part of the greater metropolitan area.

**PARKING**

The urban-style redevelopment of Ettrick will bring with it the challenges of vehicular accommodation typically associated with other such communities.

With the exception of Chesterfield Avenue, which has on-street parking, area roads are constrained by existing development, limiting opportunities for additional on-street parking. In addition, current ordinances do not

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*Appomattox River at Campbell's Bridge.*

*Parallel parking along Chesterfield Avenue.*
CHAPTER 11: SPECIAL AREA PLANS
11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 4: Issues & Opportunities

require on-site parking for commercial uses, or for office uses under 5,000 square feet in area.

The urban density and pattern of development being established in, and recommended for Ettrick, require new ways of thinking about the level of parking convenience to be expected.

**Automobile, Pedestrian and Bicycle Circulation, Infrastructure and Amenities**

Automobile, pedestrian and bicycle infrastructure is inadequate to serve existing and anticipated higher density development. At the same time, the community is largely developed, with narrow streets and minimal or no building setbacks, thereby constraining improvements to existing infrastructure.

This plan recommends bicycle facilities, wide sidewalks, and streetscaping amenities, which should primarily be installed as new development occurs. Installation should include a combination of public and private funding.

**Utility Poles**

Utility poles, prevalent along area roads, detract from the aesthetics of the community, especially along Chesterfield Avenue. Relocating utility poles or burying lines underground is expensive, and most likely would have to occur on a comprehensive basis rather than on a piecemeal basis.

In general, above ground utilities will not inhibit the installation of street amenities, but they must be taken into account in the design of the amenities. As development occurs, opportunities to relocate or bury utilities will be considered.

**Economic Development**

Ettrick is currently underserved by commercial services normally found surrounding large universities. This plan promotes commercial development along Chesterfield Avenue and East River Road that supports the needs of the community and VSU, as well as attracting and serving customers from surrounding communities and adjacent jurisdictions.

Given the presence of VSU, this plan supports opportunities to promote development of research and technology jobs, should VSU or the private sector wish to develop a technology/research park in the

Sidewalks along Chesterfield Avenue.

Utility poles along Chesterfield Avenue.
area. Such a facility would be uniquely positioned to: take advantage of, and compliment, VSU’s education and research focus; provide infrastructure and support services for businesses, including office space; promote cooperation between public (university) and private research, as well as technology transfers; and support the commercial and housing development recommended by this plan to serve the needs of employees.

It should be noted that VSU is currently one (1) of four (4) Virginia universities that has partnered with the Virginia Commonwealth Center for Advanced Manufacturing (CCAM). CCAM is an applied research center that bridges the gap between university research and product development, accelerating the transition of research innovation from the laboratory to commercial use. CCAM is the only collaboration of its kind in North America, pooling resources to pursue university research authorized by member companies. VSU has agreed to work closely with CCAM on the hiring of faculty and research faculty in areas related to advanced manufacturing. These faculty members will work exclusively at CCAM and be dedicated to membership research priorities.

Potential sites for a technology/research park could include: the Ettrick Gateway Business Area identified in this plan in vicinity of the Ettrick train station; the Ettrick Elementary School site and surrounding area; and the eastern portion of Randolph Farm located within this plan geography.

**ETTRICK TRAIN STATION**

Unique to the area is the county’s only passenger rail station which normally serves 10 passenger train arrivals and departures a day. In 2013, the station accommodated 27,988 travelers. The plan supports the enhancement of this facility to better reflect its status as a gateway into the county. The plan recommends commercial uses surrounding the train station in this Gateway Business Area.

The Tri-Cities Area Metropolitan Planning Organization has contracted with an engineering consulting firm to undertake a study under the National Environmental Policy Act (NEPA) to assess the feasibility and potential environmental impact of building a new rail station to accommodate travelers on a high-speed rail service in the future. Possible locations included in the study are the existing Amtrak station in Ettrick (Petersburg Train Station) as well as other sites in Chesterfield, and sites in Petersburg and Colonial Heights.

**FORT LEE**

Another potential asset is Fort Lee, which is situated alongside the Tri-Cities of Virginia – Petersburg, Colonial Heights and Hopewell – as well as the counties of Chesterfield, Dinwiddie and Prince George. Within the past decade, Fort Lee has experienced expansion and base modernization, with a budget of more than $1.2 billion, and has grown in population, much of which is due to the realignment of military organizations from other parts of the nation. The daily population of Fort Lee averages about 34,000 and includes members from all branches of the military service, their families, government civilians and
CHAPTER 11: SPECIAL AREA PLANS

11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 4: Issues & Opportunities

Moving Forward…The Comprehensive Plan for Chesterfield County

contractors. Furthermore, as many as 70,000 troops pass through Fort Lee’s classrooms each year, making it the third largest training site in the Army.

Fort Lee’s estimated economic output is a major portion of the gross domestic product of the region, generating more than $124 million in state and local taxes and accounting for nearly 28,000 jobs including military personnel, Department of Defense civilian employees and on-post contract employees.

Opportunities to provide housing and services to serve this population are encouraged in Ettrick with this plan amendment.

HISTORIC RESOURCES

There are several historic structures along, and in the vicinity of, Chesterfield Avenue located in areas zoned commercially. Retention of historic structures in such areas may be appropriate if the property owner wishes to incorporate such structures into the recommended and anticipated development or redevelopment pattern suggested by this plan.

Other structures are located in areas zoned residentially and suggested by the plan for higher density residential uses. Such structures are appropriate for adaptive reuse for increased residential density if the property owner wishes to retain the structure, is willing to have the structure designated as a county historic landmark, and can mitigate the impacts of higher density residential development on surrounding properties.

Built around 1860, Summerseat is located at the highly visible intersection of Granger Street and Chesterfield Avenue, and is thought to have been the seat of the local county magistrate during the summer months. The main floor periodically served as a courtroom, and persons awaiting trial or detention were kept in the basement. The structure is listed in O'Dell's Chesterfield County: Early Architecture and Historic Sites.

Summerseat is currently owned by VSU. The university is working with the county to seek an appropriate adaptive reuse of the site such as a local museum or a welcome center. This effort is being headed by the County Administrator’s office, which is working with other county staff, VSU, the Chesterfield Historical Society and Preservation Virginia to explore and develop options to preserve Summerseat.
RIVERFRONT ACCESS

The comprehensive plan identifies a system of linear trails along, and water access to, the Appomattox River. The county and VSU have plans to develop public recreational access along the Appomattox River, and have partnered to create a trail head and a first phase pedestrian and bicycling trail system along a portion of the Appomattox River in the vicinity of the Ettrick Cemetery. A linear system of pedestrian and bicycling trails, as well as other infrastructure, would make accessible for the public's enjoyment of the natural, cultural and historic resources located along the river, as well as promote recreational and tourism benefits.

To achieve this, property or easements may need to be acquired. The county, VSU and private owners continue to work together regarding this effort. In addition, the county and VSU are exploring ways to partner with organizations such as Friends of the Lower Appomattox River (FOLAR), and with Petersburg and Colonial Heights, to promote access to the river.

Trails need to incorporate public safety aspects in their design, including access to the river for emergency services personnel, vehicles and equipment.

FUNDING FOR RECOMMENDATIONS

Many of the infrastructure recommendations within this plan are constrained by public funding availability. Wherever feasible, partnerships will be explored to share the costs of recommended improvements. In addition, the county should pursue funding through grants and programs, as well as through incentive packages that would have wider application countywide.

INCENTIVES

Redevelopment of improved property is more difficult and expensive than building on unimproved lands. In order to encourage redevelopment, various incentives should be considered that would offset some of the additional costs borne by developers in these areas. These incentives should be used to facilitate developments suggested by the Comprehensive Plan. Incentives will be considered during the development of each of the Special Area Plans identified in the Comprehensive Plan.

The county could consider a number of possible incentives for encouraging the pattern and density of development recommended by this plan. Incentives should focus on development that incorporates housing into vertically integrated, mixed use projects that serve to encourage redevelopment and/or revitalization of communities that are in transition, and that accomplish one or more of the following:

- Promote New Urbanism, Compact Growth, Land Conservation or similar initiatives, where such initiatives are determined appropriate;
Promote neighborhood and community revitalization, in areas where it is desirable to encourage new development designed to stimulate revival of declining or deteriorating neighborhoods and communities;

Promote economic development in areas where it is desirable to promote existing economic development opportunity sites and new economic development opportunities in older, developed areas;

Promote economic revitalization, in areas where it is desirable to introduce, or reintroduce, a variety of housing opportunities, jobs and commercial services within, or in proximity to, existing neighborhoods and communities.

Such incentives could include the following, some of which already exist under state and county law and some of which could be considered as a part of land use approval:

- Reduction in Planning Department fees
- Property/real-estate tax incentives
- Reduction in proffers
- Density bonuses
- Creation of special tax districts
- Reduction in BPOL taxes for commercial in revitalization areas
- Tax abatements for revitalization/redevelopment projects

Any such incentives would have wider applicability for similar areas and development patterns in other parts of the county as encouraged by this plan.

**Civic Group Formation**

During the development of this plan amendment, it became apparent that communication between the different civic entities in Ettrick could be improved. Staff supports the formation of a community group that should consist of representatives from the neighborhoods, churches, businesses, Virginia State University, CAPAAMMD (Civic and Political Action Association Matoaca Magisterial District) and other significant local associations. This group should be organized initially by county staff until such time as the group can function independently or approximately one year. This group should advocate on the behalf of the Ettrick community regarding such things as social issues, new development, university interactions, and other community improvements as identified by the group. This group could be used to report community issues to county staff and officials for assistance. An example of a similar group in the county would be the Jefferson Davis Association.
Section 5: Infrastructure

TRANSPORTATION

Existing Development and Traffic Generation

The Ettrick VSU Special Area Plan study area currently includes approximately 500 residential units, the VSU campus which currently serves approximately 5,900 students, and approximately 55,000 square feet of off-campus commercial development. Based on traffic counts for the University, and using typical trip rates for the off-campus developments, it is estimated that the plan area currently generates approximately 12,395 average daily trips (1,300 trips during the AM Peak Hour, and 2,470 trips during the PM Peak Hour).

VSU plans to expand its enrollment to 10,000 students by approximately 2020. The off-campus development recommendations of this plan at build-out could result in approximately 500 additional residential units, and 425,000 square feet of additional commercial development, mostly in smaller retail establishments of 10,000 square feet or less. The expansion of VSU and the build-out of off-campus areas could generate an additional 67,155 average daily trips (2,655 additional trips during the AM Peak Hour, and an additional 6,980 trips during the PM Peak Hour).

Due to the unique character of a university setting, estimating trip generation is difficult. Typically, many of the trips generated by residential uses are to and from places of employment. In the case of the study area, university staff and students are anticipated to occupy many of the off-campus residential units, resulting in these trips remaining within the community. In addition, there will be the potential for a considerable amount of pedestrian and bicycle travel in lieu of the automobile.

Transportation Infrastructure

The Ettrick VSU area is served by a diverse transportation infrastructure to include roads, sidewalks, and rail and transit service. Enhancements to these existing facilities would provide residents, the elderly, the disabled and VSU students with ease of movement into, out of, and within the area.

The Thoroughfare Plan, a component of the Moving Forward...The Comprehensive Plan for Chesterfield, designates three (3) 70 foot wide right-of-way collector roads in the Ettrick VSU area:

- Chesterfield Avenue
- East River Road
- Granger Street

and Dupuy Road as a 90 foot wide right-of-way major arterial.

A major project is currently underway to widen East River Road to a four-lane roadway with a raised median, install a 10 foot wide sidewalk along the south side, install a traffic signal at the Matthews

Moving Forward...The Comprehensive Plan for Chesterfield County
Drive, Jefferson Drive and Sheffield Place intersection, and install pedestrian crosswalks and handicap-ramps at several locations.

There are no public improvements currently programmed for either Chesterfield Avenue or Dupuy Road within the study area.

This plan proposes that Orange Hill Avenue which parallels Chesterfield Avenue one block to the west be extended from its current terminus at Randolph Street to Main Street as redevelopment of that area occurs. Such an extension will result in a grid street system typically found in urban settings.

Most all of the roads in the county, including roads within the Ettrick VSU Plan area, are managed and maintained by the Virginia Department of Transportation (VDOT). Therefore, proposed accesses and road improvements must adhere to their standards and specifications. A VDOT maintenance agreement will be required for any improvements that are deemed to be private within rights of way.

**Ettrick Train Station**

The Ettrick Train Station is owned by the CSX Railroad and the current facility was built in 1955. Structures on the site include the active station building, the railroad platform and warehouse. The station serves the Tri-Cities region and beyond by providing a local stop for passenger rail service to points north and south along the I-95 corridor and now has new service to the east connecting with Norfolk. This station is centrally located in the Tri-Cities region with over 100,000 people living within six (6) miles of the station. Currently the train station serves approximately 28,000 riders annually. Since 2002, ridership has increased by about 70%. Ridership is expected to continue to increase with the continuation of the new Norfolk Rail Service, and with eventual implementation of Southeast High Speed Rail.
The Ettrick Train Station is a hub for regional and nationwide rail destinations. The station is less than a mile from VSU and provides an important transportation link for the students. The VSU student body is predominantly composed of students whose families live within convenient access to the trains operated by AMTRAK along the eastern seaboard.

The station is also located less than eight (8) miles from Fort Lee. Fort Lee has undergone a massive expansion with the Base Realignment and Closure Act and has a daily population of about 34,000. The close proximity of the train station offers a convenient transportation option to military personnel and visitors to Fort Lee.

The growth of VSU, redevelopment of Ettrick and the new train service to Norfolk is increasing the ridership at the existing train station. The existing platform is in conflict with the track expansion proposed with the Southeast High Speed Rail project. To meet these near-term and long-term needs, improving the existing station is required. Improving the Ettrick Train Station should include construction of a new station, expansion of the parking area, provision of bus circulation and pick-up/drop-off lanes, and construction of a new platform. The county continues to seek available funding for these improvements. With the current transit services in this area, the recommended Plan improvements for pedestrian and bicycle facilities, and the enhancements necessary to the station, the train station area will be transformed into a much improved multimodal center.

**Petersburg Area Transit (PAT)**

As noted in Moving Forward, the Ettrick VSU area is served by Petersburg Area Transit bus service that links the VSU campus to downtown Petersburg and Colonial Heights. Additional information regarding this service can be found in Chapter 13: Transportation of the Comprehensive Plan.

**Pedestrian Amenities**

Existing pedestrian amenities in Ettrick should be improved and/or expanded to serve current and anticipated development. The current development pattern, which is characterized by narrow streets and shallow or no setbacks for buildings, presents challenges to improving or widening existing roads. However, to the greatest degree practicable, as development and redevelopment occurs, sidewalks and crosswalks should be installed to facilitate pedestrian access and
encourage public activities, interaction and community engagement.

**Public Sidewalks**

Public sidewalks are maintained by VDOT within public rights-of-way. These sidewalks are located parallel to a road and in more urban areas are typically separated from vehicular traffic by curb and gutter. They may be constructed in conjunction with public projects or by the private sector as a part of development or redevelopment. The higher density mixed use development pattern envisioned and encouraged by the Ettrick VSU Special Area Plan would provide opportunities to construct, or improve existing, sidewalk infrastructure along key roads.

New roads constructed as part of residential development would be subject to the VDOT Secondary Street Acceptance Requirements, which establish sidewalk criteria along roads that will become part of the State system. The zoning ordinance typically requires that the need for sidewalks within non-residential and mixed use developments be determined through the development review processes. However, the Ettrick VSU Special Area Plan recommends that the Zoning Ordinance be amended to require sidewalks along Chesterfield Avenue, Orange Hill Avenue, and East River Road, Bessie Lane, Main Street, Granger Street, and specific connecting side roads, as part of new development that occurs. During the zoning process for any development proposal, sidewalk amenities should be required.

**Private Sidewalks**

These sidewalks are built by the private sector and are maintained by the development owner or an owners’ association. This plan recommends sidewalks along roads to be public, not private. Having these sidewalks accepted into the state highway system will ensure their long-term maintenance.

**Bicycle Facilities**

Bicycle facilities provide an alternative mode of transportation to automobile travel. Bicycle lanes are typically located within the public right-of-way and are maintained by VDOT. Designated bicycle lanes or paved shoulders, as well as bicycling amenities separate from automobile travel lanes, can accommodate cyclists’ travel. The Ettrick VSU Special Area Plan recommends that the zoning ordinance be amended to require bicycling amenities along the northeast line of Chesterfield Avenue as new development occurs. During the zoning process for any development proposal, additional bicycling amenities should be committed.

**Pedestrian & Bicycle Circulation**

As development or redevelopment occurs in the area, pedestrian and bicycle amenities will be recommended as shown on the Pedestrian & Bicycling Circulation Plan.

**Transportation Infrastructure Improvement Costs**

The cost of making improvements to the transportation infrastructure varies, depending on many factors such as the availability of right-of-way, the location of utilities, topography, and adjacent development.
The Thoroughfare Plan recommends Dupuy Road as a major arterial with a recommended right-of-way width of 90 feet. This road could warrant construction of a four-lane facility to accommodate traffic volumes at build-out of the county. Within the plan area, and using typical costs to widen a two-lane road to a four-lane facility, improvements to Dupuy Road could cost in the area of $4,000,000.

The plan recommends the construction of sidewalks throughout the plan area. The cost to construct sidewalks varies greatly, from $100 to $300 per linear foot, depending upon existing conditions, if constructed as a publically funded project. It is anticipated that much of the sidewalk network recommended in this plan would be constructed in conjunction with redevelopment.

**Typical Sections for Pedestrian and Bicycle Amenities in Ettrick**

Typical sections that show the conceptual layouts of pedestrian and bicycle amenities along the major roads in the plan area are shown in the Design Plan included in this document.

**PUBLIC WATER & WASTEWATER**

Within the Ettrick VSU Special Area Plan geography, public water is supplied by the Appomattox River Water Authority’s (ARWA) treatment plant located on Lake Chesdin. Public wastewater treatment is provided by the Southside Regional Wastewater Authority’s (SRWWA) treatment plant located in the City of Petersburg.

The majority of the area within the plan area has existing commercial and residential structures and is served by an extensive system of existing water distribution mains and wastewater collection lines. For those undeveloped properties that do not have the public systems immediately available, particularly the area designated as “high density residential”, the necessary water and wastewater system improvements will need to be made when those properties are developed. Those improvements will include new line extension and possibly upgrading of existing lines. The existing infrastructure serving the plan area has not been fully evaluated to determine if any of the existing lines will need to be increased in size to accommodate the proposed new development and redevelopment proposed within this plan.

In conjunction with VSU’s Master Plan, the Utilities Department is working with the University to provide public water and wastewater services to the existing campus and the area designated by VSU as their redevelopment area. In March 2013, the main campus was switched from the City of Petersburg to Chesterfield County for water service. The majority of the campus is currently provided with wastewater service by the City of Colonial Heights, with portions of the University served by Chesterfield County. As
noted below, planned improvements to the Ettrick area water and wastewater infrastructure will accommodate the expansion of the VSU campus and support revitalization and new development within the plan area.

**Public Water System**

The existing water distribution system throughout the plan area is supported by a 12 inch line along Chesterfield Avenue, an 8 inch/6 inch line along East River Road, and an 8 inch/6 inch line along Dupuy Avenue. Water storage is currently provided to the plan area by the 150,000 gallon Matoaca tank (located outside the plan area off River Road near Hudson Street), and by a private 240,000 gallon tank (located on the eastern side of the VSU campus).

As part of the planned infrastructure improvements within the plan area, an existing 16 inch water line on River Road, which currently terminates at Bass Street, will be extended east across the CSX railroad right-of-way, across the Ettrick Elementary School property, along Chesterfield Avenue to a future planned VSU campus entrance across from Paine Street, and then into the campus. Future water line extensions from the 16 inch line along several existing streets will be necessary to serve the undeveloped area designated as “high density residential”. VSU plans to replace all existing private water lines on the campus over several phases. A new public 2,000,000 gallon water storage tank and pumping station will be built outside of the plan area, off River Road on the VSU Randolph Farm property. Completion of the proposed 16 inch water line, storage tank and pumping station is anticipated by summer 2015. The existing water storage tanks serving Ettrick/Matoaca and VSU will eventually be taken out of service.

**Public Wastewater System**

The existing wastewater collection system throughout the majority of the plan area is supported by the existing Ettrick Wastewater Pumping Station (WWPS), located south of Main Street, an 18 inch/16 inch/12 inch trunk sewer, extending from the Ettrick WWPS and crossing through the southwestern portion of the plan area, west of Jackson Street, a 10 inch/8 inch line crossing through the northeastern portion of the plan area, west of Dupuy Avenue, and an 8 inch line along Chesterfield Avenue. Future wastewater line extensions from the 18 inch/16 inch/12 inch trunk will be necessary to serve the area designated as “high density residential”. The portion of the plan area between Loyal Avenue and Dupuy Avenue drains by gravity into the City of Colonial Heights by agreement.

Future VSU/County planned infrastructure improvements include two (2) options for the Ettrick pump station. Since there is excess capacity in that facility, one option would be to allow that pump station to be expanded to serve existing and future development in the Ettrick area, and to construct a new pump station for the VSU campus to discharge direct to the South Central Wastewater Authority, which serves the City of Petersburg, and Chesterfield, Dinwiddie and Prince George Counties. The second option would be to abandon the Ettrick pump station, extend a trunk sewer to the VSU campus, and build a new larger pump station to serve VSU and the Ettrick area. VSU also plans to replace (if necessary) all existing private wastewater lines on the campus over several phases.

Improving wastewater capacity along Chesterfield Avenue is necessary to accomplish the development pattern recommended by this plan. As it is unlikely that such improvement can be accomplished on a
site by site basis, an area-wide wastewater capacity improvement project should be developed and implemented.

**STORMWATER DRAINAGE AND WATER QUALITY**

Much of Ettrick drains toward the Appomattox River and is served with inadequate and aging stormwater conveyance or water quality infrastructure. The county contracted a study with a consultant to determine the kind and cost of infrastructure needed to accomplish the development pattern recommended by this plan. New development and redevelopment will necessitate improvements to meet the current state regulations. As it is unlikely that such improvement can be accomplished on a site by site basis, an area-wide stormwater drainage master plan and improvement project should be developed and implemented.

**PUBLIC SCHOOLS**

*Ettrick Elementary School*

The Public Facilities Plan recommends that Ettrick Elementary School be revitalized or replaced. Construction of a new facility should follow the guidelines outlined in that plan.
Section 6: Design Plan

This design plan is intended to serve as a visual aid, illustrating the concepts embodied in the goal of the Ettrick VSU Special Area Plan and codified in recommended ordinances designed to guide future development in ways that implement the plan. The intent of this section is to ensure functional and visual compatibility with the recommendations of the plan and ordinances, but not to mandate any particular arrangement of design elements or architectural styles.

Chesterfield Avenue, looking south from the vicinity of Paine Street – as it is today (top) and its potential for redevelopment (bottom).

(Editor's note: While it is the intent of this plan to explore ways to have existing overhead utilities buried and/or relocated, the recommended guidelines recognize that this may not happen until after new development or redevelopment occurs. Until then, the design guidelines must accommodate overhead utilities with new development or redevelopment.)
CHAPTER 11: SPECIAL AREA PLANS
11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 6: Design Plan

INTRODUCTION TO THE DESIGN PLAN

As noted throughout this document, Ettrick is a community in transition. It is evolving from a traditional historic suburban village into a community that builds upon the potential for Virginia State University’s expansion, and the increasing importance of the Ettrick Train Station as a transportation hub, to attract new businesses and residents to the area. New design standards are needed to ensure that the pattern and quality of development will enhance Ettrick as a desirable place to live, work, shop, educate and play.

These standards encourage bicycle facilities, wide sidewalks, pedestrian crosswalks, on-street parking and streetscaping amenities. Mixed use buildings, with entrances fronting roads, are also encouraged. Off-street parking, as well as driveways and other automobile-oriented features (such as gas pumps and drive through windows) should be located to the rears of buildings, with vehicular access provided to side roads.

Ettrick's compact development pattern and location provide opportunities to encourage multi-modal connectivity within Ettrick, and between Ettrick and surrounding communities, to reduce dependence on the automobile. The mixed use development pattern intended with these standards encourage retail, office and residential development within the same buildings or within walking and bicycling distances of one another, and at densities that are higher than the densities of traditional suburban development, further reducing automobile-dependence. With the provision of on-street parking and with greater potential for on-site parking to be shared between uses, parking needs are anticipated to be less than with suburban development.

Walking & bicycling distances; Ettrick – generalized representation of walking times between Chesterfield Avenue and surrounding destinations (1/4 mile increments). Standards for bicycling suggest that distances of up to three (3) miles between destinations are generally acceptable for regular bicycle use, which places much of Colonial Heights and Petersburg within potential biking distance of Ettrick.

VSU Multi-purpose center under construction.
To accomplish the development pattern recommended by the plan, amendments to current zoning ordinance design standards are necessary.

For areas designated for non-residential or mixed uses by the plan, a pedestrian oriented, higher-density development pattern can only be accomplished with multi-story buildings fronting wide sidewalks having pedestrian amenities. While this mixed use development pattern is anticipated to reduce reliance on the automobile, residents’ long term parking needs must be accommodated, as well as the parking needs of students who commute to VSU and customers who visit the area from surrounding communities seeking retail goods and personal services. Care should be taken to locate parking areas in ways that do not distract from the pedestrian friendly environment anticipated by the plan. Below are examples of the type of design envisioned along identified roads within Ettrick.
EXAMPLE OF DEVELOPMENT PATTERN ENVISIONED BY THIS PLAN

The Lofts at Cary Place, Richmond Virginia
Located at the intersection of West Cary Street and South Meadow Street, the Lofts at Cary Place (the Lofts) serve as an example of the kind of development envisioned along identified roads within the Ettrick VSU Special Area Plan geography. The Lofts comprise residential units over commercial retail space, and is located within a mile of Virginia Commonwealth University in an area of the city experiencing redevelopment and revitalization.

Before:
Predominantly lower density, single story, single use commercial buildings and vacant properties, with few amenities.

After:
Higher density, multi-story, mixed use buildings (commercial and residential condominiums) with streetscaping and pedestrian-friendly design elements.
The Lofts at Cary Place, Richmond Virginia
Aerial view of the Lofts at Cary Place: buildings fronting West Cary Street and South Meadow Street with on-site parking located to the rears of buildings and accessed by side roads.

Street view: wide sidewalks, street trees and on-street parallel parking along West Cary Street.

On-site parking with access to South Meadow Street.

Pedestrian amenities along West Cary Street: brick pavers, street trees, and outdoor seating.
ETTRICK VSU SPECIAL AREA PLAN DESIGN STANDARDS

The Ettrick VSU Special Area Plan recognizes four (4) distinct areas that merit special design standards. The design standards are patterned on the conditions of zoning approval for the VSU Foundation zoning case (14SN0516 - VSU Trojan Development LLC) approved by the Board of Supervisors on January 22, 2014. This case permits a mixed use building along the northeast line of Chesterfield Avenue, across from Paine Street, which when built will incorporate a vertical mix of commercial, office and multifamily residential uses. The building and associated improvements, once completed, should set a standard for new development in Ettrick that could be emulated along identified roads within the Ettrick VSU Special Area Plan geography.

**Ettrick Gateway Business Area**

This area, which fronts along the west line of Granger Street and along the north line of East River Road east of Bessie Lane, has the potential to attract new commercial and residential development and redevelopment due to the anticipated increased importance of the train station as a major transportation hub for the region.

**Chesterfield Avenue Northeast**

This area, which fronts along the northeast line of Chesterfield Avenue, south of Granger Street, has the potential to attract new commercial and residential development and redevelopment as VSU continues to implement its Master Plan, which includes development of vertically integrated, mixed use buildings along the northeast line of Chesterfield Avenue.

**Chesterfield Avenue Southwest**

This area, which fronts along the southwest line of Chesterfield Avenue, has the potential to attract new commercial and residential development and redevelopment on the pattern of that which VSU is building along the northeast line of Chesterfield Avenue.

**Orange Hill Avenue Corridor**

This area, which fronts both sides of Orange Hill Avenue and extends south to Main Street, has the potential to attract new residential development and redevelopment to complement mixed uses along Chesterfield Avenue, and to serve as a higher density residential transition between these uses and existing neighborhoods to the west.
CHAPTER 11: SPECIAL AREA PLANS

11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 6: Design Plan

Moving Forward...The Comprehensive Plan for Chesterfield County
CHAPTER 11: SPECIAL AREA PLANS  
11.1 ETTRICK VSU SPECIAL AREA PLAN

Section 6: Design Plan

ETTRICK GATEWAY BUSINESS AREA

Development and redevelopment along principal area roads should occur on the pattern VSU is establishing along the northeast line of Chesterfield Avenue. Development standards should carry forward the goal of establishing a pedestrian friendly environment for the Ettrick community by ensuring that new development along Granger Street, Bessie Lane, and East River Road east of Bessie Lane has an urban character, with buildings fronting sidewalks with street trees and pedestrian scale lighting. However, the “interior” of this area is anticipated to develop in a more suburban commercial development pattern with uses serving rail travelers, VSU students, faculty and staff, and the larger community.

Development standards should require:

- Multi-story buildings fronting the Granger Street, Bessie Lane and East River Road east of Bessie Lane, with pedestrian amenities between the building and these roads;
- Automobile oriented commercial uses and development patterns located to the rear of multi-story buildings fronting Granger Street, Bessie Lane and East River Road east of Bessie Lane, with such uses screened from Granger Street, Bessie Lane, and East River Road east of Bessie Lane by the multi-story buildings;
- Shared vehicular access to public roads;
- Additional parking requirements for office and commercial uses;
- Limitation on individual business sizes so as to preclude big-box uses.

(Note: the exact types, arrangement, location and dimensions of improvements will be determined at the time of site plan review, as development occurs.)
Ettrick Train Station & Surrounding Area (Today)
(Existing commercial area, single family residences, churches, and train station)

Ettrick Gateway Business Area (Tomorrow)
(Multi-story buildings fronting Granger Street, Bessie Lane and East River Road east of Bessie Lane, with parking and automobile-oriented uses behind buildings.)
Existing development along the west line of Granger Street, at Bessie Lane, and along East River Road, west of Bessie Lane: developed for a mix of single story, single use, automobile oriented commercial, single-family residential and public/semi-public (church) uses.

Potential redevelopment for multi-story mixed use buildings with sidewalks, street trees and other pedestrian amenities, with on-site parking and suburban commercial uses to the rears of buildings (and generally screened from roads).
Existing development along the north line of East River Road, east of Bessie Lane: developed for single-family residential and public-semipublic (church) uses. East River Road being widened to four (4) lanes with divided median in conjunction with the construction of the VSU multipurpose center.

Potential redevelopment for multi-story, mixed use buildings with sidewalks, street trees and other pedestrian amenities, with on-site parking and suburban commercial uses to the rears of buildings (and generally screened from roads). East River Road widening completed.
CHESTERFIELD AVENUE

Consistent with VSU’s plans for Chesterfield Avenue, development of vertically integrated mixed use buildings fronting sidewalks with other street amenities such as bike lanes and street trees is proposed. Along the northeast line of Chesterfield Avenue, development should occur in accordance with the VSU Foundation zoning case, approved by the Board of Supervisors, which includes bicycling facilities adjacent to parallel parking along the road and within the public right-of-way, requiring the sidewalk to be provided within the building setback. However, bicycling facilities will not be provided along the southwest line of Chesterfield Avenue, allowing a sidewalk within the right-of-way and landscaping and street amenities within the setback.

This conceptual graphic illustrates how development could occur along Chesterfield Avenue. The exact types, arrangement, location and dimensions of improvements will be determined at the time of site plan review, as development occurs.
Chesterfield Avenue Northeast

Development standards include:

- Multi-story buildings oriented toward the road, with pedestrian amenities between the building and the road;
- Office/commercial developed in conjunction with residential (residential the primary use);
- Automobile oriented commercial uses and development pattern discouraged;
- Additional parking requirements for office & commercial uses;
- Off-street bicycling amenities;
- Shared vehicular access to Chesterfield Avenue.

(Note: the exact types, arrangement, location and dimensions of improvements will be determined at the time of site plan review, as development occurs.)

Conditions of zoning approval for the VSU Foundation building require that, within the building setback, a common space be provided for the enjoyment of the public. This common space includes a continuous private sidewalk constructed of decorative paving or patterned concrete and area adjacent to buildings for foundation plantings, street furnishings, and/or delineated outdoor seating for eating establishments (sidewalk cafes). Pavement may incorporate porous pavers or pervious concrete and subsurface features designed to help mitigate stormwater runoff and assist in addressing water quality and conservation.

Other features include pedestrian amenities such as benches, trash receptacles, bike racks, and landscaping.
Street trees are planted within landscaped tree wells, located between the bicycle facility and sidewalk. Decorative street lamps are installed within the setback, at the edge of the proposed right-of-way.

**Architectural Compatibility**

Virginia State University is characterized by a campus that has evolved over time, with an integrated mix of modern and historic buildings. New development along Chesterfield Avenue should have architectural treatment that recognizes, and is sympathetic to, this tradition.

New construction along Chesterfield Avenue can achieve compatibility with VSU campus architecture by incorporating some of the elements, detailing, materials and massing that reflects the character of the campus.

*Architectural rendering submitted for illustrative purposes.*
**Chesterfield Avenue Southwest**

Development standards should include:

- Multi-story buildings oriented toward the road, with pedestrian amenities between the building and the road;
- Office/commercial uses developed in conjunction with residential (residential the primary use);
- Automobile oriented commercial uses and development pattern discouraged;
- Additional parking requirements for office & commercial uses;
- Shared parking, and shared vehicular access to Chesterfield Avenue and to side roads.

(Note: the exact types, arrangement, location and dimensions of improvements will be determined at the time of site plan review, as development occurs.)
Existing development along the southwest line of Chesterfield Avenue, at Randolph Street: developed for a mix of commercial, residential and public/semi-public (fire station and church) uses.

Potential redevelopment for a multi-story, mixed use building with residences over commercial and on-site parking to the rear.
ORANGE HILL AVENUE

This area has the potential to attract new, higher-density residential development and redevelopment to complement mixed uses along Chesterfield Avenue, and to serve as a transition to the existing single-family residential neighborhoods to the west.

Development standards should include:

- Multi-story buildings oriented toward the road, with pedestrian amenities between the building and the road;
- No office or commercial uses;
- Automobile oriented development pattern discouraged;
- Shared parking, and shared vehicular access to Orange Hill Avenue and side roads;
- Existing above-ground utilities accommodated with road widening.

Conceptual Perspective: This graphic illustrates Orange Hill Avenue (looking south from Paine Street), with sidewalk within the public right-of-way and pedestrian amenities adjacent to buildings.

(Note: the exact type, arrangement and dimensions of improvements will not be determined with this plan amendment, but will be determined with future rezoning and redevelopment.)
CHAPTER 11: SPECIAL AREA PLANS
ETTRICK VSU SPECIAL AREA PLAN

Moving Forward...The Comprehensive Plan for Chesterfield County

Orange Hill Avenue: developed for single-family residences on lots.

Orange Hill Avenue redeveloped for higher density residential with sidewalks, street trees, pedestrian scale street lighting, and on-street parking. Bump-outs designed to accommodate existing overhead utilities with road widening.

Example of potential redevelopment for townhouse apartments or condominiums with on—street parking, sidewalks and street trees, and on-site parking to the rear.